

TEXASAAA



TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • JULY 2015

PRESIDENT'S MESSAGE...

Brunch was started after the prayer by Gary Sublette at 0910 on June 13, 2015. Fifty five members and friends were on hand to celebrate the award presentation to Jack Weiland for 50 years of safe flying. Jack received the Wright Brothers Master Pilot Award from Joe Murphy who is the team leader for the FAA's FAASTEAM for the North Texas Office. As stated from the FAA website, "The Wright Brothers Master Pilot Award recognizes pilots who have demonstrated professionalism, skill and aviation expertise by maintaining safe operations for 50 or more years." This is the highest award the FAA can give a pilot. On display were pictures of Jack throughout his flying career and his logbooks.

Joe gave a short speech on Jack's flying from his first flight in a Champ and solo in a Cub to his career as a Delta pilot. Jack also gave a talk on flying and thanked his wife, Sharon for taking care of the home and kids while he was away flying. He also introduced his family members who were on hand for this very special occasion. Sharon was also presented a Master Pilot's pin for here support of Jack. Congratulations to both of you. For more information on this prestigious award, visit the website: FAA Wright Brothers Master Pilot Award.

After the award presentation, a short business meeting was held. Thanks was given to Jack and Sharon for hosting the meeting this month. Gary and Becky had their 42 anniversary on June 9th. There were many guests to honor Jack. Joetta gave her treasure's report which was approved by the members. Terry had the secretary's report published in last month's newsletter, and was also approved as published by the membership. There was no old business and the only new business was to change the location of our next meeting to Al Hilton's hangar at Clark Field on July 18, and change the time to a brunch at 0900. Our June meeting was adjourned at 1015.

Thanks to Gary for running the meeting while I was out of town.

God bless America! Look for blue skies and keep 'em fly'n.

Lee Truitt



N2352H Ercoupe 415-C [1946]





N88278 Bellanca 8KCAB [1974]



N8919U Beech 35-C33 [1965]



HOW AVIATION STARTED IN THE USA

This is a lengthy read, but well worth your time to learn how aviation started in this country and how inter-related all of the main characters were.

How many of you know that in 1910, mighty Martin Marietta got its start in an abandoned California church? That's where Glenn L. Martin, with his amazing mother Minta Martin & their mechanic Roy Beal, constructed a fragile biplane that Glenn taught himself to fly.

It has often been told how Douglas Aircraft started operations in 1920 in a barbershop's backroom on L.A.'s Pico Boulevard. Interestingly, the barbershop is still operating.

The Lockheed Company built the first of their famous Vegas' in 1927 inside a building currently used by Victory Cleaners at 1040 Sycamore in Hollywood.

In 1922, Claude Ryan, a 24 year old military reserve pilot, was getting his hair cut in San Diego, when the barber mentioned that the 'town's aviator was in jail for smuggling Chinese illegal's up from Mexico. Claude found out that if he replaced the pilot 'sitting in the pokey,' he would be able to lease the town's airfield for \$50 a month -- BUT he also had to agree to fly North & East -- not South!

Northrop's original location was an obscure Southern California hotel. It was available because the police had raided the hotel, and found that its steady residents were money-minded gals entertaining transitory male hotel guests.

Glenn Martin built his first airplane in a vacant church, before he moved to a vacant apricot cannery in Santa Ana. He was a showman who traveled the county fair, and air meet circuit as an exhibitionist aviator. From his exhibition proceeds, Glenn was able to pay his factory workers, purchase the necessary wood, linen, and wire. His mother, Minta and, two men ran the factory while Glenn risked his neck gadding about the country. One of his workers was 22-year old Donald Douglas [who WAS the entire engineering department]. A Santa Monica youngster named Larry Bell [later founded Bell Aircraft which today is Bell Helicopter Textron] ran the shop.

Another part of Glenn Martin's business was a flying school with several planes based at Griffith Park, and a seaplane operation on the edge of Watts where his instructors taught a rich young man named Bill Boeing to fly.

Later, Boeing bought one of Glenn Martin's seaplanes, and had it shipped back to his home in Seattle. At this same time, Bill Boeing hired away Glenn's personal mechanic. After Boeing's seaplane crashed in

Puget Sound, he placed an order to Martin for replacement parts.

Still chafing from having his best mechanic 'swiped,' [a trick he later often used himself] Martin decided to take his sweet time, and allowed Bill Boeing to 'stew' for a while. Bill Boeing wasn't known to be a patient man, so he began fabricating his own aircraft parts, an activity that morphed into constructing entire airplanes, and eventually the Boeing Company we know today.

A former small shipyard nicknamed 'Red Barn' became Boeing Aircraft's first home. Soon, a couple of airplanes were being built inside, each of them having a remarkable resemblance to Glenn Martin's airplanes...that interestingly, had its own remarkable resemblance to the Glenn Curtiss' planes.

A few years later, when the Great depression intervened, and Boeing couldn't sell enough airplanes to pay his bills, he diversified into custom built speed boats, and furniture for wealthy friends.

After WW-I, a bunch of sharpies from Wall Street gained control of the Wright Brothers Co. in Dayton plus the Martin Company in L.A...a merger that became the Wright-Martin Company.

Wright-Martin began building an obsolete biplane design with a foreign Hispano-Suiza engine. Angered because he had been out maneuvered with a bad idea, Martin walked out taking Larry Bell, and other key employees with him.

From the deep wallet of a wealthy baseball mogul, Martin was able to establish a new factory. Then his good luck continued when the future aviation legend, Donald Douglas, was persuaded by Glenn to join his team. The Martin MB-1 quickly emerged from the team's efforts, and became the Martin Bomber.

Although too late to enter WW-I, the Martin Bomber showed its superiority when Billy Mitchell used it to sink several captured German battleships, and cruisers to prove it's worth. He was later court martialed for his effort.

In Cleveland, a young fellow called 'Dutch' Kindelberger joined Martin as an engineer. Later, as the leader of North American Aviation, Dutch became justifiably well-known.

Flashing back to 1920, Donald Douglas had saved \$60,000, returned to L.A., rented a barbershop's rear room, and loft space in a carpenter's shop nearby. There he constructed a classic passenger airplane called the Douglas Cloudster.

A couple of years later, Claude Ryan bought the Cloudster, and used it to make daily flights between San Diego, and Los Angeles. This gave Ryan the

distinction of being the first owner/operator of Douglas transports. Claude Ryan later custom built Charles Lindbergh's ride-to-fame in the 'flying fuel tank' christened: The Spirit of St. Louis.

In 1922, Donald Douglas won a contract from the Navy to build several torpedo carrying aircraft. While driving through Santa Monica's wilderness, Douglas noticed an abandoned, barn-like movie studio. He stopped his roadster, and prowled around. The abandoned studio became Douglas Aircraft's first factory.

With the \$120,000 contract in his hand, Donald Douglas could afford to hire one or two more engineers. My brother, Gordon Scott, had been schooled in the little known science of aviation at England's Fairey Aviation, so he hired Gordon.

My first association with the early aviation pioneers occurred when I paid my brother a visit at his new work place. Gordon was outside on a ladder washing windows. He was the youngest engineer. Windows were dirty, and Douglas Aircraft Company had no money to pay janitors.

Gordon introduced me to a towhead guy called Jack Northrop, and another chap named Jerry Vultee. Jack Northrop had moved over from Lockheed Aircraft. All of them worked together on the Douglas Aircraft's 'World Cruiser' designs.

While working in his home after work, and on weekends, Jack designed a wonderfully advanced streamlined airplane. When Allan Loughead [Lockheed] found a wealthy investor willing to finance Northrop's new airplane, he linked up with Allan. and together they leased a Hollywood workshop where they constructed the Lockheed Vega. It turned out to be sensational with its clean lines, and high performance. Soon Amelia Earhart, and others flew the Vega to break many of aviation's world records.

I had the distinct pleasure of spending time with Ed Heinemann who later designed the AD, A3D and A4D. He told me how my dad would fly out to Palmdale with an experimental aircraft they were both working on. They would take it for a few hops, and come up with some fixes. After having airframe changes fabricated in a nearby machine shop, they would hop it again to see if they had gotten the desired results. If it worked out, Mr. Heinemann would incorporate the changes on the aircraft's assembly line. No money swapped hands!

In May 1927, Lindbergh flew to Paris, and triggered a bedlam where everyone was trying to fly everywhere. Before the first Lockheed Vega was built, William Randolph Hearst had already paid for it, and had it entered in an air race from California to Honolulu.

In June 1927, my brother, Gordon, left Douglas Aircraft to become Jack Northrop's assistant at Lockheed. While there, he managed to get himself hired

as the navigator on Hearst's Vega. The race was a disaster, and ten lives were lost. The Vega, and my brother vanished. A black cloud hung heavily over the little shop. However, Hubert Wilkins, later to become Sir Hubert Wilkins, took Vega #2, and made a successful polar flight from Alaska to Norway. A string of successful flights after that placed Lockheed in aviation's forefront.

I went to work for Lockheed as it 26th employee, shortly after the disaster, and I worked on the Vega. It was made almost entirely of wood, and I quickly become a half-assed carpenter.

At this time, General Motors had acquired North American consisting of Fokker Aircraft, Pitcairn Aviation [later Eastern Airlines] and Sperry Gyroscope, and hired Dutch Kindelberger away from Douglas to run it. Dutch moved the entire operation to L.A. where Dutch and his engineers came up with the P-51 Mustang.

Interestingly, just a handful of young men played roles affecting the lives of all Americans...as it initiated the Southern California metamorphosis, from a semi-desert with orange groves and celluloid, into a dynamic complex supporting millions.

Although this technological explosion had startling humble beginnings, taking root as acorns in -- a barber shop's back room -- a vacant church -- an abandoned cannery -- it became a forest of mighty oaks.

Source:

Denham S. Scott, North American Aviation Retirees' Bulletin.

Have a great day.

Jim Gordon

jhgc@att.net □



CARBURETOR ICE - Phrase used by pilot when explaining accident caused by fuel exhaustion.

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 1/15

FOR SALE: 1941 Fairchild 24, 15 hours on a 185 Warner, with an Airomantic or Curtis Reed prop. Beautiful airplane, good fabric. Asking 65K with 185 Warner. Also low time Ranger engines with some accessories. Contact Ken at (314) 324-1804 1/15

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 1/15

T HANGER FOR RENT: At Clark Airport, Justin, TX. \$75.00 per month. Contact Al Hilton 972-741-4520 1/15

FOR SALE: Wright W-760-8 engine O SMOH 235hp \$17.5K. Curtis-Reed prop, 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 1/15

FOR SALE: G35 Bonanza \$23,500 OBO. Pat Pockrus 940-325-5971 hillier@mesh.net. 3/15

FOR SALE: Lycoming 0-360, new mags, new carb., skytec starter, Overhauled by Exel aviation. 20K. Contact Bill Teaff, 936-539- 2424 3/15

This is the reason the July meeting was moved from Ceder mills. What a shame!



CALENDAR OF EVENTS 2015

July 18th. - Due to the rain and high water damage at Pelican's Landing Restaurant the July meeting will be held at 9AM for brunch on Clark Airfield, Justin, TX. We are invited to Al Hiltons' hanger for our Meeting. The brunch will be pot luck. Members are asked to bring brunch items to share. Got spare junk in your hangar, bring it as a door prize.

For Fliers: (3T6) is on Sectional and Terminal Area charts about 3 miles north of Justin, Texas. Elev. 705ft, runway 17-35 is 1800x22 ft asphalt. Use 122.9 to announce.

For Drivers: Halfway between Ponder and Justin on FM156 turn West on Eakin Cemetery Road and go 1/2mile west to the Airport. Turn South (left) on Clark Airfield Road and follow it to the (second hangar) on left.

August 15th.- Northwest Regional Airport, Roanoke, TX. Jim Austin's hangar. 9:00am. pancake breakfast.

September 19th.- Bowie Municipal Airport, Bowie, TX. Mark and Megan Breeding's hangar. 12:00pm.

October 9th. and 10th. - AAA 52nd Annual Fly In, Gainesville Municipal Airport, Gainesville, TX.

November 21st. - Fairview Airport, Rhome, TX. Ken & Linda Robbins hangar. 12:00pm. Bert Mahon Annual Chili Cook Off

December 19th. TBA

All meetings are covered dish except January, and October.



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

MINUTES OF THE GENERAL MEETING

June 13, 2015

Brunch was started after the prayer by Gary Sublette at 0910 on June 13, 2015. Fifty five members and friends were on hand to celebrate the award presentation to Jack Weiland for 50 years of safe flying. Jack received the Wright Brothers Master Pilot Award from Joe Murphy who is the team leader for the FAA's FAASTEAM for the North Texas Office.

Agenda: It was announced that the next meeting will be at Al Hiltons' hanger for our Meeting and brunch at 9AM. This meeting location was changed due to the flooding at Ceder Mills. (See photos of the restaurant in this issue)

Treasurer's Report: The Treasurer's Report for June was presented by Joetta and was approved as read.

Previous Meeting Minutes: Minutes from the May meeting were published in the June issue of the Newsletter and were approved as written by the members.

Old Business: The chapter received a thank you note from Brent Taylor for our donation to the Antique Airfield repairs that was approved at the May meeting.

New Business: A motion was made and seconded to start our July meeting at 9AM for brunch.

The dates for our October 2015 fly in have been confirmed. It will be October 9th and 10th at Gainesville, TX.

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

Respectfully submitted
Terry Wallace, Secretary
Texas Chapter AAA



CONE OF CONFUSION-

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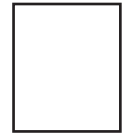
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Texas Chapter
Antique Airplane Association
2417 Stonegate Dr. N.
Bedford, TX 76021



“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 Web site 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 Web site at www.antiqueairfield.com or E-mail 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 web site at www.txaaa.org



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