

TEXASAAA



TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • JANUARY 2016

President's Message...

Our lunch started at 1200 on December 19, 2015 at the Golden Coral in Keller. Twenty-three members and guests were on hand. The Treasure report was tabled until next meeting in January. The Secretary report was approved.

After a nice lunch Stan Price lead us through electing officers for 2016. The following officers were elected:

President- Lee Truitt

Vice President- Steve Sokolich

Secretary- Terry Wallace

Treasure- Joetta Reetz

Activities Coordinator- Phil Cook

Historian- Dennis Price

Newsletter Editer- Terry Wallace

Newsletter Design/Production- Barry Wallace

The positions by appointment-not to be voted on-appointed or by definition:

Fly-in Chairman- Joel Meanor Joel will begin working on the fly-in for October 2016 in January. Everyone is welcome to help.

Past President- Gary Sublette

Webmaster- Marianna Sokolich

Slate submitted by Stan Price, Nomination Committee Chairman

Congratulations to all. I look forward to a very successful year in 2016. We will need the help of the entire membership.

Our next three lunch meetings will be as follows:

January 16: Vintage Flight Museum, Meachum Airport

February 20: Al Hilton's hangar, Clark Airport, Justin

March 19: 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

Have a great 2016. Be safe up there.
Keep 'em fly'n.

Lee Truitt



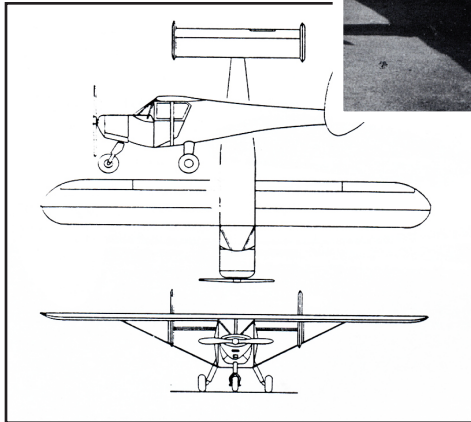


THE GENERAL "SKYFARER"

General G1-80 "Skyfarer" was touted as a "safety plane." Only a handful were produced before the war broke out.



Newest light plane approved by the CAA is the Model G1-80 produced by General Aircraft Corp. of Lowell, Mass. Designed by Prof. O. C. Koppen of



MIT, it incorporates unusual aerodynamic characteristics which render it incapable of spinning, and it is so placarded by the CAA.

Featuring a tricycle landing gear, floating power, flaps and twin fins, the airplane is of the two-control type. The design eliminates the need for rudders, and accomplishes its non-spinning and non-stalling features by the application of aerodynamic principles developed by Prof. Koppen and proved in the MIT wind tunnel.

A two-place, side-by-side type, the high-wing monoplane is known as the Skyfarer, and although the prototype is equipped with a single wheel control, officials of the company indicate that dual controls probably will be provided in the airplanes coming off the production line.

Aside from its somewhat unconventional appearance, the airplane incorporates several innovations in light plane construction. The fuselage is a truss type structure employing 17ST angle extrusions, the members being connected by bolts and gusset plates. There are three bulkheads: at the firewall, behind the cabin and at the tail. The center section over the cabin is built-up of chrome molybdenum welded tubing and carries the wing hinge attachment fittings and the upper fitting of the front landing gear. Metal cowlings are employed around the engine assembly back to the stainless steel firewall, at the belly and top deck and

at the center section above the cabin. A metal tail cone is also used. The remainder of the structure is fabric-covered.

The chrome molybdenum welded tubing engine mount is bolted to four fittings carried by the longeron members at the firewall bulkhead. The stabilizer and its supporting Vee-strut assembly are similarly carried by four fittings at the tail bulkhead. Two wing strut attachment fittings are bolted to a fuselage transverse member located just under the door frames. The rear landing gear is carried on an A beam and is bolted to the fuselage structure just aft of the cabin.

Plywood is used extensively in the cabin, being applied in the flooring, seat and seat back. Seat cushions and the entire cabin are upholstered and there is a canvas-covered baggage compartment aft of the seat. The inset panel-type control wheel, on the port side, is an aluminum alloy casting, and the air-liner type elevator tab control is in the ceiling, easily accessible to either occupant. Instruments are nicely grouped in a panel extending the full width of the compartment, and consist of altimeter, tachometer, airspeed indicator, oil pressure and oil temperature gauges, with the compass centered above on the hood. The ignition switch is at the extreme left, the ball-end type throttle in the center, and the primer and cabin heat control to the right.

Access to the cabin is simplified by the use of a door on each side and a handy step on the strut of the landing gear. Doors are of chrome-molybdenum square tubing, fabric-covered, and swing forward to a stop on the wing strut.

The wing is of 17ST extrusion and sheet and incorporates a single D spar mounted on two hinge fittings and supported at about mid-span by a single strut fitting bolted to the spar web. Nose ribs with solid webs are spaced 11 in., while the fabric covered section aft of the spar incorporates trailing edge ribs of

Continued on page 4...

T extrusion chord members and flanged web plates to which are bolted the male control surface hinges. Ribs are interconnected at the trailing edge, and special flange extrusions are provided with slots for attachment of the fabric. Bulb angle stringers are used in the center section of the spar. Bracing is provided by a single streamlined lift strut attached to the lower fuselage strut fitting and to the strut fitting on the wing. An intermediate jury strut provides additional support for the strut.

Flaps and ailerons have equal chord lengths and are identical in construction. They are of 17ST sheet, incorporating a D spar and trailing edge ribs. The ribs are connected at their trailing edges and the surfaces are fabric-covered. Female hinges are bolted to the spar web plates, with cut-out in the nose sections. Control horns are also attached to the webs. Actuation of the flaps is by mechanical means through a scissor type system controlled by a lever in the cockpit at the seat between the occupants. Ailerons are connected by a balance cable, enclosed in the wing strut which also carries the aileron pulley.

Tail surfaces are fully cantilevered and incorporate a single stabilizer and elevator. The elevator has a chord length equal to that of the flaps and ailerons and is identical in construction. The structure of the stabilizer is somewhat similar to that of the wing and consists of a D spar constructed of 17ST extrusions and sheet. Two hinge fittings are used to attach the stabilizer to the fuselage. Also it is supported by a Vee-strut of chrome molybdenum welded tubing, attached to a fitting on the spar web. Three male elevator hinges are bolted to the spar ribs.

Fins are built-up of chrome molybdenum tubing, and fabric-covering. They consist of two spars, ribs and contour rings welded to the spars. Four attachment fittings are riveted to the end of the stabilizer flanges and stringers to permit bolting on of each fin.

The front landing gear of the under-carriage is a spring-oleo type having a cast aluminum fork, and heat-treated chrome molybdenum piston and cylinder tubes. An aluminum casting on the lower end of the cylinder contains a gland and packing nut and carries the lower attachment bearing. An external spring is provided between the fork and the casting. Torque is transmitted from the fork to the gland casting by the cast aluminum "scissors." Welded to the upper end of the cylinder is the upper fitting and an arm to permit lateral steering of the wheel through rotation of the control wheel.

Rear landing gears are of the oleo type and are full cantilever. There is an aluminum elbow casting attaching the axle to the lower end of the chrome molybdenum heat-treated piston tube, and carrying the brake flange and lower end of the torque tube. An aluminum

casting on the lower end of a chrome molybdenum heat-treated cylinder tube contains the gland and packing nut and bosses through which the torque tube slides. An other aluminum casting carries the upper end of the cylinder and attaches the landing gear to the fuselage A beam through three lugs. Hydraulic brakes, operated from a single pedal in the cock-pit, are standard equipment, as are sheet metal strut fairings.

The control system makes extensive use of chain, cable, sprockets and ball-bearing pulleys, mounted on cast aluminum brackets. The control shaft contains a ball-bearing spline and transmits rotational motion to the aileron system and fore-and-aft motion to the elevator system. The aileron cables are carried through the wing struts to the aileron horns, the struts themselves carrying the pulleys. The aileron horns are connected by a balance cable running behind the wing spars. The elevator cables are carried aft to a cast aluminum bell crank which actuates the elevator link rod. The bell crank assembly is carried by the stabilizer Vee-strut. The elevator tab is actuated by a crank-cable system.

Power is presently supplied by a 75 hp GO-145-C2 geared Lycoming engine equipped with a 77 in. diameter Gardner propeller. Engine mount is a chrome molybdenum tubing structure incorporating four points of attachment and support for the lower bearing of the front landing gear. The engine is mounted on four rubber shock pads, is fully cowled and baffled for pressure cooling. The engine cowling hinges at the top, and access to the engine compartment, on either side, is simplified by the use of Dzus fasteners. Fuel is gravity fed to the carburetor from 10 gal. fuel tanks located in the root of each wing panel and mounted between two ribs aft of the spar.

Specifications and performance data, supplied by the manufacturer for the Lycoming-powered Skyfarer, follow:

Wing span	31 ft. 5 in	9.5 m.
Overall length	22 ft.	6.7 m.
Overall height ..	8 ft. 8 in	2.4 m.
Wing area	121.3 ft. ²	11.3 m. ²
Stabilizer area	16.6 ft. ²	1.5 m. ²
Elevator area	8.3 ft. ²	8 m. ²
Aileron area	13.7 ft. ²	1.3 m. ²
Flap area	13 ft. ²	1.2 m. ²
Fin area	25 ft. ²	2.3 m. ²
Wing loading	11.1 lbs./ft. ²	54.2 kgs./ft. ²
Power loading	18 lbs./hp.....	8.2 kgs./hp
Empty weight	890 lbs	403.7 kg.
Useful load	460 lbs	208.6 kg.
Gross weight	1,350 lbs	612.4 kg.
Maximum speed (5.1.)	100.....	161 kph
Cruising speed (5,000 ft.)	92 mph.....	148 kph



Fairchild to Sell New Monoplanes

*Company Will Announce Sliding
Dealer Discount Sale
at Show*

FARMINGDALE, L. I.—Two, four, and seven passenger monoplanes will be offered by the Fairchild Aviation Corp. in 1929, according to reports at the plant here, with a sliding scale of dealer discounts enabling a selling plan favoring the plane agent. Prices of the new planes, which will be displayed at the Chicago show, will be announced at a dealers' dinner at the Stevens Hotel December 5. The Fairchild "21" is a two-place open-cockpit training plane with a top speed of 105 m.p.h., a cruising speed of 90 m.p.h., and a landing speed of 40 m.p.h. It is powered with an 80 hp. Genet engine and is reasonably priced. The plane provides an excellent range of vision from both cockpits which are close together for ease of communication between the two passengers. The landing gear has been moved considerably forward of the center of gravity. It has an 8 ft. tread and a tail wheel has been substituted in place of the conventional tail skid.

Whirlwind Powers "41"

The Fairchild "41" is a four place cabin plane, finished after the manner of fine automobile interiors. It is powered with the Whirlwind engine and has a top speed of 130 m.p.h., a cruising speed of 108 m.p.h., and a landing speed of 49 m.p.h. The chief features of the design are the folding wings, comfort of the cabin, etc. The Fairchild "71" is a seven place cabin job, designed for transport work. Powered with a Pratt and Whitney Wasp, it has a high speed of 138 m.p.h., and carries a useful load of 2,700 lb. The out-standing features of the design are the folding wings, the spacious cabin, and the ready attachment of seaplane, ski or photographic equipment, which make it available for an extraordinary diversity of services. Within the last year Fairchild 71's have flown over 1,250,000 mi.

THEN AND NOW

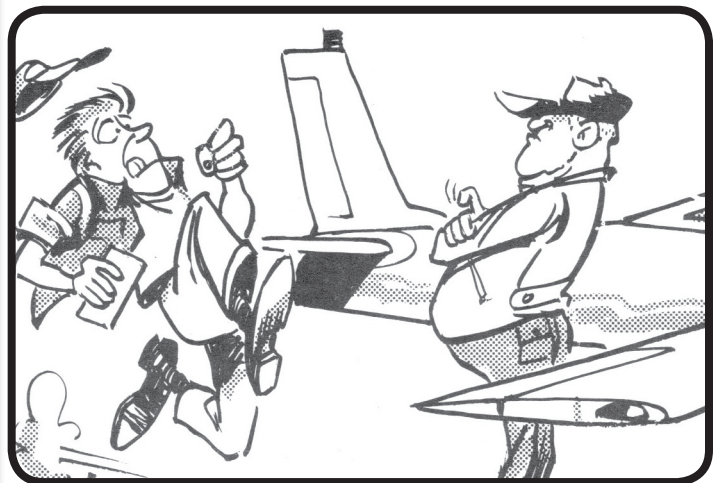


Warner powered D1-W belonged to Major Charles E. Selge of Tacoma, Wash was built in 1935, making it the youngest survivor of the breed.

This Davis was once owned by the well known racing pilot Art Davis of Lansing Mich. This picture was taken in the early sixties.



Photo taken 2013 after restoration. Owned now by Wild Blue Yonder, Gainesville, Texas.



**PRE-FLIGHT RUN-UP -
What a student pilot does when he's
late for a lesson!**

CALENDAR OF EVENTS 2016

Next Meeting: January 16th at Vintage Flight Museum, Meacham Airport. Noon Start. Please bring a covered dish and desert.

For Fliers: Ft. Worth Meacham is located just north of Downtown Ft. Worth, Texas and all necessary information can be found on the DFW Sectional or Terminal Area Charts. The Tower Controllers will assist us in any way needed. If you do not have a Transponder, advise them on first contact. Non-radio equipped can be accommodated as a flight of two with a radio equipped plane. After landing advise Ground Control you wish to taxi to the Vintage Flight Museum parking area off taxiway M.

For Drivers: From Interstate Loop 820 West of IH35W go South on Hwy 287, also called North Main Street, to NW 38th Street. Go West on NW 38th Street until the Dead End at the Airport Fence, then turn left. The VFM hanger is the last Large Hanger on your left.

Upcoming Meetings:

Feb. 20th, Clark Airfield, Al Hilton's hangar.

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 Sat. because Father's day falls on the third weekend.)

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



Texas Antique Airplane Association 2016 Elected Board Members.

The Following individuals have been elected board members of the Texas Chapter, Antique Airplane Association for 2016.

President -- Lee Truitt

Vice President -- Steve Sokolich

Secretary -- Terry Wallace

Treasurer -- Joetta Reetz

Activities Coordinator -- Phil Cook

Historian -- Dennis Price

Newsletter Editor -- Terry Wallace

Newsletter Designer/Production -- Barry Wallace

***Past President** -- Gary Sublette

***Fly-in Chairman** -- Joel Meanor

***Webmaster** -- Marianna Sokolich

***Not an official elected office**



Minutes of the General Meeting

December, 2016

The December meeting was called to order at 12:10 by Lee Truitt on December 19, 2015.

Agenda: It was announced that the next meeting will be at Vintage Flight Museum, Meachum Airport. Noon Start.

The floor was opened for any new nominations for board of directors, since no new nominations were forthcoming, a vote was held to elect the previous nominees put forth at the November meeting. The results of that vote will be reported in the January newsletter.

Our new fly in chairman Joel Meanor discussed the October fly in.

Treasurer's Report: The Treasurer's Report for November and December will be presented by Joetta Reetz at the January meeting.

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

Old Business: none

New Business: New board members were elected. A motion to adjourn was made and seconded. The meeting ended at 1:01.

**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

Are you looking for airport properties?

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TEXAS CHAPTER ANTIQUE AIRPLANE ASSOCIATION Membership Application - Renewal Form

Name: _____ Spouse: _____

Address: _____

City: _____ State: _____ ZIP: _____

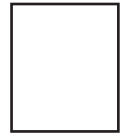
Phone: _____ Email: _____

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

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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