

TEXASAAA



TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • MAY 2013

PRESIDENT'S CORNER

We had a great turn out for our April's meeting and I want to thank Jack Stanton for hosting the meeting and to the airport manager, Mike Shahan, for the beautiful meeting room. Several members from the local EAA were visiting and brought food for the lunch. I had a tour of the alert hanger and had the opportunity to see a F 104 and a couple of P 51s in the process of being rebuilt. I was amazed at the workmanship of the crew rebuilding the P 51s. One of the P 51s was being pieced together from three wrecked airplanes. The pieces were attached to a fuselage jig and then they had to fill in the blanks to get a complete airframe. I can't imagine taking on such a project, but I'm glad there are people willing to keep these old airplanes flying. Thanks to all the organizations like the Antique Airplane Association, and all the other clubs and organizations dedicated to keeping these airplanes from destruction, we can expect to see these old airplanes flying for a long time. Fly safe and I will see you next month.

Gary

TEXAS AAA MONTHLY FLY-IN, NORTH TEXAS REGIONAL AIRPORT (KGYI), SHERMAN/DENNISON, TEXAS, APRIL 20, 2013

by G. R. Dennis Price.

A sunny day, but considerably windier than forecast the previous day, and relatively chilly for near the end of April. Eleven real aviators flew into the meeting and several interesting older aircraft were based there. Data (cn [constructor's number] and owner) for civil aircraft is from the FAA on-line register (Registry.faa.gov.) while the information for the F-104G Starfighter was obtained from the 2010/2011 European Air Forces Directory compiled by Ian Carroll and published by Mach III Publishing in July 2010.





This is a detail of the decoration on the wing tip of the RV-4, N30RV.



N30RV, Vans RV-4, built in 1999 and owned by John W Harris who flies it with the Falcon Flight formation team.



Beech Bonanza G35, N4625C, cn D-4461, built in 1956, owned by Al Hilton.



Cessna 170B, N4625C, cn 25569, built in 1953 and owned by Gary Sublette.



Fairchild XNQ-1, N5726, cn 75726, built in 1947 and restored by Don Pellegrino, here seen getting a pointer on cleaning from Skylene (Skylark) Reetz.



Piper Cherokee PA-28-180, N6432J, cn 28-4850, built in 1968, owned by Rex Lake.



Piper Cherokee PA-28-180, N7077W, cn 28-00859, built in 1962, owned by Darrell Irby.



Cessna 150, N7845E, cn 17645, built in 1959 and owned by Terry Wallace.



Cessna 172H, N8209L, cn 172-56409, built in 1967, and owned by John Abel.



Cessna 172I, N35748, cn 172-56950, built in 1968, and owned by Stan Price.



Cessna 140, N77007, cn 11453, built in 1946, and owned by Paul Tanner.



Ercoupe 415-C, NC3794H, cn 4419, built in 1947 and owned by meeting host Jack Stanton.



Lockheed F-104G, built by Fokker, ex D-8244 of the Royal Netherlands (Holland) Air Force a resident of the Alert Hangar.



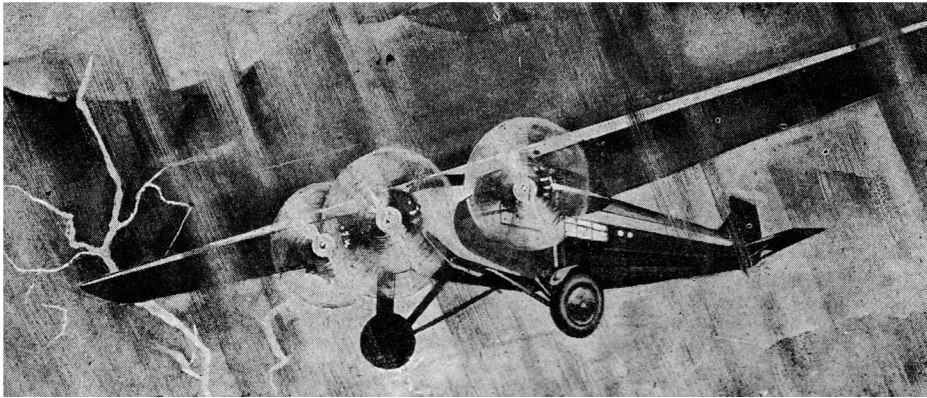
Beech E18S, N18LK, cn BA-230, originally built in 1956, almost certainly as a tail-dragger and subsequently modified.



D.H.125-3A/RA, N23CJ, cn 25152, based at KGYI was previously registered in the United Kingdom, Canada, and Mexico.



Beech E18S, cn A-977, ex N3452B, was built in 1953. Hopefully it will be restored to flying.



*by Emil Meinecke
7 Churchill Street
St. Catharines, Ontario, Canada.*

FLYING THE SOUTHERN CROSS.

The Southern Cross arrived at Schiphol Airport in Amsterdam on June 19, 1929, from London for a major overhaul. The Wright J5 "Whirlwind" engines were removed in the Fokker workshop hangar at Schiphol which now houses the Dutch National Air Museum. The airframe was dismantled for the usual barge transport to the main plant, then located on the Papaverweg in Amsterdam, North.

Sir Charles Kingsford Smith had left Richmond Field at Sydney, Australia, the previous June 25th for a flight to England, arriving at Croydon after 12 days, 18 hours, thus breaking the Australia (coast) to England record of 15 1/2 days, held by Bert Hinkler. In addition to Sir Charles, the crew consisted of Co-pilot, C. T. P. Ulm Navigator, H.A. Litchfield, and Radio-Operator T. H. McWilliams. Their adventures during an earlier attempt to fly the Southern Cross to England, which ended in near disaster when they lost their way and had to make a forced landing in tropical bush country is described in vivid detail by Kingsford Smith in his autobiography, "The Old Bus".

The engines of the Southern Cross remained at Schiphol where they were given a complete overhaul by the capable C. C. "Doc" Maidment, Service Engineer of the Wright Aeronautical Corporation the same man who looked after Charles A. Lindbergh's engine during his tour of the U. S. A. after the epic New York to Paris flight. The engines, were disassembled and worn parts were replaced from spares shipped from the Wright Plant in the U.S.A. The overhaul required considerable precision but nothing passed Maidment's close supervision. He could devote all necessary attention to the job because the overhaul of the Southern Cross at the factory also took considerable time. After about two months the Southern Cross was returned to Schiphol, "looking like a new aeroplane. She was assembled and "Doc" Maidment installed the engines. They started immediately on the first test and ran like clockwork.

The next day Kingsford Smith came to the airport and asked me to test the Southern Cross and to do him a personal favor by measuring air speeds at cruise power and full throttle. I consented with pleasure and had all tanks--including the 800 U. S. gallon main tank in the fuselage, filled to 1/4 of their total capacity. The inspector cleared the aircraft for flight.

I taxied the Southern Cross to the take-off area and received the customary permission by light signal from the control tower and applied full throttle. The take-off and subsequent climb were excellent, however when I was well up in the air, I noticed that the aircraft behaved in a very unusual manner. The machine made strange involuntary movements giving the sensation that the tail section was made of rubber. The movements persisted even when I held the controls very rigidly. I wanted to land immediately but in those days the field was not of sufficient size and I had to fly a complete circuit which was not pleasant because of the prevailing turbulence which was considerable on that day.

To be honest, I was glad to get down without breaking things. I did not know what was the matter with the aircraft, never having experienced anything of this nature, I taxied back to the hangar and told the chief mechanic and the inspector of my impressions during the flight. We shared the same opinion--something was wrong in the tail end of the fuselage. The lacing of the fabric at the bottom was opened up and just when they found an extension light to have a good look at the structure, Kingsford Smith arrived on the scene. He immediately understood what was going on and had a good laugh. Then he told me the "strange movements" I felt in the tail of the aircraft were caused by sloshing of the fuel in the partially filled main fuselage tank. He added that although the tank was reinforced internally, no actual baffles were provided. When taking off for a long distance flight with all tanks topped up the problem did of course not manifest itself. By the time part of the fuel in the main tank was being used up during a longflight the aircraft would be at altitude where turbulence usually was less severe and control problems due to fuel sloshing were negligible.

TEXAS CHAPTER ANTIQUE AIRPLANE ASSOCIATION

Minutes of the General Meeting held: April 20th, 2013

The General Meeting was held at North Texas Regional Airport, Sherman/Denison, Texas, in the Alert Hangar and was called to order at 12 Noon by President Gary Sublette. There were a total of 38 members and guests who signed the roster. Several of the guests were members of the EAA Chapter on the field. Our host, Jack Stanton was introduced and thanked for sponsoring our meeting. The attendance list is in the Chapter Records.

AGENDA:

Announcements: It was announced that the next meeting (May 18 2013) would be held at Don and Ann Pellegreno's hangar on New Fairview Airport, just North of Rhome, Texas (7TS0). The meeting will be held at Noon, and will be pot-luck.

Pat Pockrus was able to bring his Brother Jerry to the meeting and it was good to see him.

Treasurer's Report: The March 2013 Treasurer's Report was read into the Minutes by Treasurer Joetta Reetz. It was approved by majority vote. Members may obtain this information by contacting the Secretary or Treasurer.

Previous Meeting Minutes: Minutes from the

March meeting were published in the April 2013 Newsletter. They were approved at the meeting by majority vote.

Old Business: There was no "Old Business"

New Business: There was no "New Business"

Program: Our Host, Jack Stanton introduced the Airport Manager who was instrumental in our being able to have the meeting at the North Texas Regional Airport.

Jack Stanton then gave an interesting history of Perrin Field from its early days as a Military Training field to the present day Regional Airport.

At the close of the meeting, several door prizes were drawn by our members.

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

*Respectfully submitted
Richard Ramsey, Secretary
Texas Chapter AAA*

□

"When one engine fails on a twin-engine airplane you always have enough power left to get you to the scene of the crash."

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

CLASSIFIED

FOR RENT T-HANGARS available at Bird Dog Airfield (TE58). One left. Water, electricity and fully enclosed. Contact Scott Sackett (940) 367-1992 sackett@pobox.com 1/13

FOR SALE - 1 Jacobs R-755-9 245 Hp 165 Hr smoh, 1 Stearman 220 Cont. motor mount, 1 Leise Nevill 50 amp gen, 1946 Cessna 120 airframe. Contact at (940) 367-4480 Bob Landrum 1/13

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. Also low time Warner and Ranger engines with some accessories. Contact Tom at (817) 790-3190 1/13

FOR LEASE- 3 miles from Bird's Nest Airport/ Austin Executive Airport off FM 973: Large workshop, 25' x 65', double doors, abundant windows for a good cross-breeze. Two separate rooms at one end for office/storage, Ideal for restoration projects, wing building, hobbies, etc. Contact Bill and Shirley Girard at Shirley@mudflap-aviation.com 1/13

FOR SALE- 1931 American Eaglet, very original, low engine time, new fabric on fuselage, wings like new, extra prop and many engine parts included. The most fun airplane to fly there is. I'm getting too old to get in and out of it. \$28,000 OBO Gene Morris (817) 491-9110 1/13

FOR SALE - Aeronca L-3B - 1942 Model 058B Serial 058B1782 N52169 total time airframe: 2319.31 Continental C-85 total time: 1622.31 SMOH 674.44 McCauley Prop Part No. 1B90/cm7143 Serial No. 34415 A/C logs from 1943 \$12,000.00 Lee Montgomery leemontgomery14@yahoo.com 1/13

AVIATION'S ENDURING CLASSICS - a new photo book by Texas Chapter member Dan Linn. I have been taking photographs of airplanes as long as I can remember. Now I am excited to share my photographs through books that people can enjoy with friends and family. My first work features vintage aircraft from the 1940's and 1950's. These photographs were taken at various events on my travels to Florida, Iowa, Wisconsin and Texas, producing shining examples of the memorable airplanes that aviation enthusiasts love. My hope is that enthusiasts, pilots and their families will have stories to tell of one or more of the airplanes in this book. I invite you to purchase a copy, sit down with family and friends and tell your own personal stories about Aviation's Enduring Classics.

To preview the book and purchase a copy of Aviation's Enduring Classics go to www.dtlinn.com - click on the book cover to go to the bookstore.

Texas Chapter members will recognize many of the aircraft featured in the book! Dan Linn 2/13

FOR SALE: 46 Luscombe 8E, TT/3061, C85-12 TT/2421 TSMOH/251. Serial 3928, N1201K. Really nice cross country flyer with many upgrades and improvements including custom interior. \$34,700. Annual 2/13. Was Award Winner at Texas and Arizona Fly-Ins. Pictures and details available at rbramsey@verizon.net or call 972-986-9690. Dick Ramsey located in Texas.

FOR SALE: 1946 7AC Champ, LSA eligible. TTIS 2928, TSO 111, Continental A65, Slick mags, McCauley IA90 C7445 prop, inertial reel shoulder harnesses, 2-place intercom. Recovered in 1992 in Ceconite with butyrate dope. Last annual November 2012, all AD's complied with. Hangared. Good straight airplane with a simple interior, nothing fancy but all the screws on the fairings match and it's got cute little Aeronca hub-caps. Pictures available. \$21,500. Cynthia 512-644-6349 silvairebird@texas-flyers.com TX



TRANSITION YEAR TO OCTOBER DUES PAYMENTS

The Changeover to paying dues in October and the proration of dues was the result of Board approval and vote by Chapter Members.

The change from paying dues in any month, to all dues being payable in October each year, may cause some confusion during the transition year. This chart may help you decide what is due for your current expiration month or anyone joining during the year. These payments will carry your membership thru Sep 30, 2013. Adding \$25.00 to any of these will carry you thru Sep 30 2014. If you are in doubt about your expiration month or amount of your dues, call Dick Ramsey at 972-986-9690 before sending in your membership/renewal form and check.

Month paid	Good till Sep30 2013	Good till Sep 30 2014
Nov 2012	\$22.00	\$47.00
Dec 2012	\$20.00	\$45.00
Jan 2013	\$18.00	\$43.00
Feb 2013	\$16.00	\$41.00
Mar 2013	\$14.00	\$39.00
Apr 2013	\$12.00	\$37.00
May 2013	\$10.00	\$35.00
Jun 2013	\$8.00	\$33.00
Jul 2013	\$6.00	\$31.00
Aug 2013	\$4.00	\$29.00
Sep 2013	\$2.00	\$27.00



CALENDAR OF EVENTS

MAY MEETING 2013

The May Meeting will be held May 18, 2013 at New Fairview Airport (7TS0). Don and Ann Pellegrino will be our hosts. The Noon Lunch will be Pot-Luck, so members are asked to bring a Main Dish and a Salad or Dessert to share. If you would like to get rid of your "hangar junk", bring it and donate it as a door prize.

For Flyers: New Fairview Airport (7TS0) is about 3 miles NE of Rhome, Texas. 33-05-42.4380N / 097-25-37.0760W. Runway 17/35 is 3300 by 100 Turf in good condition.

For Drivers: From US 287, 2 miles North of Rhome, TX go East on FM 407 to Dillavou Lane. Turn South on Dillavou Lane and their hangar is about 400 yards on your right. Dillavou Ln. is about 6 miles West of Justin, TX on FM 407.

Remaining Monthly Meetings: 2013:

June 15: Kezer Air Ranch, Springtown, TX. (61TE)

July 20: Cedar Mills Airport, Gordonville, TX. (3T0)

August 17: Northwest Regional Airport, Roanoke, TX. (52F)

September 21: TBD

October 11 -13: Gainesville Municipal, Gainesville, Texas. Annual Fly-In (GLE)

November 16: Propwash Airport, Justin, TX. (16X)

December 21: Gainesville Municipal, Gainesville, Texas. Annual Christmas Party (GLE)

Fly-Ins of Interest 2013:

August 28 - September 1: National AAA Fly-In, Blakesburg, IA.

September 21: Tulsa Fly-In, Bartlesville, OK.

October 11-13: "Fall Festival of Flight" TXAAA Annual Fly-In, Gainesville, TX.

October 25-27: Flying M. Ranch, Reklaw, TX.

Submitted by Richard Ramsey

NEWSLETTER DISTRIBUTION

Effective with the January 2013 Newsletter, Texas Chapter Newsletters will be sent to members as an email attachment. This will take the place of paper copies previously sent by US Mail. You may also obtain the Newsletter from our chapter website at www.txaaa.org. It is very important that if you change your email address, you must notify us of the change.

For those members who desire to continue to receive the Newsletter by US Mail, you must notify Richard Ramsey at (972) 986-9690 or Terry Wallace at (817) 706-3173. The above changes were made as a result of recommendation by the Board of Directors and approval by vote of the Chapter Membership.

2230 Airport Dr.
Gainesville, Texas 76240

BILL MORROW
E-mail: billm@tomlinsonavionics.com



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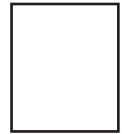
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Walt Aronow - Owner
A&P / IA / FCC GROL

website: ExpAircraft.com email: Walt@expaircraft.com

Cell: 972-746-5154 FAA CRS# 1E4R827B
NorthWest Regional Airport (52F), Roanoke, Texas

Texas Chapter
Antique Airplane Association
2417 Stonegate Dr. N.
Bedford, TX 76021



“KEEP THE ANTIQUES FLYING”

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 a printable Application Form. New Members Dues are PRO RATED, contact an Officer for correct amount.

NOTE: Membership expires on September 30 each year. Send dues and address changes to TXAAA Treasurer, 5209 Glen Canyon Rd., Ft. 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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