

TEXASAAA



TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • MAY 2011

APRIL 2011 MEETING

Thanks to all the members that attended the April meeting in my hangar at North West Regional Airport. I hope everyone had as much fun as I did and ate too much as I also did.

We signed up a few new members, one of which was my brother Steve. He lives in Plano and brought my niece Shelby and Father in law "HOOT" as we call him.

The weather was nice and I expected more flyers but everyone carried in some great eats and there was plenty for all.

The minutes of the March meeting and the treasury report were accepted as read. Someone asked me about the Davis I am restoring and I gave a little insight on that.

On a sad note we lost long time member and Texas State AAA director E. M. Johnson. Our prayers are with the family. For those of you that have an E-mail address on file Dick sent out the service information. E. M. will be missed by all.

The May meeting will be held at Ranger Field on the 28th of June. Please see the information in this issue of the newsletter. Until then, Fly safe,

Terry



"GREATEST GENERATION"

The term "Greatest Generation" doesn't mean just people but can be equally applied to some of the finest aircraft designs of all time; the C-47 transport, P-47 Thunderbolt and P-38 Lightning, both superb fighters! And of course the B-24 Liberator, the F4U Corsair (the Navy's greatest carrier fighter), the P-51 Mustang (arguably the finest fighter aircraft of its time) and finally the B-17 who's crews said would bring them home in almost any condition and here's one of those conditions! Tough Bird

A mid-air collision on February 1, 1943 between a B-17 and a German fighter over the



Tunis dock area became the subject of one of the most famous photographs of World War II... An enemy fighter attacking a 97th Bomb Group formation went out of control, probably with a wounded pilot then continued its crashing descent into the rear of the fuselage of a Fortress named All American, piloted by Lt. Kendrick R. Bragg, of the 414th Bomb Squadron.

When it struck, the fighter broke apart, but left some pieces in the B-17. The left horizontal stabilizer of the Fortress and left elevator were completely torn away. The two right engines were out and one on the left had a serious oil pump leak. The vertical fin and the rudder had been damaged, the fuselage had been cut almost completely through connected only at two small parts of the frame and the radios, electrical and oxygen systems were damaged. There was also a hole in the top that was over 16 feet long and 4 feet wide at its widest and the split in the fuselage went all the way to the top gunner's turret.

Although the tail actually bounced and swayed in the wind and twisted when the plane turned and all the control cables were severed, except one single elevator cable still worked, and the aircraft still flew-miraculously! The tail gunner was trapped because there was no floor connecting the tail to the rest of the plane. The waist and tail gunners used parts of the German fighter and their own parachute harnesses in an attempt to keep the tail from ripping off and the two sides of the fuselage from splitting apart.

While the crew was trying to keep the bomber from coming apart, the pilot continued on his bomb run and released his bombs over the target.

When the bomb bay doors were opened, the wind turbulence was so great that it blew one of the waist gunners into the broken tail section. It took several minutes and four crew members to pass him ropes from parachutes and haul him back into the forward part of the plane. When they tried to do the same for the tail gunner, the tail began flapping so hard that it began to break off. The weight of the gunner was adding some stability to the tail section, so he went back to his position.

The turn back toward England had to be very slow to keep the tail from twisting off. They actually covered almost 70 miles to make the turn home. The bomber was so badly damaged that it was losing altitude and speed and was soon alone in the sky. For a brief time, two more Me109 German fighters attacked the All American. Despite the extensive damage, all of the machine gunners were able to respond to these attacks and soon drove off the fighters. The two waist gunners stood up with their heads sticking out through the hole in the top of the fuselage to aim and fire their machine guns. The tail gunner had to shoot in short bursts because the recoil was actually causing the plane to turn.

Allied P51 fighters intercepted the All American as it crossed over the Channel and took one of the pictures shown. They also radioed to the base describing the empennage was waving like a fish tail and that the plane would not make it and to send out boats to rescue the crew when they bailed out. The fighters stayed with the Fortress taking hand

signals from Lt. Bragg and relaying them to the base. Lt. Bragg signaled that 5 parachutes and the spare had been "used" so five of the crew could not bail out. He made the decision that if they could not bail out safely, then he would stay with the plane and land it.

Two and a half hours after being hit, the aircraft made its final turn to line up with the runway while it was still over 40 miles away. It descended into an emergency landing and a normal roll-out on its landing gear. When the ambulance pulled alongside, it was waved off because not a single member of the crew had been injured. No one could believe that the aircraft could still fly in such a condition. The Fortress sat placidly until the crew all exited through the door in the fuselage and the tail gunner had climbed down a ladder, at which time the entire rear section of the aircraft collapsed onto the ground. The rugged old bird had done its job.

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E. M. Johnson Passed May 1, 2011

E. M. Johnson, a founding member of the Texas Chapter Antique Airplane Association, died on May 1, 2011 after a lengthy illness. He was 94 and had been an avid aviation enthusiast since he was a child. By 12 years of age he combined his love of aviation with that of photography which enabled him to amass a comprehensive collection of aviation history and photographs during his lifetime. His photos, from the start, showed a talent for composition that allowed him to depict his subject matter with a minimum of shots.

This collection was not only extensive, it was well documented and cross referenced to an extent that will enable colleagues, museums and others with an interest in aviation history to avail them-selves of excellent reference material. A large portion of his collection has been donated to the Frontiers of Flight Museum in Dallas, Texas where it will be housed as the "E. M. Johnson Collection".

E. M. worked in the aviation industry his entire career, until his retirement from Bell Helicopter

CALENDAR OF EVENTS

MAY MEETING 2011

Submitted for Terry Doyle and Darrell Irby, Activity Coordinators, by Richard Ramsey.

The May Meeting will be held May 28th, 2011 at Ranger Airport (F23). TXAAA Member Jared Calvert will host this meeting in conjunction with the May 27-29 Ranger Fly-In & Airshow. Ranger's Lions Club is providing a BBQ Lunch at 11:30AM for those who fly in and there should be enough for our members that drive in. Our Chapter Meeting will begin at 12:30PM. The airport will be closed from 1:00 to 2:30PM for the Airshow. The event at Ranger last year was fun and with 162 attending aircraft we saw some airplanes we wouldn't normally see. Let's pull some of those antiques out of the barn and have a good showing. After all, we are an Antique Airplane Association.

For Flyers: Ranger Municipal Airport (F23) is found on the DFW Sectional 87nm WSW of DFW. Runway 1-19 Turf 3300 x 75 (in good condition) is recommended. 18-36 Turf 1850 x 60 can also be used. Elev. 1470' Use CTAF 122.9.

For Drivers: On IH-20 take exit 349 to W Loop 254 (Love's & Dairy Queen). Turn to go Northeast on W Loop 254 and go 1.3 miles to Cooper St. Turn right on Cooper St. for 3 Blocks to Oddie St. Turn right on Oddie St. The Airport is at the end of Oddie St.

Schedule of Monthly Meetings: 2011:

May 28: Ranger Airport, Ranger, TX. (F23)
Jun 18: Cedar Mills Airport, Gordonville, TX. (3T0)
Jul 16: New Fairview Airport, Rhome, TX. (7TS0)
Aug 20: Northwest Regional Airport, Roanoke, TX. (52F)
Sep 17: Tailwheel Acres, Valley View, TX. (1XA6)
Oct 14 & 15: Gainesville Municipal, Gainesville, Texas. Annual Fly-In (GLE)
Nov 19: Propwash Airport, Justin, TX. (16X)
Dec 17: Gainesville Municipal, Gainesville, Texas. Annual Christmas Party (GLE)

Fly-Ins of Interest 2011:

May 14 TxAeroSport Aerodrome, Sherman, TX. (See www.txaerosport.com)
May 27-29 Ranger Airfield's Memorial Day Weekend Fly-In & Airshow - Ranger, TX
Jun 3&4 Oklahoma Chapter AAA Fly-In, Pauls Valley, OK.
Aug 31-Sep 5: National AAA Fly-In, Blakesburg, IA.
Oct 14 & 15: "Fall Festival of Flight" TXAAA Annual Fly-In, Gainesville, TX.
Oct 28-30: Flying M Ranch, Reklaw, TX.

Submitted for Terry Doyle and Darrell Irby, Activity Coordinators, by Richard Ramsey.

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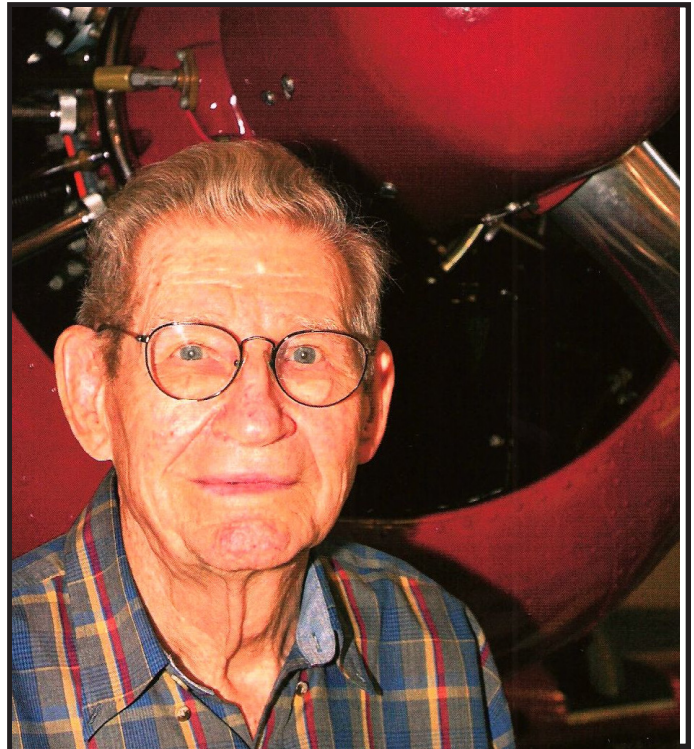
in 1982. As well as his founding membership in the Texas Chapter, he was the State Director for, and a Lifetime Member of the National Antique Airplane Association at Blakesburg, Iowa. He was also a member of the EAA, the American Aviation Historical Society and the Frontiers of Flight Museum, at Dallas Love Field.

Longtime members of the AAA will remember E. M. and Grace hosting the annual Christmas Party at their home for many years where guests could talk with E.M. about everything aviation and his other interests, which included steam locomotives and pipe organs. Guests enjoyed listening to the music played on the Wurlitzer Pipe Organ installed in their home.

Predeceased by his Wife, Grace and his Sister Nadine Seeligson, he is survived by his Children; Brian Johnson, Carol Marcus, Dianne Johnson, and his Sister Louis Dinn and their families. Graveside Service was held at Sparkman-Hillcrest in Dallas and a Celebration of Life at the Frontiers of Flight Museum. He has "Gone West" to rejoin many of his

family, friends and colleagues who have gone that way before. E.M. Johnson was the consummate and quiet gentleman who will continue to have a place in the hearts of all who knew him.

Dick Ramsey



TEXAS CHAPTER ANTIQUE AIRPLANE ASSOCIATION Membership Application - Renewal Form

Name: _____ Spouse: _____

Address: _____

City: _____ State: _____ ZIP: _____

Phone: _____ Email: _____

Aircraft Type: _____ National
AAA No. _____

(Ownership of an aircraft is not required)

To start or renew membership in the Texas Chapter of the Antique Airplane Association please furnish the above information and send it with \$25.00 (payable to Texas AAA) to: Treasurer, Texas Antique Airplane Association, 5209 Glen Canyon Rd., Ft. Worth, TX 76137

AIRSHOW NO. 4

MAY 27-29, 2011

RANGER AIRFIELD

MEMORIAL DAY WEEKEND FLY-IN & AIRSHOW



- **FRI:** Fish Fry (\$8) 5:30 P.M.
Evening Airshow 7:00 P.M. (Airfield closed 6:50-7:30)
- **SAT:** Lions Club Breakfast (\$5) 7:00-8:30 A.M.
Lunch served to pilots/passengers 11:30 A.M.
Airshow 1:00 P.M. (Airfield closed 12:50-2:30)
- **SUN: DAWN PATROL ~ 0700**

Visit: www.rangerairfield.org

Identifier: F23

Elevation: 1470 ft.

CTAF: 122.9

Rwy 01/19: 3300 x 75 ft. Turf, In Good Condition



CLASSIFIED

FOR SALE - 1950 Bellanca Cruisemaster 14-19. 190 Lyc., 80 hrs.. SCMOH. 2987 tt. \$24,000. Contact: Sherman Oxford at (972)874-5050 or (214)704-1535.

FOR RENT T-HANGARS available at Bird Dog Airfield (TE58). Three left. Water, electricity and fully enclosed. Contact Scott Sackett (940) 367-1992 sackett@pobox.com 11/09

FOR SALE - 1 Jacobs R-755-9 245 Hp 165 Hr smoh, 1 Stearman 220 Cont. motor mount, 1 Leise neville 50 amp gen. Contact at 940-367-4480 Bob Landrum 11/09

FOR SALE - 1941 Fairchild 24, 15 hours on a 185 Warner, with an Airomantic or Curtis Reed prop. Beautiful airplane, good fabric. Asking 85K with 185 Warner or 65K with 165 Warner. Contact Tom at 817-790-3190 11/09

FOR SALE - 1932 Fairchild 22 C7B. It has a 145 HP Menasco engine with a high wing and 2 open cockpits. This is a 100% rebuild of every piece of the aircraft. Asking 45K. Contact Tom at 817-790-3190. 11/09

FOR SALE - Five acres adjacent to, and with access to a 4000 ft. established grass runway. Located in Justin, TX \$85,000.00. Motivated seller. Maybeth Nunn, Broker, Realtor. Cross Texas Realty (214) 356-0383 www.Airportsoftexas.com 11/28

FOR SALE: Brand new set of Whelen Strobe and Nav lights. Never installed. All wiring and connectors are included. For more info call 817-596-3344 or 817-994-1546. \$300.00 Thanks, Charles Percy. 2/10

FOR SALE: Rose Parrakeet #102 project for sale. Overhauled C85FJ, metal prop, new ribs, most spar wood, old streamline wires, struts and gear, new mount and fin, old tail feathers, fuseedge sound needs some work. Previously with Cole Brothers air show, historic, needs a good home. \$12,000 or argue. Jim Hays Flying S, 2 E Brownwood (BWD) 365 647-9644 jbhkays@centex.net.

FOR SALE: the Confederate Air Force wants to sell a Cessna C-165 airmaster project. Looks good and very complete to me, lots of work done on engine and some on airframe. Call Tiny Malm, Amilene, 325 518-8337, see at Elmdale Airport.

FOR SALE: Building site for house & or hangar 2.39 Acres - North-South 2400' grass runway New Residential Airport-FLATBUSH ESTATES-Decatur- \$49,900 Sharon Sanden, Owner/Realtor - Coldwell Banker Residential Brokerage ssanden@airmail.net - 817-676-7458 8/10

FOR SALE: 1959 Cessna 150 for sale. An inexpensive time builder that runs great. 230 SMOH, 4430 TT, always hangared, last annual 7/10. Original logs signed by Cessna test pilot on first flight. \$18,000.00 OBO. Terry Wallace, wallacete@cs.com or cell 817-706-3173. 4/17

2230 Airport Dr.
Gainesville, Texas 76240

BILL MORROW
E-mail: billm@tomlinsonavionics.com



Phone 940-612-2044
Fax 940-612-2011

TOMLINSON AVIONICS OF TEXAS INC.
FAA Approved Repair Station #T3TR390N

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nunn3@verizon.net.

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HAIRE AVIATION LLC
Jerry T. Haire / Richard N. Haire
haireav@haireaviation.com
www.haireaviation.com
Bus 940-458-4603 Fax 888-275-3149

FOR SALE- 1936 Taylor Aircraft Company (built before Piper changed name of Company) J-2 Cub, with a Cont 65 HP engine and Univair sealed struts. Airframe has 2180 hrs and recovered with Stitts Polyfiber in 1977. Engine has 848 total hrs and 60 since overhaul. Last annual was in February 2011. EAA auto gas STC. Located in Westlake, Texas. \$25,000. Contact Gary Sublette at 817-791-6602. 5/13

TEXAS CHAPTER ANTIQUE AIRPLANE ASSOCIATION

Minutes of the General Meeting held: April 16, 2011

The General Meeting was held at Northwest Regional Airport in Terry Wallace's hangar and was called to order at 12:30pm by President Terry Wallace. There were 47 members and 5 guests in attendance. The attendance list is in the Chapter Records.

One of the members thanked Terry Wallace for hosting the meeting location and Terry thanked Maria and Margaret who assisted with the set up and food service.

AGENDA:

Announcements

A couple of Birthdays were noted, one being that of Terry Wallace.

Visitors were introduced including Jim Dougherty III, his Wife Wendy and their Daughter Hayden. Also noted were Steve Capps, Lily Capps and Georgina Edgington.

The next meeting will be held on May 28th 2011 during the Ranger Airport Fly-In and Airshow. Our Chapter has been added to the Insurance covering the event, so our members and planes are covered.

Darrell Irby announced that he is still trying to fill the Chair positions for our Fly-In during October. He could sure use some help, so don't wait till the last minute to contact him and volunteer. That's how it gets done; not hoping someone else will do it.

Darrell also gave a brief report on the PAMA contest held at Tarrant County Community College. The local group did not win this year.

I talked to Joe Haynes and he said that E.M. Johnson was still doing OK. He enjoyed the CD's that Joe took to him, from some of those provided by Dennis Price.

Treasurer's Report

Treasurer Joetta Reetz read her Treasurer's Report and it was accepted as read.

Previous Meeting Minutes

Minutes from the last meeting which were published in the Newsletter, were accepted as printed.

Old Business

Discussion was held about several airplanes for sale and members were asked to send information to Terry Wallace for inclusion in the Newsletter.

Members were asked again to contribute articles and project reports on their planes to Terry for publication in the Newsletter.

New Business

Members indicated that they would like to consider using the same Fly-In T-Shirt that was used last year, after appropriate updates.

Door Prizes were distributed to a few lucky winners.

A motion to adjourn was made by Joetta Reetz and seconded by Clare Wright. The meeting ended at

1:30pm.

Respectfully submitted

Richard Ramsey

Secretary, Texas Chapter

AAA

MEMBERSHIP AND DUES OWNERSHIP OF AN AIRPLANE IS NOT REQUIRED.

The only Requirement is a Love of Airplanes and the Fellowship of those who share that Passion.

Membership and Dues for the Texas Chapter of the Antique Airplane Association are \$25.00 per year. Visit our Website at www.texasantiqueairplane.org or www.txaaa.org for details and an Application Form.

NOTE: Membership expires on the date next to your name on the mailing label of your Newsletter.

Please send dues and address changes to:
TXAAA Treasurer - 5209 Glen Canyon Dr., Fort Worth, TX 76137

The Texas Chapter supports and encourages membership in the National Antique Airplane Association.

For Information about joining the National AAA, Visit their Website at www.antiqueairfield.com or Email antiqueairfield@sirisonline.com or you may write:

Antique Airplane Association - Antique Airfield
22001 Bluegrass Road - Ottumwa, IA 52501-8569

**See a color newsletter on our
website at www.txaaa.org**

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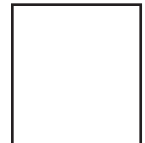
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“KEEP THE ANTIQUES FLYING”