

TEXAS AAA

TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • JUNE 2016

President's Message...

Our lunch meeting started at 1200 on May 21, 2016 in the hangar of Al Hilton at Clark Airport. Thank you very much Al! Forty-four members and guests were on hand. After lunch the Treasure report was tabled until our June meeting. The secretary report by Terry Wallace was in the newsletter, as usual, and approved by the members.

Joel Meanor, our Fly-In Chair, updated us on the progress for October 7 & 8 this fall. If anyone wants to have a booth space at the Fly-In in October, please contact Lee Truitt at 817-600-5871 or lee@bellaitaliabylee.com as soon as possible. Space is limited.

We honored all military veterans present at the meeting. God bless our troops.

Gary Reeves, Chief Safety Officer with PilotSafety.org will provide us with pilot safety classes at our annual fly-in October 7 and 8 in Gainesville. We should all take advantage of Gary's expertise and learn some safety tips. Thank you so very much, Gary. I am looking forward to your classes.

Gary D Reeves, Chief Safety Officer ATP, Master CFI, CFII, MEI, FAA Safety Team 2016 FAA SW Region CFI of the Year(CA, AZ, NV, HI) www.PilotSafety.org [Twitter.com/PilotSafetyorg](https://twitter.com/PilotSafetyorg) [Facebook.com/PilotSafety](https://www.facebook.com/PilotSafety)

Our next two meetings will be: The meeting in June will be June 11th in Jack and Sharon's hangar at Kezer Airfield, Springtown, Tx. This June meeting is the second Saturday because Father's day falls on the third weekend. It will be at 0900 brunch meeting. Our July 9th meeting will be a very special day at the Frontiers of Flight Museum in Love Field. 6911 Lemmon Ave, Dallas. Admission will be free for us. Bring a covered dish.

Please contact Phil about wanting to host a meeting or suggest a speaker in 2016 at 972-989-3234 or jpcookie1@verizon.net.

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





Propwash... & Zuehl - (near San Antonio)...On sunny Saturdays.



N29CA: 1941 Boeing-Stearman PT-17 (at Zuehl Field).



N17GB: 1943 Beech D17S.



N75342: North American T-6, originally built 1942.



N2047: 1952 Canadian Car & Foundry Harvard Mk.IV converted to Nakajima B5N Kate for film Tora! Tora! Tora!



A World War II documentary film by Alejandro Mena



David O'Sullivan
Pilot



Nemesio Mena
Radio Operator



Back row, left to right...

- Nemesio Mena, radio operator
- Gildo Gregory, engineer
- Eugene Snavelly, 492nd BG commander
- Gerald Edwards, tail gunner
- Charles Crowley, bombardier
- Edward Picard, right waist gunner
- Emmitt Coomer, nose gunner

Front row, left to right...

- Thomas Chaffee, navigator
- David O'Sullivan, pilot
- Peter Leri, co-pilot
- John McCarthy, left waist gunner

The 492nd Bomb Group flew B-24 Liberators out of their base at North Pickenham, England, into Germany and Nazi-occupied countries in Europe from April through August of 1944.

The O'Sullivan Crew 713

After 89 days of combat the 492nd received the unwanted distinction of being the first and only group in American history to be disbanded due to high casualties. Yet throughout some of the toughest luck to befall any bomb group, the O'Sullivan Crew 713 managed to find enough of the Luck of the Irish to complete their 30-mission tour.

They named their assigned Liberator Irishman's Shanty and felt fortunate to have flown her on half of their missions. But, those missions were fraught with several harrowing, near-death experiences.

On 29 May 44 Crew 713 was hit hard by the Luftwaffe while attacking the heavily defended oil refineries at Politz on one of the toughest bombing raids of WWII. Other crews saw them drop out of formation and assumed that they'd had it.

Their oxygen lines were severed and crewmen began to black out. The navigator bailed out and was taken POW. The waist gunners quickly began feeding oxygen to the pilots and the rest in the nose section with walk-around bottles. The nose gunner, top turret gunner and the tail gunner each shot down a German fighter. O'Sullivan took his plane down to an altitude where they wouldn't need the oxygen bottles and managed to nurse the crippled plane back to England without his navigator. He was awarded the



Distinguished
Crew 713
near-death
Jul 44 while

Flying Cross.
escaped another
experience on 7
on a bombing run

targeting an aircraft manufacturing plant at Bernburg. As the Group was approaching the target they crossed paths with another Bomb Group returning from their target. The lead ship for the other Group was hit by flak and began flying out of control right towards Crew 713. O'Sullivan put his ship into a dive just in time to avoid a mid-air collision. His wingman, Lt Cary, wasn't so lucky. The runaway plane crashed into him killing everyone in Cary's crew except for their bombardier.

Everyone with the 492nd was on pins and needles when the O'Sullivan Crew 713 took off on their 30th mission, hoping that this mission would end the jinx that seemed to plague the Group. Crew 713, still flying in their Irishman's Shanty, almost didn't make it. They survived some bad flak damage but then encountered something that they had never seen before: German jet fighters! A pair of jets approached their aircraft from the rear and buzzed past them at an amazing speed. But for reasons unknown, the two jets did not attack.

The Film

"Crew 713" explores the lives of a B-24 Liberator Crew flying heavy bombing missions over
CONTINUED ON PAGE 5...

Where do N-numbers come from?

The U.S. received the “N” as its nationality designator under the International Air Navigation Convention, held in 1919. The Convention prescribed an aircraft-marking scheme of a single letter indicating nationality followed by a hyphen and four identity letters (for example, G-REMS). The five letters together were to be the aircraft’s radio call sign.

In the original 1919 allotment, most of the nations shared first letters. Only U.S. and four other nations were assigned a unique first letter to be followed by any combination of four letters. In each case, that first letter was the same as a radio call letter that had been previously assigned to that nation by an evolving series of international agreements. As of April 1913, for example, Great Britain had complete rights to the radio letters B, G, and M, while sharing certain other letters. Not surprisingly, Great Britain received G as its aircraft nationality identifier under the 1919 agreement.

During this era, the U.S. had complete rights to the radio letters N and W, and to combinations of K from KDA to KZZ. Why these particular letters? The assignments of W and K appear to have been arbitrary, according to articles on early radio call signs by Thomas H. White. In the case of N, Whites notes that the U.S. Navy had used this radio letter since November 1909.

This still leaves the question of why N was chosen over W for the U.S. aircraft identifier. The answer may lie in the fact that the Government had reserved N for itself, while assigning combinations beginning with K and W to various radio stations along geographic lines. N would therefore be less confusing as a single national marking for aircraft.

The choice was not universally popular. The Journal Aviation wanted the U.S. to adopt W in honor of the Wright brothers. Use of the letter N in the early days seems to have been restricted to aircraft that made international flights. Compliance was voluntary at this time, since the U.S. did not ratify the 1919 Convention.

No mention of N numbers appeared in the initial Air Commerce Regulations placed in effect by FAA’s first predecessor agency in December 1926. The letter markings that this original set of rules specified were C (commercial), S (state), and P (private), which were to precede the numbers assigned to licensed aircraft. Unlicensed aircraft had numbers, but no letters, at this time.

The earliest legal requirement for the N marking is found in the first general amendments to the Air Commerce Regulations on March 22, 1927. These amendments mandated that U.S. aircraft engaged in foreign air commerce display the N at the beginning of

its identification markings. Later, this requirement was extended to all U.S. aircraft, regardless of whether they operated beyond the Nation’s borders.

A second letter indicating the aircraft’s airworthiness category followed the N and preceded the identification numbers. These airworthiness indicators were; “C” for standard, “R” for restricted, “X” for experimental, and later an “L” for limited, (for example, NC1234). This was standard until December 31, 1948, when aircraft registered for the first time were required to display identification marks consisting of only the Roman capital letter “N” followed by the registration number. Existing aircraft operated solely within the United States could continue to display an airworthiness symbol until the first time such aircraft were recovered or refinished to an extent necessitating the reapplication of the identification marks. After December 31, 1950, all aircraft of United States registry operated outside of the United States were required to display identification marks consisting of the Roman capital letter “N” followed by the registration number.

Until December 31, 1960, the required location for display of nationality and identification marks for fixed-wing aircraft was the wing surfaces, and the vertical surface of either the tail or fuselage. Effective January 1, 1960, all fixed-wing aircraft were required to display identification marks on the vertical surfaces or either the tail or fuselage. Wing surface markings were no longer required.

Current standards for the display of nationality and registration identification marks on U.S. civil aircraft can be found in the Code of Federal Regulations, Title 14, Part 45, Subpart C.

Our thanks to Ned Preston, former FAA historian, who compiled the majority of this information.

□

...CONTINUED FROM PAGE 4

Occupied Europe and Nazi Germany during 1944. Where they came from. How they came together. Where they trained. Their missions. And what happened to them after the end of the War.

It is through this overall narrative that the producers are shedding light on the sacrifices made by these young men 72 years ago. And how those sacrifices contributed to the eventual Allied Victory in Europe.

□

CALENDAR OF EVENTS 2016

Next Meeting: June 11, 10:00 AM brunch: Kezer Airfield, Springtown, TX. Jack and Sharon Weiland's hangar. **This meeting is one week early due to father's day on June 19th.**

FOR FLYERS: Kezer Air Ranch (61TE) is about 3 miles NE of Springtown, Texas. (N32-59.2 and W097-37.2.) Runway 16/34 is 2400 by 20 Asphalt. Planes may be parked on either side of the South end of runway.

FOR DRIVERS: From Boyd, TX go South on FM 730 about 8 miles to Hwy 2257(Knob Hill Rd) Turn right and go West about 4 miles, then continue straight over the hill and the Airport will be on your right. Halfway between Springtown and Azle on Highway 199, turn North on FM 2257(Jay Bird Lane) and follow it North about 4 miles to Knob Hill Rd. Turn left (West) on Knob Hill Rd. and go over the hill. The Airport will be on your right.

Upcoming Meetings:

July 9th, Frontiers Of Flight Museum, Love Field, 6911 Lemmon Ave. (Free Admission) Covered dish.

August 20th, Jim and Betty Austin's hangar, Northwest Regional Airport, Terry Wallace hosting. Pancake breakfast starting at 9:00 AM.

September 17th, Mark and Megan Breeding's hangar, Bowie Municipal Airport.

October 7th and 8th, Annual Fly In, Gainesville Municipal Airport.

November 19th, Ken and Linda Robbins' hangar, Fairview Airport. Rhome, Tx.

December 17th, Christmas party at Golden Corral Restaurant, 1801 S. Main St., Keller Tx. Bring unwrapped toy for the Salvation Army toy drive.

Fly-Ins of Interest 2016:

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

December 19th: the Golden Coral, 1801 S. Main St. Keller, Tx. 11:00 AM



Minutes of the General Meeting

The May 21st meeting was called to order at 12:27 by Lee Truitt.

Agenda:

It was announced that the next meeting will be June 11 for a 9:00 AM brunch: Kezer Airfield, Springtown, TX. Jack and Sharon Weiland's hangar. This meeting is one week early due to father's day on June 19th.

Al Hilton Jr. reported he was glad to be home from abroad and enjoying the good 'ole USA.

Happy birthday and anniversary to the June members.

Treasurer's Report:

The Treasurer's Report for May will be presented by Joetta Reetz at the next meeting.

Previous Meeting Minutes:

Minutes from the April meeting were printed in the May issue of the newsletter and were approved as printed.

Old Business:

None

New Business:

Joel Meanor gave an update on the preparation for the October fly in.

Door prizes were awarded.

A motion to adjourn was made and seconded.

The meeting ended at 12:58

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



AIRCRAFT IGNITION SERVICES, LLC

OVERHAUL & REPAIR • PARTS & SERVICE
ALL TYPES OF MAGNETOS AND IGNITION HARNESSSES

1411 County Road 3535
Honey Grove, Texas 75446
FAA Repair Station 5KHR557C

Phone: 214.357.2344
Cell: 903.227.2762
Email: aircraftignition@yahoo.com



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

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

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?

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 Theme 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

TEXAS CHAPTER ANTIQUE AIRPLANE ASSOCIATION Membership Application - Renewal Form

Name: _____ Spouse: _____

Address: _____

City: _____ State: _____ ZIP: _____

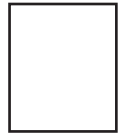
Phone: _____ Email: _____

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**



Board Members

President:

Lee Truitt
7 Salida Dr.
Trophy Club, TX 76262
(817) 600-5871
lee@bellaitaliabylee.com

Vice President:

Steve Sokolich
4308 Lavaca Dr.
Plano, TX 75074
(214) 725-1281
ssokolich@verizon.net

Secretary/Web site Coordinator

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 Coordinators:

Terry Doyle
2946 Oak Forest
Grapevine, TX 76051
(817) 488-6662 (Home)
(817) 637-8732 (Cell)
res05093@msn.com
Phil and Margaret Cook
1628 Fuqua
Flower Mound, TX 75028
(972) 874-1117
jpcookie1@verizon.net

Website Designer

Marianna Sokolich
4308 Lavaca Drive
Plano, TX 75074

Newsletter Designer:

Barry Wallace
197 Sandridge Drive
Collinsville, IL 62234
(618) 409-2090 (Cell)
wallacebarry1@gmail.com

Historian:

G.R. Dennis Price
P O Box 141219
Austin, TX 78714-1219
(512) 873-7259
grdprice@yahoo.com

Past President:

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

Fly-In Chairman:

Joel Meanor
1015 Trail Ridge Ct.
Keller, TX 76258
(817) 832-5064
joelmeanor@gmail.com

National Director:

Joe E. Haynes
12271 Coit Rd. Apt. 1104
Dallas, TX 75251
(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

