

# TEXASAAA



TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • MAY 2014

## PRESIDENT'S CORNER

April's meeting was held at the North Texas Regional Airport with warm temperatures and light winds making an ideal day for flying. Only 22 members and guests were able to make the trip to Sherman, but there was plenty of food available and as always, the food was great. Joetta had to go to her Mother's and we will present the treasurer's report at the next meeting at Fairview hosted by Don and Ann Pellegrino on May 17th. The meeting was short with no new business and no financial report, but the time was used to fellowship with the attending members. I hope to see everyone at the next meeting so until then be safe and keep the antiques flying.

Gary





*This story is confirmed in Elmer Bendiner's book, The Fall of Fortresses.*

## \*SOMETIMES, IT'S NOT REALLY JUST LUCK.\*

Elmer Bendiner was a navigator in a B-17 during WW II. He tells this story of a World War II bombing run over Kassel, Germany, and the unexpected result of a direct hit on their gas tanks. "Our B-17, the Tondelayo, was barraged by flak from Nazi anti-aircraft guns. That was not unusual, but on this particular occasion our gas tanks were hit. Later, as I reflected on the miracle of a 20 millimeter shell piercing the fuel tank without touching off an explosion, our pilot, Bohn Fawkes, told me it was not quite that simple. "On the morning following the raid, Bohn had gone down to ask our crew chief for that shell as a souvenir of unbelievable luck. The crew chief told Bohn that not just one shell but 11 had been found in the gas tanks. 11 unexploded shells where only one was sufficient to blast us out of the sky. It was as if the sea had been parted for us. A near-miracle, I thought. Even after 35 years, so awesome an event leaves me shaken, especially after I heard the rest of the story from Bohn. "He was told that the shells had been sent to the armorers to be defused. The armorers told him that Intelligence had picked them up. They could not say why at the time, but Bohn eventually sought out the answer. "Apparently when the armorers opened each of those shells, they found no explosive charge. They were as clean as a whistle and just as harmless. Empty? Not all of them! One contained a carefully rolled piece of paper. On it was a scrawl in Czech.

The Intelligence people scoured our base for a man who could read Czech. Eventually they found one to decipher the note. It set us marveling. Translated, the note read:

*\*"This is all we can do for you now..."\**  
*"Using Jewish slave labor is never a good idea."*      □



## SPRINGTIME IN TEXAS,

*now is the time to start attracting flyers to the TXAAA annual fly-in.*

Spring, April and May, is a busy time for air events in Texas, with everyone trying to get their event in before the weather gets too hot. Of course this leads to a large number of coinciding events and serious thought has to be given as to which events to attend. For example, on May 3rd, there is the Temple Air Show, a fly-in at McKinney, a fly-in at Port Aransas, a Maule fly-in at Llano, a fly-in/camp-out at Critters Lodge, and the open day at Kingsbury combining antique (WWI) aircraft, vehicles, and re-enactors. As this year marks the 100th anniversary of the onset of WWI, a large turn would be anticipated. And these are only the events that I know about. Other weekends in May are similarly chock full of aviation events. So, depending on where you live, pick an event and attend. Whilst there, also try and publicize the TXAAA annual fly-in at Gainesville on October 10th and 11th, and invite pilots to fly-in. You members know the aviation community and who has what airplanes in their hangars, and you can be very persuasive in getting people to attend. Thanks.

So far, on the first weekend in April I attended a one-off BBQ at La Grange. At one time this was a monthly affair but current planning calls for only a couple of fly-ins during the year. The event attracted about two dozen aircraft as well as a sport/antique car club. The BBQ was great and wildflowers, predominantly red Indian Paintbrush, made for some good airplane pictures. Star of the fly-in was a 1943 Stinson Vultee V-77. A red 1946 Taylorcraft BC12-D was another of the older airplanes present, while a pair of RV-8s created a good smoke screen.

The following weekend there was a "back-country" airplane fly-in at Llano. This was a well-attended event



NC70057: Stinson Vultee V-77 at La Grange  
April 5, 2014



with half-a-dozen PA-18s, a similar number of Cub Crafters spin-offs from the PA-18, and a pair of SQ-2 spin-offs (one flying and the other an uncovered example). There were eleven Maule of various marks, six Aviat Husky's and three Bearhawks. Total number of aircraft present was almost 100. Once again there was BBQ for lunch, no wonder I am not as slim as I once was! Events included short take off and short landings as well as a flour-bombing competition. Participants consisted mainly of the back-country type aircraft, but also included an RV-8 and a Cessna 182. The Cessna 182 pilot was overheard saying that a tri-cycle landing gear enabled a shorter landing than a tail wheel aircraft as there was not the tendency to nose over. Of interest to Antiquers, was a 1946 Fairchild 24W, without engine, in one of the hangars. A postcard inviting the owner to the TXAAA annual fly-in was left in the hangar. Last weekend was, of course the monthly TXAAA fly-in at the old Perrin Air Force Base. I remember being there in the late 1960's when the field was abuzz with TF-102s and F-102s. I also remember photographing a WB-57 there. This last weekend was much quieter, but there was a pretty good turnout of aircraft for the lunch and I am sure that Terry will be including pictures of them in the Newsletter.

G. R. Dennis Price



N96282: Taylorcraft BC12-D at La Grange April 5, 2014



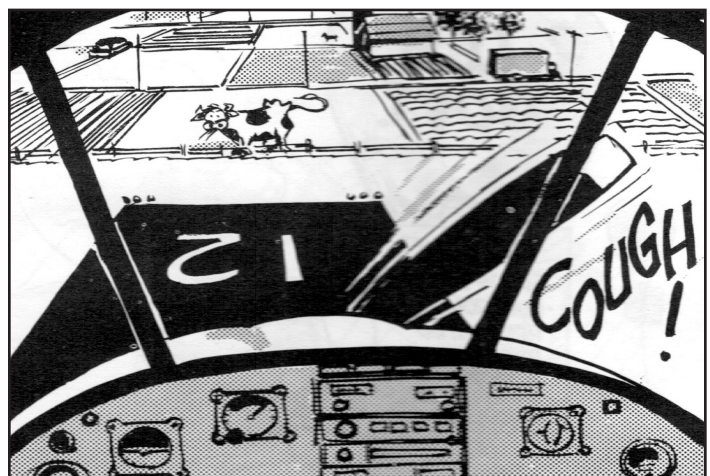
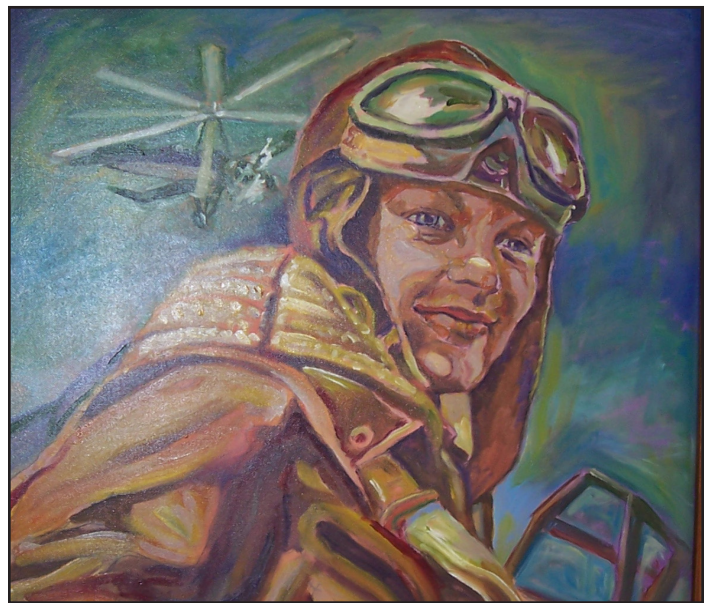
N22 GL: Steen Skybolt at La Grange April 5, 2014

## Who is this famous woman pilot?

Those of you that attended the April flyin at North Texas Regional airport might have noticed the paintings of famous women pilots from the past that lined the hallway. In the next few issues we will include one of these paintings and ask our members to guess who the pilot is.

The first member that replies to my email with the correct identity of the aviator will win a cash prize at the next meeting and a free lunch! Reply to...

[wallacete@cs.com](mailto:wallacete@cs.com)



**ALTERNATIVE AIRPORT** - The area directly beyond the active runway when the engine quits. Page 3

# THE INDUSTRUCTABLE DC-3

It groaned, it protested, it rattled, it ran hot, it ran cold, it ran rough, it staggered along on hot days and scared you half to death. Its wings flexed and twisted in a horrifying manner, it sank back to earth with a great sigh of relief. But it flew and it flew and it flew. It carried more passengers than any plane in history.

The DC-3 served in World War II, Korea and Vietnam, and highly respected by pilots.

For more than 70 years, the aircraft known through a variety of nicknames - the Doug, the Dizzy, Old Methuselah, the Gooney Bird, the Grand Old Lady, but which to most of us is simply the Dakota, has been a workhorse in the skies. With its distinctive nose-up profile when on the ground and extraordinary capabilities in the air, it transformed passenger travel, and served in just about every military conflict from World War II onwards.

It has been a luxury airliner, transport plane, bomber, fighter and flying hospital, and introduced millions of people to the concept of air travel. It has flown more miles, broken more records, carried more passengers and cargo, accumulated more flying time and performed more 'impossible' feats than any other plane in history, even in these days of super-jumbos that can circle the world non-stop.

Indeed, at one point, 90 percent of the world's air traffic was operated by DC-3s. More than 10,500 DC-3s have been built since the prototype was rolled out to astonished onlookers at Douglas's Santa Monica factory in 1935. With its eagle beak, large square windows and sleek metal fuselage, it was luxurious beyond belief, in contrast to the wood-and-canvas bone shakers of the day, where passengers had to huddle under blankets against the cold.

Even in the 1930s, the early Dakotas had many of the comforts we take for granted today, like on-board loos and a galley that could prepare hot food. Early menus included wild-rice pancakes with blueberry syrup, served on bone china with silver service.

For the first time, passengers were able to stand-up and walk-around while the plane was airborne. But the design had one vital feature, ordered by pioneering aviator Charles Lindbergh, who was a director of TWA, which placed the first order for the plane. The DC-3 should always, Lindbergh directed, be able to fly on one-engine.

Pilots have always loved it, not just because of its rugged reliability but because, with no computers on board, it is the epitome of 'flying by the seat-of-the-pants'. One aviator memorably described the Dakota

as a 'collection of parts flying in loose formation', and most reckon they can land it pretty well on a postage stamp. It has been said: 'The Dakota could lift virtually any load strapped to its back and carry it anywhere and in any weather safely.'

It is the very human scale of the plane that has so endeared it to successive generations. With no pressurization in the cabin, it flies low and slow. And unlike modern jets, it's still possible to see the world go by from the cabin of a Dakota. The name is an acronym for Douglas Aircraft Company Transport Aircraft.

As a former Pan Am stewardess puts it: "From the windows, you seldom look upon a flat, hazy, distant surface to the world. Instead, you see the features of the earth --- curves of mountains, colors of lakes, cars moving on roads, ocean waves crashing on shores, and cloud formations as a sea of popcorn and powder puffs."

But it is for heroic feats in military service that the legendary plane is most distinguished. It played a major role in the invasion of Sicily, the D-Day landings, the Berlin Airlift, and the Korean & Vietnam wars, performing astonishing feats along the way. When General Eisenhower was asked what he believed were the foundation stones for America's success in World War II, he named the bulldozer, the jeep, the half-ton truck, and the Dakota. When the Burma Road was captured by the Japanese, and the only way to send supplies into China was over the mountains at 19,000 ft, the Chinese leader Chiang Kai-shek said: "Give me 50 DC-3s, and the Japs can have the Burma Road."

In 1945, a Dakota broke the world record for a flight with an engine out of action, travelling for 1,100 miles from Pearl Harbor to San Diego, with just one propeller working. Another in RNZAF service lost a wing after colliding mid-air with a Lockheed bomber. Defying all the rules of aerodynamics, and with only a stub remaining, the plane landed, literally, on a wing and a prayer at Whenuapai Airbase.

Once, a Dakota pilot carrying paratroops across the Channel to France heard an enormous bang. He went aft to find that half the plane had been blown away, including part of the rudder. With engines still turning, he managed to skim the wave-tops before finally making it to safety. Another wartime Dakota was rammed by a Japanese fighter that fell to earth, while the American crew returned home in their severely damaged but still airborne plane, and were given the distinction of 'downing an enemy aircraft'.

Another DC-3 was peppered with 3,000 bullets in the wings and fuselage by Japanese fighters. It made it back to base, was repaired with canvas patches and glue, and then sent back into the air. During the



evacuation of Saigon in 1975, a Dakota crew managed to cram aboard 98 Vietnamese orphans, although the plane was supposed to carry no more than 30 passengers. In addition to its rugged military service, it was the DC-3 which transformed commercial passenger flying in the post war years.

Easily converted to a passenger plane, it introduced the idea of affordable air travel to a world which had previously seen it as exclusively for the rich. Flights across America could be completed in about 15 hours with three stops for refueling, compared with the previous reliance on short hops in commuter aircraft during the day and train travel overnight. It made the world a smaller place, gave people the opportunity for the first time to see previously inaccessible destinations, and became a romantic symbol of travel.

The DC-3's record has not always been perfect. After the war, military-surplus Dakotas were cheap, often poorly maintained, and pushed to the limit by their owners. Accidents were frequent. One of the most tragic happened in 1962, when a Channel Airways flight from Jersey, slammed into a hillside on the Isle of Wight in thick fog. All three crew and nine of the 14 passengers died, but the accident changed the course of aviation history. The local radar, incredibly, had been switched off because it was a Sunday. The national air safety rules were changed to ensure it never happened again.

'The DC-3 was, and is, unique,' wrote the novelist and aviation writer Ernest K. Gann, 'since no other flying machine has cruised every sky known to mankind, been so admired, cherished, glamorized, known the touch of so many pilots and sparked so many tributes. "It was without question the most successful aircraft ever built, and even in this jet-age, it seems likely that the surviving DC-3s may fly about their business forever."

This may be no exaggeration. The 2 last British DC 3s will begin a farewell tour of Britain's airports before carrying their final passengers at the International Air Tattoo at RAF Fairford on July 16. After their retirement, there will still be Dakotas flying in the farthest corners of the world, kept going with love, dedication and sheer ingenuity. Nearly three-quarters of a century after they first entered service, it's still possible to get a Dakota ride somewhere in the world.

You can still take a DC-3 into the heart of the Venezuelan 'Lost World' made famous in the novel by Sir Arthur Conan Doyle. It is one of the most remote regions on the planet where the venerable old planes have long been used because they can be maneuvered like birds in the wild terrain. It's a scary experience being strapped into a torn canvas chair, raked

back at an alarming angle. Walking along the aisle of a stationary Dakota is like climbing a steep hill as you wait for take-off. The engines spew smoke and oil as they shudder into life with what DC-3 fans describe as 'music'; it's like the hammering of a thousand pneumatic-drills. Soon you are skimming the legendary flat-topped mountains protruding from the jungle below, purring over wild rivers and the Angel Falls. Suddenly the ancient plane drops like a stone to a tiny landing strip just visible in the trees.

Many DC-3s live on throughout the world as crop-sprayers, surveillance patrols, air freighters in forgotten African states, and even luxury executive transports. One, owned by a Houston lumber company, had mink-covered door-knobs, while another belonging to a Texas rancher had sofas and reclining chairs upholstered with the skins of unborn calves. In Jaipur, India, a Dakota is licensed for flying wedding ceremonies. Even when they have ended their aerial lives, old Dakotas have become mobile homes, hamburger stands and hen houses. One even serves as a football team changing room.

Clark Gable's private DC-3, which once ferried chums such as John and Bobby Kennedy, Marilyn Monroe, Frank Sinatra and Ronald Reagan, is in a theme park in San Marino. But don't assume it won't run again. Some of the oldest hulks have been put back in the skies. The ancient piston engines are replaced by modern turboprops, and many a pilot of a modern jet has been astonished to find a Dakota alongside him on the climb away from the runway.

So what is the enduring secret of the DC-3? David Egerton, professor of the history of science and technology at Imperial College, London, says we should rid our minds of the idea that the most recent inventions are always the best. 'The very fact that the DC-3 is still around and performing a useful role in the world is a powerful reminder that the latest and most expensive technology is not always the one that changes history,' he says. It's long been an aviation axiom that 'the only replacement for the DC-3 is another DC-3'. So it's fortunate that at least one seems likely to be around for a very long time to come.

In 1946, a DC-3 on a flight from Vienna to Pisa landed on the top of the Rosenlauri Glacier in the Swiss Alps. The aircraft was not damaged and all the passengers were rescued, but it quickly began to disappear as a blinding snowstorm raged. Swiss engineers calculated that it will take 600 years for it to slide down inside the glacier and emerge at the bottom.

□

# CLASSIFIED

**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

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**T HANGER FOR RENT:** At Clark Airport, Justin, TX. \$75.00 per month. Contact Al Hilton 972-741-4520

**FOR SALE:** Wright W-760-8 engine O SMOH 235hp \$17.5K Ham-Std ground adjustable props & Curtis-Reed make offer Cowlings, Stearman seats and engine mounts..... cheap 30X5 wheels and tires, old instruments & radios for displays 40 year collection call Reb Stimson 817-343-7556 av8reb@aol.com

**FOR SALE:** Twenty seven acres of flat land, 420 ft. wide, 2800 ft. long. Located between White-wright & Randolph on state Highway 11, TX. Call C.E., (Chuck) Jackson owner (817) 478-1658, Price \$85,000.

**FOR SALE:** (2) 0235 engine cores 2500.00 each. (2) Stinson 108-2 projects, enough to build one aircraft \$7500 for both. G35 Bonanza \$28,500. Funk B85C \$18,500. (2) Cessna 195 projects \$20,000 for both. Pat Pockrus 940-325-5971 hiller@mesh.net. 3/14



# TEXAS CHAPTER ANTIQUE AIRPLANE ASSOCIATION

*Minutes of the General Meeting held:  
April 19th, 2014*

The General Meeting was held at North Texas Regional Airport, Sherman/Dennison, Texas (KGYI) and was called to order at 12:43 by President Gary Sublette. There were 28 members in attendance. The attendance list is in the Chapter Records.

## AGENDA:

**Announcements:** It was announced that the next meeting on May 17th will be held at Fairview Airfield, Rhome, TX. in Don and Ann Pellegrino's hangar. Treasurer's Report: The April Treasurer's Report was unavailable for the meeting and will be read at the May meeting.

**Previous Meeting Minutes:** Minutes from the March meeting were published in the April 2014 Newsletter and were voted on at this meeting.

**Old Business:** There was no "Old Business"

**New Business:** There was no "New Business"

A short update on the October flyin was presented by Darrell Irby.

Door Prizes were drawn.

A motion to adjourn was made and seconded. The meeting ended at 2:25PM.

*Respectfully submitted  
Terry Wallace, Secretary  
Texas Chapter AAA*

## TEXAS CHAPTER ANTIQUE AIRPLANE ASSOCIATION Membership Application - Renewal Form

Name: \_\_\_\_\_ Spouse: \_\_\_\_\_

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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

# CALENDER OF EVENTS 2014

**MAY MEETING:** May 17th, 2014 will be held at Fairview Airfield, Rhome, TX. in Don and Ann Pellegreno's hangar for our meeting and lunch at Noon. The lunch will be pot luck. Members are asked to bring a Main Dish and a Salad or Dessert to share. Our Host will be Don & Ann.

**FOR FLYERS:** Fairview Airport (7ts0) is about three miles NE of Rhome, and four miles W of Propwash Airport. The 17/35 runway is 2500 feet and a nice GREEN turf.

**FOR DRIVERS:** From I-35W go west on 407 to the red light just over the railroad tracks. Take a left and go south to the next red light. Take a right and go west about eight miles as you enjoy the many curves. There is a Dillavou Ln. sign on the right side of the road. Take a left to the Pellegreno's hangar. If you did not buy Justin boots for the wife, try the idea of a western shirt.

## **Remaining Monthly Meetings: 2014:**

**June 14th, 10:00 AM Brunch:** Kezer Airfield, Springtown, TX. Jack and Sharon Weiland's hangar. (This meeting is the second week rather the 3rd because of Father's day on the 21st).

**July 19th, Noon:** Cedar Mills Airstrip, Lake Texoma, Ok. Pelican's Landing Restaurant.

**August 16th, 9:00 AM: Brunch:** Northwest Regional Airport, Roanoke, TX. Jim and Betty Austin's hangar. Terry Wallace hosting and flipping pancakes and sausage.

**September 20th, Noon:** Bowie Municipal Airport, Bowie, TX. Mark & Megan's Hangar.

**October 10th and 11th, Noon:** AAA annual fly-in: Gainesville municipal airport. Gainesville, TX. (tentative location).

**November 15th, Noon:** Propwash Airfield, Justin, TX. Maybeth and Randy's hangar.

**December 20th, Noon:** Location TBA

## **Fly-Ins of Interest 2014:**

**August 27-August 31:** National AAA Fly-In, Blakesburg, IA.

**October 10-11:** "Fall Festival of Flight" TXAAA Annual Fly-In, Gainesville, TX.

**October 24-26:** Flying M Ranch, Reklaw, TX.



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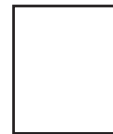
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Cell: 972-746-5154 FAA CRS# 1E4R827B

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](http://www.texasantiqueairplane.org) or [www.txaaa.org](http://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](http://www.antiqueairfield.com) or Email [antiqueairfield@sirisonline.com](mailto: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](http://www.txaaa.org)**

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