

# TEXASAAA



TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • FEBRUARY 2016

## President's Message...

Our lunch started at 1200 on January 16 at Vintage Flight Museum, Meachum Airport. Forty-three members and guests were on hand. The Treasure report was read by Joetta Reetz, then approved by the members. The Secretary report by Terry Wallace in the newsletter and was approved by the members.

After a great lunch our guest speaker was J.R. Hoffman. He was talking about the A26 K Model that he and his group are restoring. It was a very interesting talk about a Vietnam era attack plane. I think they were working in a couple missions of mine in the "fish hook" area of Cambodia/Vietnam. I hope we are able to send some money their way to help.

Our next two lunch meetings will be as follows:  
**February 20:** 12pm in Al Hilton's hangar, Clark Airport, Justin.  
**March 19:** 12pm in Bobby & Kathy Jones hangar, Tailwheel Acres, Valley View.

Please contact Phil Cook about wanting to host a meeting or suggest a speaker in 2016 at 972-3234 or [jpcookie1@verizon.net](mailto:jpcookie1@verizon.net)

*Be safe up there. Keep 'em fly'n.*  
*Lee Truitt* □





## Blakesburg 2015 - Photo right ...

This photo was taken at the Annual fly in at Blakesburg. We meet on the steps of the library and vote on our chapter choice award airplane. Notice one member is holding an imaginary beer, we usually have Lone Star beer supplied by Bob Jolley and Harold Stieber but they could not make the fly in last year. Great fun, I encourage members to plan on attending the 2016 Fly in.

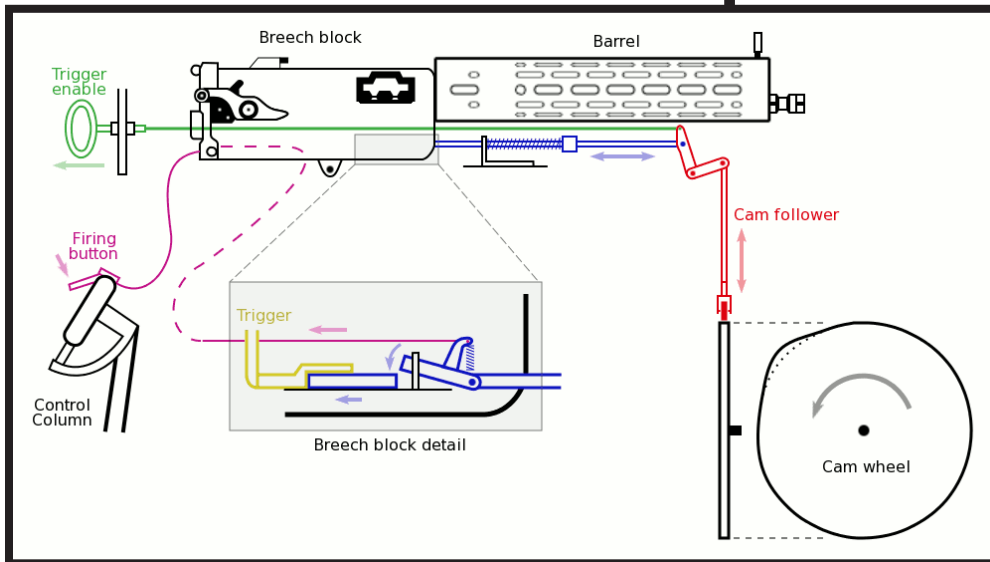








# Machine gun synchronisation



**Diagram of Fokker's "Stangensteuerung" synchronisation mechanism. Pulling the green handle drops the red cam follower onto the propeller shaft cam wheel. Twice during each rotation of the propeller the cam lifts the follower which depresses the blue rod against the spring, connecting the yellow trigger plate to the purple firing button allowing a round to be fired.**

The forward firing gun of a pusher "gun carrier" provided some offensive capability – the mounting of a machine gun firing to the rear from a two-seater tractor aircraft gave defensive capability. There was an obvious need for some means to fire a machine gun forward from a tractor aircraft, especially from one of the small, light, "scout" aircraft, adapted from pre-war racers,

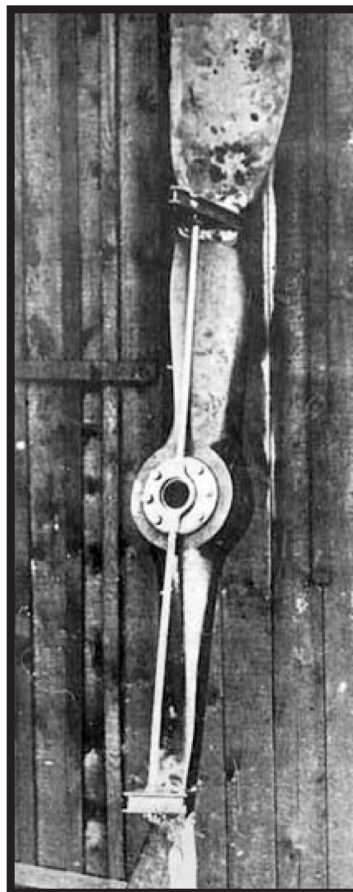


that were to perform most air combat duties for the rest of the war. It would seem most natural to place the gun between the pilot and the propeller, firing in the direct

line of flight, so that the gun could be aimed by "aiming the aircraft". It was also important that the breech of the weapon be readily accessible to the pilot, so that he could clear the jams and stoppages to which early machine guns were prone. However, this presented an obvious problem: a percentage of bullets fired "free" through a revolving propeller will strike the blades, with predictable results.

Early experiments with synchronised machine guns had been carried out in several countries before the war. Franz Schneider, then working for Nieuport in France but later working for L.V.G. in Germany, patented a synchronisation gear on 15 July 1913. An early Russian gear was designed by a Lieutenant Poplavko: the Edwards brothers in England designed the first British example, and the Morane-

Saulnier company were also working on the problem in 1914. All these early experiments failed to attract official attention, partly due to official inertia and partly due to the terrifying results of failures of these early synchronising gears, which included dangerously ricocheting bullets as well as disintegrating propellers.



**A Morane-Saulnier's propeller with the "wedges" fitted.**

The Lewis gun, used on many early Allied aircraft, proved next to impossible to successfully synchronise due to its open bolt firing cycle. In an open bolt firing cycle, it is impossible to predict the exact time any given round will fire, a problematic characteristic in a weapon one is attempting to fire between the spinning blades of a propeller. Photographs of fuselage-mounted

Lewis guns aimed directly ahead on RNAS aircraft, and looking as if they “should” be synchronised — as with some of their Bristol Scouts — were probably in fact free firing, hardly a satisfactory solution.

The Maxim guns used by both the Allies (as the Vickers) and Germany (as the Parabellum MG 14 and IMG 08 Spandau) had a closed bolt firing cycle that started with a bullet already in the breech and the breech closed, so the firing of the bullet was the next step in the cycle. This meant that the exact instant the round would be fired could be predicted, making these weapons considerably easier to synchronise.

The standard French light machine gun, the Hotchkiss, was also most unamenable to synchronisation due to rounds “hanging fire”. The Morane-Saulnier company designed a “safety backup” in the form of “deflector blades” (metal wedges), complete with metal tiebars extending outwards from the propeller hub for bracing, fitted to the rear surfaces of a propeller at the radial point where they would be struck by a bullet. Roland Garros tried out this system in a Morane-Saulnier L in April 1915. He managed to score several kills, although it proved to be an inadequate and dangerous solution. Garros eventually was forced by engine failure (possibly caused by the repeated strain on his aircraft’s crankshaft of the “deflected” bullets striking his propeller) to land behind enemy lines, and he and his secret weapon were captured by the Germans.

Famously, the German High Command passed Garros’ captured Morane to the Fokker company — who already produced Morane type monoplanes for the German Air Service — with orders to copy the design. The deflector system was totally unsuitable for the steel-jacketed German ammunition so that the Fokker engineers were forced to revisit the synchronisation idea (perhaps infringing Schneider’s patent) resulting in the Eindecker fighter series. Crude as these little monoplanes were, they produced a period of German air superiority, known as the “Fokker Scourge” by the Allies. The psychological effect exceeded the material — the Allies had up to now been more or less unchallenged in the air, and the vulnerability of their older reconnaissance aircraft, especially the British B.E.2 and French Farman pushers, came as a very nasty shock.

# THEN & NOW

This 1980 Citabria 7 GCBC, N29772, is owned by member Johnny Sublett.

It was recovered, new metal spar wing, new glass, new interior. Project was completed in September 2015. He joined TXAAA at the Gainesville fly-in. □



***“If the Wright brothers were alive today, Wilbur would have to fire Orville to reduce costs.”***

(from the president of Delta Airlines).

□



# CALENDAR OF EVENTS 2016

**Next Meeting:** February 20th, 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.

**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.

## ***Upcoming Meetings:***

**March 19th,** Tailwheel Acres Airfield,Valley View, Tx. Bobby and Kathy Jones' hangar.

**April 16th,** Fairview Airfield Rhome,Tx. Ken and Linda Robbins' hangar.

**May 21st,** Fairview Airfield, Rhome,Tx. Mike and Lori Mitchell's hangar.

**June 11th,** Kezer Airfield, Springtown,Tx. Jack and Sharon Weiland's hangar. (This meeting is the second Saturday because Father's day falls on the third week-end.) **This meeting will begin at 9:00am and it is a brunch meeting.**

***All meetings start at Noon and are pot luck unless a notice appears in the newsletter and/or on the website.***

## ***Fly-Ins of Interest 2016:***

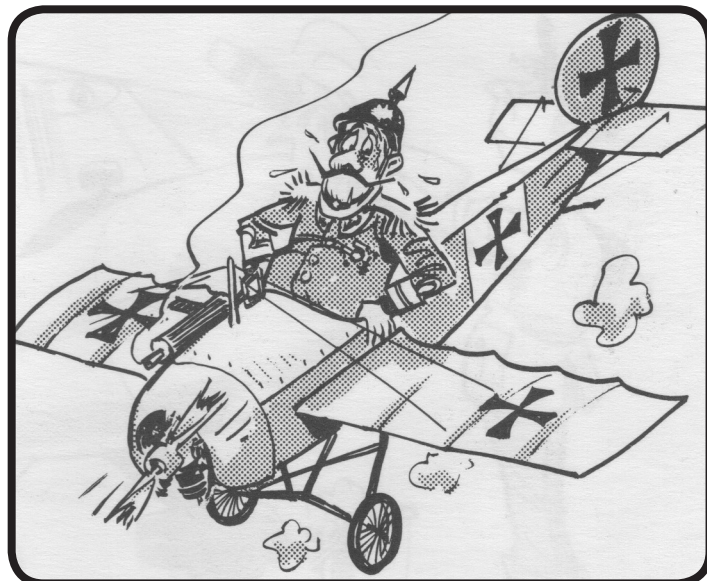
**March 4-5:** Arizona Chapter AAA Annual Fly-In, Casa Grande, AZ

**September 1 - 5:** National AAA Fly-In, Blakesburg, IA.

**October 7- 8:** "Fall Festival of Flight" TXAAA Annual Fly-In, Gainesville, TX.

**October 21 - 23:** Flying M Ranch, Reklaw, TX

□



**PROPELLER -- Fan up front that keeps the pilot cool ... turn it off and watch him sweat!**

## **Minutes of the General Meeting**

January, 2016

The January meeting was called to order at 12:30 by Lee Truitt on January 16th, 2016.

### **Agenda:**

It was announced that the next meeting will be at Clark Airport. February 20th. Noon Start. J.R. Hoffman gave a report on the progress of the museum's A-26 K restoration. Joel Miner requested volunteers for the October fly in.

### **Treasurer's Report:**

The Treasurer's Report for November and December was presented by Joetta Reetz. A thank you letter from the National AAA for our chapters donations in 2015 was read by Joetta.

**Previous Meeting Minutes:** Minutes from the December meeting were printed in the January issue of the newsletter and were approved as printed.

### **Old Business:** none

**New Business:** Lee announced an FAA seminar and asked members to attend. A motion was approved to give \$500.00 to the "Vintage Flight Museum" for their support of our chapter.

Door prizes were awarded.

A motion to adjourn was made and seconded. The meeting ended at 1300

*Respectfully submitted by  
Terry Wallace, Secretary  
Texas Chapter AAA*

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## 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

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

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

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Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ ZIP: \_\_\_\_\_

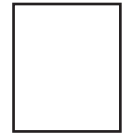
Phone: \_\_\_\_\_ Email: \_\_\_\_\_

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

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](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 Web site at [www.antiqueairfield.com](http://www.antiqueairfield.com) or E-mail [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 web site at [www.txaaa.org](http://www.txaaa.org)**



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