

TEXASAAA



TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • MARCH 2015

PRESIDENT'S MESSAGE...

We had 55 people at our February 2015 meeting at the Vintage Flight Museum at Meachum Airport. We all enjoyed our speaker, Rob (Smokey) Ray. He talked about his career in the Air Force and Air National Guard flying F-16s in the 160th Fighter Squadron, the "Snakes" in Iraq—and also building his RVs. He is now a Southwest pilot. It was a great talk.

Our guests were Peter Baron, David Pattee, Matthew and Theresa Hood, Travis and Aggie Ferguson, Hal Cosse and Lee Truitt's granddaughter, Lizzie. Great to have you with us. Hope to see you at our next meeting.

Ken Robins showed off and sold our new great looking shirts again. Thanks for all your hard work Ken.

We have confirmed the dates and location of our Fly-In this year. It will be at Gainesville October 9 & 10. We are

asking all members to bring a box or two (or more) of "stuff" from their hanger to sell at the Fly Market.

We received many TXAAA chapter historic documents from Joe Haynes a few weeks ago. Joe was one of the very first members starting in 1963. Lee Truitt and Phil Cook enjoyed talking with Joe and getting to know him, and the beginnings of TXAAA. We should all be proud of our 52 years of service to the antique airplane history and education in Texas. Lee Truitt and Dennis Price are charged with the duty of putting those documents into a computer and on disks.

Hope to see you at our next meeting March 21 at 1200, at Clark Field in Al Hilton's hanger.

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

Lee Truitt, President



GLAD TO BE HERE...

Hello everyone. My name is Matthew Hood and I am glad to be a new addition to the TX chapter of AAA. My wife Theresa and I just came back from our very first meeting and we had a blast. We are so honored to be welcomed into your awesome chapter.

Theresa is a new pilot to US Airways (soon to be American Airlines) and I work for a company called NetJets Aviation (kinda like a taxi service with business jets). Because Theresa and I fly professionally, we have had to move around a lot before we were able to finally settle here in Dallas. While pursuing our careers was important, it was always a dream of mine to find a group of people who love airplanes the same way I do. When we moved in, we had no idea about 52F, TXAAA, or the entire GA scene so close by to our new house.

After we got moved in I wanted to dive head first back into my passion of light airplanes. I bought a 1946 Luscombe 8a, started helping out in the flight school's mechanic shop at 52F, and continue to meet great people every trip to the airport. Stan Price has even offered FREE airplane polish lessons on the belly of his Swift! Awesome!!

Thank you for having us and welcoming us in to your fantastic chapter. I can't wait to make more friends and draw from such a vast pool of knowledge and experience.

Matthew and Theresa Hood



RESTORATION OF WASP'S BEECH 18

You tell an average person Merv Griffin owned the Beechcraft E18S and about all the celebrities it hauled, they show interest. You tell an aviation person Jackie Cochran owned it and I often hear "Wow!" Most of us in aviation aren't that impressed with Hollywood, but you start throwing some real aviation history around and you'll get our attention. Jackie Cochran flew the Beech E18S-9700, S/N BA-31, registration N13JC in the late 1960's and early 1970's. It could be the last aircraft she piloted as PIC. It certainly fits with the timeline. She learned of medical issues that would force her out of the pilot's seat and gave up her wings in the early 1970's. I can only imagine what it must have been like for her as she flew the aircraft for the last time. She held more records than anyone, male or female. Cochran was one of the most accomplished aviators, but unlike her peers she did not gain media attention that comes with the distinction dying dramatically.

Jackie's Beech went on to glitz and glamour in Hollywood through the rest of the 1970's. It carried celebrities like Clint Eastwood and Gene Hackman. Remember Rowen and Martin's Laugh-In? It carried many of those folks as well. In the early 1980's it had a cloudy history and ended up with U.S. Customs. In 1985 it was acquired by Tarrant County Junior College as an aircraft maintenance training aircraft. I was a student at the college then. I remember the airplane rolling in after a ferry flight from Arizona. It was still a gorgeous executive aircraft equipped with a plush interior and an 8-Track player! I remember climbing in and finding aeronautical charts and maps of Mexico and South America. We could only imagine what kind of illicit cargo it must have carried. At that time we had no

idea Jackie Cochran owned it, but everyone was sure excited about it's celebrity status!

A few years ago TCC Associate Professor Curt Landrum retired as a full time faculty member. He took a position as an Adjunct (part time) Associate Professor. Mr. Landrum may have retired to a part time position, but his time in the recliner did not increase. Mr. Landrum had a new mission that has kept him busier than a full time Professor. He has led the restoration of Jackie's Beech since "retirement." However, a few years ago no one realized the historic value of the aircraft. It was not until a detailed review of the records



FLIGHT LOG										
NO.	DATE	NATURE OF FLIGHT	No. of Pass.	TIME OF FLIGHT		Time in Air	Fuel Flow	REPAIRS - ADJUSTMENTS - REMARKS	SIGNATURE	LICENSE NUMBER
				Up	Down					
3	1-13-1971	FN-VN	0			0.5		local flight	C.E.C.	
2	2-24	VN-VN				0.3		Overflight	C.E.C.	
3	3-23	LA-VA	2			1.7				
3	4-26	VA-TEM	0			2.7				
7	1-20	TEM-ABQ	2			4.0				
	4-4	VN-ABQ	0			3.7				
	4-4	ABQ-TEM	2			3.0				
	4-4	TEM-VN	0			1.7				
	4-28	VN-VN	2			0.1				
	4-29	VN-TEM-VN	2			1.2				
TOTALS FORWARD						63.4				
TOTALS TO DATE						54.0				

that Jackie Cochran's ownership and operation of the Beech was fully realized. Mr. Landrum was very excited to learn this and his enthusiasm became infectious. We were no longer looking at an old airplane, we were looking at a piece of history.

Today Beech E18S-9700, S/N BA-31, registration N13JC is on her way to a resurrection. She has a lot of technical issues to overcome, and the challenge of funding. She has a dedicated team of students, faculty, and professional mechanics working on her most Saturday's. Their only compensation is satisfaction and the experience. The challenges include just about anything you would expect; corrosion, systems, powerplant, avionics, cosmetics, and did I say funding?

They are looking forward to the paint scheme and cosmetics. The paint scheme will pay tribute the WASPs and Women in Aviation. The paint scheme will likely include blue and white. An image of the WASP's mascot Fifinella "Fifi" will serve as nose art. An image of the gold medal awarded by congress will grace the entry door. When it eventually comes together the aircraft is expected to become a flying tribute. The plan is to display it as an exhibition aircraft at airshows and fly-ins. Its new mission is to educate and inspire young people's interest in aviation.

Darrell Irby □

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
jhgca@att.net



CALENDAR OF EVENTS 2015

MARCH MEETING:

March 21st, 2015 on Clark Airport TX (3T6) just north of Justin, TX.

We are invited to Al Hiltons' hanger 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. Got spare junk in your hangar, bring it as a door prize. I guarantee no snow!

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.

April 18th. - Texas Regional Airport, Sherman, TX. Airport office. 12:00pm.

May 16th. - Fairview Airport, Rhome, TX. Pellegrino's hangar. 12:00pm.

June 13th. * - Kezer Airfield, Springtown, TX. Weiland's hangar. 9:00 am. brunch.

July 18th. - Pelican's Landing, Cedar Mills TX. Airport, Lake Texoma, TX. 12:00pm.

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, July, October

MINUTES OF THE GENERAL MEETING

FEBRUARY 21, 2015

The General Meeting was held at the Vintage Flight Museum at Meacham Airport. The meeting was called to order at 1230 by president Lee Truitt. There were 43 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 Clark airport in Al Hinton's hangar.

Treasurer's Report: The January Treasurer's Report was presented by Joetta Reetz and was approved as read.

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

Old Business: Cups are still for sale at \$5.00 while they last. New shirts are in.

New Business: Lee announced that the collection of historic documents donated by Joe Haynes would be given to our Historian Dennis Price who, with Lee's help, will scan and copy them to CD's for the members that want them.

Our meeting speaker Ron "Smokey" Ray was introduced and gave a very entertaining presentation.

The dates for our October 2015 fly in have been confirmed. It will be October 9th and 10th at Gainesville, TX. Lee requested the members start collecting "stuff" for the fly mart.

A motion to adjourn was made and seconded. The meeting ended at 13:37.

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

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 \$24,500 OBO. (2) Cessna 195 projects \$20,000 for both. 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

□

SEND PICTURES....

I know there are members out there that are proud of their airplane projects and would like to show them off in the news letter. Every issue we are looking for interesting articles so please send pictures and a history of your pride and joy. If you don't have an airplane baby pictures are great too!

Terry □

Are you looking for airport properties?

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nunn3@verizon.net.

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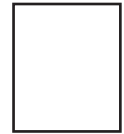
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Cell: 972-746-5154 FAA CRS# 1E4R827B

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 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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