

TEXASAAA

TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • SEPTEMBER 2014

PRESIDENTS CORNER

Thank you Jim and Betty Austin for allowing us to meet at their hangar for our Breakfast meeting, and to Terry Wallace for cooking pancakes and Bacon. We had lots of help come in early to help set up the tables and chairs before the meal started, and people stayed after the meeting and cleaned everything up. Many hands does make the work easier. Speaking of many hands, we need several volunteers to help during the Annual Fly-in this year. If you are planning to be there this year and can help for a part of that time, please let me or any of the Board members know and we can find a place where you can help.

Fifty five members and guests came to the breakfast and it was a great day, not too hot then, but it was heating up fast. The food went fast and anyone who got there late missed out on the pancakes and bacon but still had donuts, fruit and other foods available. Several door prizes of cookies, dog biscuits, and a World War Two picture book was given away. If anyone has something that would make a good door prize, bring it to the meetings and we can give it away.

The next meeting is at the Bowie Airport. Hamburgers provided, just bring a side dish and a desert.

Gary





N45RD, 1953 Beech A45



N1617N, 1947 Funk B85C



N2254C, 1953 Cessna 180



N3325A, 1953 PA-22-135



N4336A, 1956 PA-22



N7002A, 1956 Cessna 172



Who is this famous woman pilot?

Last month's woman pilot was Katherine Stinson. Don Statts was the first member to reply with the correct answer.

This month's mystery woman pilot was born in England and was the first woman pilot to fly solo from Britain to Australia in her Gipsy moth.

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



Color By Silent Cinema

HAWAII FLIGHT

By Darrell Irby

On January 9, 2014 I took off from HNL in a rented Cessna 182. Immediately after becoming airborne Pearl Harbor and the Arizona Memorial came into view. My 22 year old daughter Jocelyn was seated in the back. Her job was to enjoy the sights and to photograph whatever interested her. In the right seat was Gert, a Professor in Molecular Biology with the University of Hawaii and part time flight instructor. The school's insurance required a check ride with an approved instructor. I ask if he would be willing to fly around the island with us. He was more than happy to do so.

Gert had filed a flight plan for a counter clockwise route around the island. He handled communications leaving me free to fly and observe. We were directed over Honolulu on our way to exit Class B airspace. As we traveled over Honolulu it was difficult to only concentrate on flying. I am glad I asked the flight instructor to go along. He handled the radio and navigation. I was free to fly and admire the scenery! To our left were the mountains, right was Waikiki beach where our condo came into view, at our 12 o'clock was Diamond Head. We flew north of Diamond Head to enter the coastal route on the east coast.

I wasn't thinking much about history at this time. I was too occupied with the awesome experience I was having. As we settled in on our northeastern course Gert pointed out the old runways at Bellows Field. It was a significant base during WWII and afterwards, but is currently used for training and recreation for military personnel. Bellows field quickly left our view. We trekked slightly inland to avoid Kaneohe Bay Marine Air Station airspace. This base was also significant during WWII. At this time Gert pointed towards the Pali Outlook. It was there that King Kamehameha completed his conquest of Oahu.

I thought about our visit to Pearl Harbor and the museum display of the Aeronca Defender. The aircraft was suspended from the ceiling as if in perpetual flight. The aircraft on display was owned by Gambo's flying service and operated by a renter on the morning of December 7, 1941. A narrative of Marquerite Gambo's experience is displayed below the aircraft. She owned and operated Gambo's flying service which included flight training and aircraft rental. She was airborne with a student when the attack began. Upon realizing the danger, "she interrupted her student's flying lesson and quickly landed." During my flight I did not think about this much as I was occupied with my experience. However, once I returned home I began to read about the civilian aircraft that were operating the morning of the attack. I learned there were

several civilian aircraft airborne during the attack. These aircraft today would be proudly owned and operated by antique aircraft connoisseurs.

As we rounded Diamond Head and approached the Pali Outlook we were near the position that a USS Argonne crewmember was jumped by Japanese aircraft. Machinist's Mate 2nd Class M. F. Poston was operating a Piper J3 Cub solo on December 7, 1941. Poston was a student pilot who took advantage of Theodore Roosevelt's pre-war Civilian Pilot Training Program. He was operating the Cub owned by KT Flying service. He was solo and his instructor Robert Tyce and owner of the flying service was operating Waco UIC N13408 flying alongside. Poston was attacked by Japanese aircraft and his propeller was reportedly shot off. Poston was distinguished by experiencing the Japanese attack before his shipmates back on the USS Argonne. He was equipped with a parachute and did not hesitate to put it to use. Poston was reportedly at 6000' feet when he was attacked and at 4000' when he bailed out. He survived the attack.

At this point in our more benign journey we could see the Pali Outlook to our left and the Marine Corps Air Station to our right. We were also passing over Moku O Loe island better known to the world as Gilligan's Island. Cruising along the eastern coast of Oahu I could not believe how clear it was. This side of the island receives more rainfall and often has lower visibility. The water ap-



peared clear as it changed from light to dark aqua blue as the features beneath came into view. Unknown to me my daughter was admiring a couple of whales frolicking in the water. They were clearly visible from our 1500' cruising altitude.

The next area of interest appeared as we approached Laie Point State Park. In the distance the Laie Hawaii Temple and the Polynesian Cultural Center came into view. It was over the temple where the first aerial shots were fired December 7th, 1941. An Aeronca TC piloted by student pilot Jimmy Duncan accompanied by his instructor Tommy Tommerlin were the first to receive Japanese fire. Tracer rounds ripped through the cloth covered fuselage. Could you imagine being attacked in your Cub or Champ? This must have been a freighting experience! Tommerlin took the controls and dove for the beach.

The two managed to escape, but in no way attributed it to the benevolence of the Japanese. They had bigger targets in mind.

As we continued north along the eastern coast, the remains of Kahuku Army

Airfield came into view. This now defunct field was built in 1942 to handle the increased demand of the war effort. Slightly beyond the old Army Airfield site was the Opana Radar site. It was at this site equipped with early rudimentary SCR-270 radar set the Japanese air armada was first detected. On the morning of December 7, 1941 the radar set was manned by Private Joseph L. Lockard and Private George Elliot. They detected the Japanese formation at 7:02 AM. When they reported it to their superior he asserted that they were detecting a flight of B-17's from the mainland. In hindsight this appears to be a terrible mistake. However, I would surmise that at that time it likely seemed like a good call. The attack was unprecedented and unexpected.

North of Kahuku Point Roy Vitousek and his 17 year old son were operating one of Gambo's Aeronca's when they suddenly found themselves in a formation of Kate Torpedo Bombers. After the war one of the Kate

pilots Juzo Mori Soryu remembered the incident. He stated that he told his gunner to scare the plane away. After being fired upon by Soryu's and at least one other Japanese aircraft Vitousek headed out to sea. The aircraft was hit but was still operational. There he circled until it appeared clear and he and his son headed back in. Roy Vitousek and son survived the attack. The Aeronca Defender they operated that morning is the one hanging in the Pacific Aviation Museum.

As we cruised over the northern shoreline of Oahu Gert pointed out the remains of Haleiwa Field. It was here that George Welch and Ken Taylor were able to get their P-40s airborne to mount some defense to the Japanese. Some of the true elements were depicted in the movie Pearl Harbor. The two were up late the previous night partying. As the attack begun they raced to the field in Ken Taylor's new Buick while being strafed by the Japanese. I could only imagine how angry a young fighter pilot must have been at the Japanese for attacking his base and his new car! Haleiwa Field was abandoned by the military after the war. Today there is very little left of the base.

Approaching Kaena Point Dillingham Airfield came into view. Originally built as Mokuleia Army Airfield it was later named Dillingham Air Force Base in honor of B-29 pilot Captain Henry Dillingham (KIA Kawasaki, Japan). Today Dillingham Field is a joint use base with the majority of its traffic GA. As we flew around the point several airborne gliders came into view. I remained offshore rounding Kaena Point to avoid airspace restricted by the military. This perspective in my opinion was one of the most scenic views of the island.

Rounding the Kaena Point brought us the west coast of the island. I could see a low pass through the mountains and Gert explained the Japanese used it during their attack. The aircraft on this path flew low to avoid detection. The high level bombers took a path over water close to where we were operating. They flew around Barbers Point to the south and made entry just west of Pearl Harbor. Our entry point was over the west coast north of John Rodgers Airport.

During the majority of my flight I did not think much about the attack. However, as we flew north of Rodgers and Pearl Harbor came into view I could not help but to think about it. At the time of the attack there were at least eight civilian aircraft operating out of John Rodg-

ers. A Hawaiian Airlines DC-3 was preparing to board for a scheduled inter-island flight. Robert Tyce, the owner of KT's Flying Service escaped the attack near Pali Outlook and made it back to John Rodgers in his Waco UIC. After landing he was still trying to understand the events as a Japanese aircraft strafed his position. Unfortunately he was struck in the head and killed. His aircraft Waco UIC N13408 still exists and was recently offered for sale by Vintage Aeroplane Europe.

The entrance to Pearl Harbor was not far beyond Honolulu International. Southwest of the harbor entrance 20-year-old Sergeant Henry Blackwell and 21-year-old Corporal Clyde Brown were operating rented J-3 Cubs on the morning of December 7th 1941. They were accompanied by passenger 21-year-old Sergeant Warren D. Rasmussen. The two young pilots were trained by Bob Tyce. Tyce and his wife Edna had become fond of the young men and thought of them almost as family. The two young men were scheduled to leave for the mainland the following Monday. Bob and Edna wanted



to be at the airport to say their goodbyes before they left. Brown and Blackwell departed John Rodgers in their rented Cubs at 7:40 AM. They paralleled Waikiki Beach towards Diamond Head. They reversed course and were about two miles offshore southwest of the Pearl Harbor entrance at 7:55 AM. Aboard a Navy tugboat, Machinists' Mate 1st Class Norman B. Rapue witnessed the bright yellow Cubs offshore when they were attacked. "They didn't have a chance," Rapue

told the local newspaper the Star-Bulletin. "Both were cruising about two and a half miles offshore at about 500 feet altitude when seven Japanese planes swooped down.... One of the yellow [civilian] planes plummeted straight down into the ocean while the other circled for a moment and then plunged down."

Most aviation enthusiasts have seen the movie Tora Tora Tora. You may remember the scene where the yellow Stearman is surrounded by attacking Japanese aircraft. This scene is said to be a composite of civilian experiences that morning. However, most would agree it is closely aligned with Cornelia Fort's experience. Cornelia Fort was an instructor with the Andrew Flying Service. She was with a student in an Interstate Cadet about to turn base at Rodgers. An aircraft approached

them from head on. She took the controls and dived to avoid a collision. Angry and assuming it was an Army pilot; she turned in time to see the red insignia and the smoke rising from Pearl Harbor. She later wrote "the air was not the place for our little baby airplane." She put the airplane on the ground and while dodging bullets returned to the Andrew Flying Service office as quickly as possible. Shouting "the Japs are attacking" as she and her student entered the office; she was met with laughter and disbelief. Shortly after she entered the office an aircraft mechanic ran in and said "that strafing plane that just flew over killed Bob Tyce!" They stopped laughing. Cornelia Fort went on to become a W.A.S.P. She was killed in a mid-air collision and is distinguished as the first U.S. female pilot to die while on active duty.

Approaching Pearl Harbor's West Loch, Battleship Row was coming up. This is where I fully considered the experience of those civilian aviators and the service members who were present that day. My flight was nearing an end at this point. However, I was still in store for one of the most memorable views of the flight. As we neared HNL airspace we were instructed to follow a course that would take us almost directly over the Arizona Memorial. It was an awesome sight to see the places where the US entered the war and ended the war with Japan. The USS Arizona represents the beginning of hostilities, while the USS Missouri represents the end with the signing of Japan's unconditional surrender. I had to get my head back in the game because Honolulu International was coming up fast. I maneuvered the 182 into position to enter a short final as requested by the tower. After flying my Pipers for the last two years I was very pleased with my landing in the Cessna.

After we parked we took the obligatory pictures, completed the paperwork, and paid the rental fees. My vacation in Hawaii had exceeded my expectations. □

MINUTES OF THE GENERAL MEETING HELD:

August 16, 2014

The General Meeting was held at Jim and Betty Austin's Hangar at Northwest Regional Airport and was hosted by Terry Wallace. The meeting was called to order at 0940 by President Gary Sublett. There were 55 members and guests in attendance. The attendance list is in the Chapter Records.

AGENDA:

Announcements: It was announced that the next meeting will be at Bowie Municipal Airport, Bowie, Texas (0F2).

Treasurer's Report: The July and August Treasurer's Report will be voted on at the September meeting.

Previous Meeting Minutes: Minutes from the July meeting were published in the August 2014 Newsletter and were approved as written by the members.

Old Business: There was no "Old Business"

New Business: Dennis Price announced he had posters and post cards for the October Fly in. Terry Wallace announced Don Staats named the mystery woman pilot in the August TXAAA Newsletter. Gary discussed donating \$500 to National AAA, Motion was passed to make the donation. Gary discussed donating \$125 to the youngest pilot at the national flyin at the Blakesburg fly in. a motion was passed to make the donation.

Door Prizes were drawn.

A motion to adjourn was made and seconded.

The meeting ended at 10:12 AM.

Respectfully submitted
Terry Wallace, Secretary
Texas Chapter AAA □

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

CALENDAR OF EVENTS

SEPTEMBER MEETING 2014

The September Meeting will be September 20, 2014 and will be held at Noon at Bowie Municipal Airport, Bowie, Texas (0F2). Lunch will be hamburgers and hot dogs provided by the airport board. Please bring, sides, and a salad or dessert.

For Flyers:

FAA Identifier:0F2; From City:4 miles NE of BOWIE, TX
Dimensions: 3603 x 60 ft. / 1098 x 18 m - Good Asphalt

For Drivers:

Take US 81/287 North through Decatur to Bowie, TX and turn right (northeast) on US 59 to airport.

Remaining Monthly Meetings: 2014:

October 10 -11: Gainesville Municipal, Gainesville, Texas. Annual Fly-In (GLE)

November 15: Propwash Airport, Justin, TX. (16X)

December 20: Gainesville Municipal, Gainesville, Texas. Annual Christmas Party (GLE)

Fly-Ins of Interest 2014:

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

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

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 Ken at (314) 324-1804 7/14

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

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: (2) 0235 engine cores \$2000.00 each. G35 Bonanza \$28,500. (2) Cessna 195 projects \$20,000 for both. Pat Pockrus 940-325-5971 hiller@mesh.net. 3/14

WANTED: Looking for a Bowers Fly Baby someone is willing to sell or an abandoned Fly Baby project. Alan Arrow, 18911 Connie St., Magnolia, TX 77355 816-390-3447 ☐

Are you looking for airport properties?

Contact Texas Chapter Member

Maybeth Nunn, Broker

Cross Country Realty

214-356-0383

nunn3@verizon.net.

Need Aviation Hardware?

HAIRE AVIATION LLC

Jerry T. Haire / Richard N. Haire

haireav@haireaviation.com

www.hairaviation.com

Bus. (940) 458-4603 Fax (888) 275-3149



New Aviation
Themed Hotel

in Port Aransas, TX.

Owned and run by pilots.

Hold your type-club fly-in on the island!

We have two courtesy cars for fly-in guests.

Each room is a different era of aviation history!

www.AmeliasLanding.com

Toll Free: 888-671-8088



- FAR 91.411 & 91.413
- Propeller Balancing
- Pitot Static Checks
- Aircraft Weighing
- Transponder Checks
- Van's RV Specialist
- Avionics Installation
- RV Builder Assist

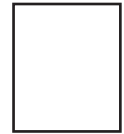
Walt Aronow - Owner
A&P / IA / FCC GROL

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

Chapter officers and board members

President:

Gary Sublette
5970 Stagecoach Cr.
Westlake, TX 76262-9610
(817) 430-1311 (H)
(817) 791-6602 (C)
garysublette@charter.net

Vice President:

Stan Price
3005 Creekevew Dr.
Grapevine, TX 76051
stanpricetexas01@verizon.net

Secretary:

Terry Wallace
2417 Stonegate Dr. North
Bedford, TX 76021
(817) 706-3173 (Cell)
wallacete@cs.com

Treasurer:

Joetta Reetz
5209 Glen Canyon Dr.
Fort Worth, TX 76137
(817) 253-7295 (Cell)
joetta.reetz@yahoo.com

Activities Coordinator:

Terry Doyle
2946 Oak Forest
Grapevine, TX 76051
(817) 488-6662(Home)
(817) 637-8732(Cell)
res05093@msn.com

Website:

Marianna Sokolich
4308 Lavaca Drive
Plano, TX 75074

Newsletter Editor:

Barry Wallace
5753 Old Keebler Road
Collinsville, IL 62234
(618) 409-2090 (Cell)
bcw1@charter.net

Historian:

G.R. Dennis Price
P.O. Box 141219
Austin, TX. 77712-1219
(512) 873-7259
grdprice@yahoo.com

Past President:

Phil Cook
1628 Fuqua Dr.
Flower Mound, TX 75028
(972) 874-1117 Home)
(972) 989-3234 (Cell)
jpcookie1@verizon.net

Fly-In Chairman:

Darrell Irby
(817) 909-2257

National Director:

Joe Haynes
4544 Royal Lane
Dallas, TX 75229
(214) 351-5845
txdoublejranch@gmail.com

Texas State Director:

Terry Wallace
2417 Stonegate Dr. North
Bedford, TX 76021
(817) 706-3173 (Cell)
wallacete@cs.com

