

TEXASAAA



TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • JANUARY 2012

CHRISTMAS PARTY

T'was the week before Christmas and our members did meet at the Tomlinson's hangar to smile and greet.

A BAR-BQ lunch was enjoyed by all as we filled our plates, everyone, big and small.

Tables were decorated with poinsettias and ribbon

door prizes were won and awards were given.

Thanks for the food donated to the pantry with cheer and to all our members have a safe and happy new year.

Terry ☐





Maxine Capua will be the guest speaker at our meeting on the 28th ...

FRONTIERS OF FLIGHT MUSEUM
LIVING HISTORY

PRESENTS AMELIA EARHART

“AMELIA EARHART”

PRESENTED BY MAXINE CAPUA

“Oh Pidge, it’s just like flying,” cried six-year-old Amelia Earhart to her sister Muriel as she swooped down a home-made roller-coaster in the garden of their Atchison, Kansas home some time in 1903.

Amelia was an adventurous girl who took chances and loved to go fast. In high school she became fascinated by the achievements of women who had been first in something, and being first in something became her passion.



Lockheed Electra



This interest in the status of women was important to Amelia throughout her life. Difficult family circumstances forced Amelia to become independent and self-reliant. She lived the rest of her life by the principle that she must rely on herself, and was always looking for ways to make money to gain security for herself and her family. Her interest in aviation was sparked by the stories, of World War 1 who were patients in the hospital where she worked as a student nurse. Seeing their wounds and their suffering made Amelia a pacifist but also made her determined to learn how to fly. She persuaded Neta Snook, who was one of the first Canadian girls to gain a pilots license, to teach her. After soloing, she abandoned nursing. She worked very hard and after two years she had enough savings to buy an airplane with which she set speed, distance and altitude records. She became the most famous female pilot in America. She was a contemporary of Charles Lindbergh and actually looked like him. She became known as Lady Lindy. Amelia married George Putnam of Putnam Books who supported her ambition to be the first pilot - man or women – to fly around the earth at the equator. Her strenuous program of speaking engagements, record-breaking flights and numer-

ous money-raising activities had tired her and she announced that this would be her final record-setting flight. In 1937 she set out in her Lockheed Electra with navigator Fred Noonan. The trip was beset by uncertainties, dangers and faulty equipment. On the very last leg of their journey, when they were scheduled to land on a tiny Pacific island, radio contact was lost after Amelia was heard saying that the fog was so thick she couldn’t see. That was the very last contact anyone had with Amelia Earhart and it is believed that she and Fred Noonan came down in the sea. No trace was ever found of Amelia Earhart, Fred Noonan or the airplane. Even today, sixty years later, their fate is unknown.

FRONTIERS OF FLIGHT MUSEUM

DALLAS LOVE FIELD

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Maxine Capua

John Cooper “Jack” Winthrop, Jr.

August 03, 1920 - December 03, 2011



John Cooper “Jack” Winthrop, Jr., age 91, of Allen, Texas, passed away unexpectedly December 3, 2011, in McKinney, Texas. Jack was born August 3, 1920, in DuQuoin, Illinois, to John Cooper and Laura Lucy (Webb) Winthrop, Sr. He learned to fly at age 17. Jack attended Southern Illinois University. He and Pauline Hunter were married in 1943 and

remained married for fifty-seven years until her death in 2000. They raised four daughters. Jack proudly served in the United States Air Force during World War II and during the Korean War and the Vietnam Conflict. After leaving the Air Force, Jack was a pilot for Braniff International for thirty-four years. He retired from Braniff on August 3, 1980. Jack was a member of the BISE Club, the Quiet Birdmen, the Antique Aircraft Association,

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THE 100TH ANNIVERSARY OF NAVAL AVIATION ©

Ann Holtgren Pellegrino

Despite banner headlines proclaiming that 2011 is the 100th anniversary of naval aviation, sufficient evidence exists to challenge that concept. In my opinion, the first naval aviation flight occurred in November 1910 when Eugene Fly flew from the deck of the U.S.S. Birmingham, anchored in Chesapeake Bay, and landed on a nearby shore.

Far before that, however, as revealed in Scot MacDonald's article, "The Aeroplane Goes to Sea" published in Naval Aviation News in 1926, many "sketches, plans, and ideas for aeroplanes" had crossed the desk of Capt. W. Irving Chambers earlier in 1910. Assigned on September 26, 1910, as Assistant to the Secretary's Aid for Material, he had the "collateral duty of liaison between the Navy and the swelling number of letter-writers who were eager to advance their own schemes or designs involving aviation." Further, twelve years before Chambers received that appointment, Theodore "Teddy" Roosevelt, then the Assistant Secretary of the Navy, advocated forming the "Joint Army Navy Board to Examine Langley's Flying Machine." Although a Navy Board member gave a favorable report, Roosevelt declared that the "apparatus as (it) is referred to pertains strictly to the land service and not to the Navy."

MacDonald's article continued, "On at least two important occasions between then and 1910, the Navy participated in or observed a fledgling 'apparatus' in flight - at the 1907 Jamestown Exposition and at the 1908 tests by the Wright Brothers at Fort Myer, Virginia. Following Roosevelt's earlier decision, however, the "Navy Board held to the attitude that 'aeronautics' had 'not yet achieved sufficient importance in its relation to naval warfare' to warrant Navy support."

After Glenn Curtiss flew between Albany and New York, he felt that future battles would be fought in and from the air. He supported his concept by hitting targets as large as and shaped like battleships with 15 of 22 bombs.

Upon hearing a rumor that France was building an aircraft carrier, enthusiasts in the U. S. Aeronautic Reserve, a semi-civilian group, asked for a naval representative for aviation matters. Thus, Captain

Chambers started an office of aviation. In October 1910, he and two other officers attended an aviation meet at Halethorpe, Maryland, where they met Glenn Curtiss. Chamber's dilemma was that there was no proof that launching and landing aircraft at sea was feasible. A demonstration was needed. Pushing the experiment was news that the Germans were planning to launch a plane from a ship to expedite mail service. That a foreign nation would receive the accolades for such an action prodded Chambers to demand permission to make a similar attempt from the cruiser U.S.S. Birmingham. Because the Wrights had declined participation, a Curtiss pusher was used for the experiment.

The pilot would be Eugene Ely, born in 1886 on a farm near Williamsburg, Iowa. By 1910, he was an auto mechanic in Oregon. Early that year he crashed a Curtiss pusher, rebuilt it, taught himself to fly, and flew exhibitions in Washington, Montana, and Canada. At Minneapolis in June, Glenn Curtiss recruited him for his exhibition team, whereupon Ely flew at various meets beginning in July and ending in November back in Virginia, where he embarked on the first of his two most famous flights.

At the Norfolk Navy Yard, a wooden platform approximately 85 by 25 feet was built on the foredeck of the U.S.S. Birmingham. The Curtiss was hoisted aboard. On November 14, 1910, Chambers and other high-ranking naval officers who would witness the attempt boarded the ship the ship, which steamed to the waters off Hampton Roads and dropped anchor. At first low clouds and showers precluded the attempt, but by mid-afternoon some abatement was noted. Ely roared off the platform, his plane plunging down until the skid framing, wing pontoons, and propeller struck the water. His vision momentarily gone, he instinctively pulled up, spotted the beach at Willoughby Spit two and a half miles distant, and landed safely.

With the Navy involved in preparation and naval officers in uniform aboard, this 1910 flight would appear to be the first official naval flight. Chambers commented, that even with the old design and moderate power of the biplane, Ely had proved that a successful take-off could be made from a stationary ship.

After this flight, Ely continued doing exhibitions for Curtiss until the time of his second record flight when he was competing in an air meet at Selfridge Field near San Francisco. A wooden ramp 120 feet long by 25 feet wide was built on the cruiser U.S.S.

Pennsylvania. The arresting gear was a series of ropes, with sandbags at each end, stretched across the deck above two rails.

Thus, on January 18, 1911, the cruiser was anchored in San Francisco Bay with distinguished naval officers aboard. Ely made a perfect landing on the inclined platform, hooks on his biplane catching the ropes and being halted swiftly. Both his wife Mabel and Captain Charles F. Pond congratulated him. One hour later, having been an honored guest at lunch, Ely made a perfect take-off and returned to the aviation meet, where he received a thundering ovation.

Naval personnel, funds, equipment, and ships were involved in Ely's 1910 and 1911 flights. To Eugene Ely goes the credit for successfully demonstrating the feasibility of carrier operations. A skilled aviator, he was at the right place at the right time to take off from the U.S.S. Birmingham and land on Willoughby Spit. Thus, considering the information presented in this article, I believe that 2010 should be considered the 100th Anniversary of Naval Aviation.

(Published December 13, 2011. General Aviation News - Pulse) □

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the American WACO Club, and a lifetime member of EAA. He was also an avid square dancer. Jack had a flight instructor's rating until he was ninety. He had three daughters who had pilot's licenses and he taught three grandsons to fly. He is survived by his daughters, Janet Mestemacher and husband, James of Whitesboro, Texas and Nancy Staley and husband, Preston of Weston, Texas; ten grandchildren; sixteen great-grandchildren; one great-great-grandchild; brother, Gene Winthrop of DuQuoin, Illinois; and companion, Catherine "Pudge" Ward of Allen, Texas. He was preceded in death by his parents, wife, Pauline, daughters, Marilyn Reese and Elizabeth Dacy, grandson, Michael Dodd, and brother, Bob Winthrop. A memorial service will be held at 4:00 p.m., Tuesday, December 6, 2011, at Turrentine-Jackson-Morrow Chapel in Allen, Texas. In lieu of flowers, please donate to the charity of your choice or the Visiting Nurses Association of McKinney. □

CALENDAR OF EVENTS

JANUARY 2012 MEETING

The January meeting will be held on the 28th, the fourth Saturday of the month at Hicks Airport (T67). It will be at the café, "The Beacon" and is on the north end of the airport and operated by Gene and Christie Bingham. No need to bring food for a pot luck, or partake in the unloading and loading of the tables and chairs. Just bring yourself and money. The lunch will be at noon.

Fliers: Hicks airport, T67, is about five miles north of Saginaw. Asphalt runway 14-32. Elevation 855. Unicom 123.05

Drivers: North of Fort Worth, from the intersection if Interstate 35W and Interstate Loop 820, proceed west on Loop 820 approximately 3 miles to Business Hwy 287/ Saginaw exit. Continue to drive north through Saginaw about six miles. Turn right (east) on Bonds Ranch Road cross two sets of railroad tracks and Hicks Airport entrance will be on the left (north) side.

Alternate: Go north on I-35W past loop exit 820, exit on Hwy 287 North and proceed about 8 miles to the Bonds Ranch road exit. Take Bonds Ranch road west for about 3 miles. Hicks airport entrance will be on the north side of Bonds Ranch road just before the railroad tracks.

TENTATIVE 2012 MEETING SCHEDULE

This year's list of chapter meeting locations is just about complete. There are three open months with Terry Wallace taking the last one left open.

Hosting a chapter meeting is a sure way to get the hangar cleaned and organized. The meetings are usually the third Saturday of the month, but open to changing to fit the host's schedule.

February 18: Tailwind Acres, Valley View 1XA6 Jones

March 17: Clark Field, Justin 3T6 Pockrus

April 21: Fairview Airport Rhome, 7TSØ Robbins

May 19: Fairview Airport Rhome, 7TSØ Pellegrino

June 16:

July 21:

August 18: Northwest Regional, Roanoke Austin

September 15:

October 12/13 CHAPTER ANNUAL FLY -IN Gainesville

November 17: Propwash Airport, Justin 16X Nunns

December 15: ANNUAL XMAS PARTY GLE Tomlinson

FLY-INS OF INTEREST

March 2/3: Arizona Chapter AAA Annual fly-in Casa Grande, Az.

June 1/2: Oklahoma Chapter AAA Annual Fly-in Pauls Valley, Ok.

August 29/September 3: National AAA fly-in Blakesburg, Ia.

October 12/13: Texas Chapter AAA Annual fly-in Gainesville, Tx.

October 26/28: Flying M Ranch fly-in Reklaw, Tx.

TEXAS CHAPTER ANTIQUE AIRPLANE ASSOCIATION
Minutes of the General Meeting held: 17 December 2011

The General Meeting was held at Gainesville, Texas and was called to order at 12:50PM by President Terry Wallace. There were 54 members and guests in attendance. The attendance list is in the Chapter Records.

Terry thanked those who worked so hard on the set-up and also Bill Morrow for the use of the Hangar.

AGENDA:

Announcements

Phil Cook announced that the next meeting will be January 28, 2012 at Christies Extreme Burger in North Richland Hills, Texas. Phil advised that the change in date was to accommodate the schedule of the Guest Speaker Maxine Capua, an "Amelia Earhart Impersonator".

Terry asked that members who were willing to host a meeting in 2012 should contact Terry Doyle to schedule a month.

Phil mentioned that members should try to attend the Annual Fly-In at Blakesburg, Iowa this year. Phil also mentioned that the 2012 Fly-In for the Texas Chapter will be the 50th Anniversary and that we would try to make it the biggest and best ever.

Treasurer's Report

Joetta Reetz presented her Treasurers Report and it was approved unanimously.

Previous Meeting Minutes

The Meeting Minutes from the meeting on 19 November 2011 were approved.

Old Business

The Chapter Service Award for 2011 and past years was presented to Ona B. Reed, by the previous awardees, Don and Shirley Swindle.

New Business

The Election of Chapter Officers for 2012 was held with following results:

President: Phil Cook

Vice President: Stan Price

Secretary: Don Pellegreno

Treasurer: Joetta Reetz

Newsletter Editor: Barry Wallace

Activities Coordinator: Terry Doyle

Historian: No nomination, none elected.

A motion to adjourn was made by and seconded. The meeting ended at 1:30pm.

Respectfully submitted
Richard Ramsey
Secretary, Texas Chapter
AAA

□

CLASSIFIED

FOR SALE - 1950 Bellanca Cruisemaster 14-19. 190 Lyc., 80 hrs.. SCMOH. 2987 tt. \$20,000. 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 nevell 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: 1959 Cessna 150 for sale. An inexpensive time builder that runs great. 230 SMOH, 4430 TT, always hangared, last annual 8/11 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

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

FOR LEASE: 3 miles from Bird's Nest Airport/ Austin Executive Airport off FM 973: 2.11 acres with large workshop (25'x65') , and 3 bedroom, 1 1/2 bath mobile home for lease. Currently being renovated, will be available soon. Contact Bill and Shirley Girard: Shirley@mudflap-aviation.com.

Maybeth Nunn, Broker, REALTOR
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214.356.0383

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E-mail: billm@tomlinsonavionics.com



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Wanted: Continental A-40 or A-64 engine. Would like to trade a Spencer Marston Billiards Table plus cash. Table is worth \$2600 - \$2800. Will sell the table separately for \$995 cash. Contact John Greenlee 940-872-1359, or email jmgreenlee@sbcglobal.net.

FOR SALE: CESSNA 170B - Call (985) 643-3587 for details.

Updated 7/26/2011



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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"KEEP THE ANTIQUES FLYING"