

# TEXASAAA

TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • MARCH 2016

## President's Message...

Our lunch started at 1200 on February 20, 2016 in the hangar of Al Hilton at Clark Airport, Justin, Texas. Forty-two 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 was in the newsletter and approved by the members.

After a great lunch Joel discussed our upcoming annual fly October 7 and 8, 2016 at Gainesville Municipal Airport in the hangar of Ayers Aviation. Joetta and Jim talked about our youth program. I passed out TXAAA business cards to all members to distribute, plus Ken Robbins will order a new supply. Phil Cook told us about our exciting July 9th meeting being at the Frontiers of Flight Museum, Love Field, 6911 Lemmon Avenue in Dallas. Covered dish. Admission to the museum is free for our members that day.

Our meeting on March 19th will be in Bobby and Kathy Jones' hangar at Tailwheel Acres Airfield, Valley View, Texas. Our meeting on April 16th will be in Jim and Betty Austin's hangar at Northwest Regional Airport. I encourage everyone to attend and bring a friend or two.

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

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



***N7655B Bellanca 14-19-2 (no mfr data)***



### ***Joetta awarding annual Founders award.***

The Founder's Trophy for 2015 was awarded to Jack and Nanci Tyler. The Founder's Trophy was established to recognize outstanding efforts by Texas Chapter members who have supported the chapter and worked to keep the antique airplanes flying.

Jack and Nanci Tyler joined the Chapter in the mid-80's after being invited to attend meetings by Ernie Durezl, a member who has "Gone West". In 1992, Sherman Oxford, current member, sold them their Stinson 108-1. As the Stinson is still being restored, Jack and Nanci believe that their project is the longest restoration recorded in the Chapter. They are planning to attend the 2016 Blakesburg Fly In in September in their Stinson 108-1. You have seen Nanci working at the October Fly In registration table. Jack is usually lending a helping hand where needed. They are members of the National Antique Airplane Association and the Stinson Club, also.

Congratulations, Jack and Nanci! □



***N986TX Vans RV-6 (2011)***



N2237G Cessna 182A (1958)





**N4336A Piper PA-22 (1956)**



**N2207N Cessna 140 (1947)**



## Alejandro "Alex" Mena... Filmmaker

At our March 19th meeting we will have Alejandro "Alex" Mena as our guest speaker. Alex is a local filmmaker working on a WWII documentary film about his late Father's B24 Liberator bomber crew. The film is called Crew 713. The website is [www.crew713.com](http://www.crew713.com).

His Dad's crew was the first to complete a 30 mission combat tour in the bloody and violent 492nd Bomber Group. The group was so decimated by losses that they were stood down after only 89 days of combat!

Alex's film follows training of the men, their missions, their losses and the triumph of Crew 713 making it through their 30th mission. They are 90% done with photography and are lacking only a few interviews. The film is clearly focused on a younger audience with a modern soundtrack, animation and graphics, in order to hold their attention.

I won't reveal any more about the film but please make an extra effort to attend this meeting!

You'll truly enjoy Alex's presentation!

Phil



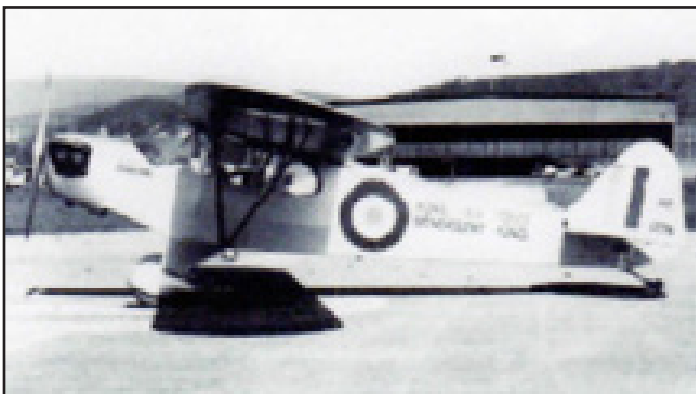
## ***The Flitfire Cub: Piper's Little Known Pre-WWII Contribution***

**Piper Built Special Cubs to Aid Royal Air Force War Veterans.**

*By T.S. "Max" Platts, VAA Lifetime #722088*

When speaking of the brave Royal Air Force (RAF) pilots who repelled the Nazi invasion of their homeland, British Prime Minister Winston Churchill said that "Never was so much, owed by so many, to so few." The Battle of Britain was a major victory for Britain, but a costly one. In the course of the battle, the RAF and Fleet Air Arm lost 1503 aircrew killed during the Battle of Britain. An organization that worked to address this enormous human toll was the RAF Benevolent Fund, which was established in 1919 after the end of World War I. This organization took care of wounded RAF personnel and supported their families. During World War II, the people of Britain banded together to support the men who rescued them from their darkest hour, along with an aircraft manufacturer in the United States.

The people of the Piper Aircraft Corporation in Lock Haven, PA were inclined to agree with the words of Churchill. Looking for a way to give back to these brave men, William Piper and Bill Stroluneier, Piper's Sales and Promotion Manager, decided create a raffle-type fundraiser that would involve their very popular Piper J-3 Cub. A total of fifty Cubs were donated by Piper to support his raffle, one for each state in the Union and the two territories, Alaska and Hawaii. Strohmeier enlisted the help of Piper dealers across the country to buy the fifty Cubs. Each dealership in each state would get one Cub to raffle off. The Cubs were nicknamed "Flitfires" because they bore the same markings as the famed Supermarine Spitfire.



**NC 1776 in Lock Haven, PA 1941 Credit: Roger Peperell collection**



**Photo courtesy of Amy Adams, North Carolina Aviation Museum.**

The evening festivities were held at the local airport café. The event was complete with dinner and a show followed with cocktails, games, and raffles to continue to raise funds for the British war effort. The games, hosted by fashion models and

New York socialites, included: a garter toss; a unique machine that allowed the guests to "Bomb Berlin for a Buck!"; along with a multitude of other challenges to entertain the guests.

The next day the Flitfires departed LaGuardia for the respective states and as the saying goes, "the rest is history." Some of the Flitfires were sold to flight schools across the country and continued to support the war



**Photo courtesy of Amy Adams, North Carolina Aviation Museum.**

effort by training pilots in the Civilian Pilot Training Corps. NC 1776 was flown by Orville Wright all over the United States in 1943 on a War Bond tour. After the war many of the Silver Flitfires vanished into obscurity. Today eight of the original fifty Flitfire Cubs are known to exist. NC 1776 has been meticulously restored and is on public display at the North Carolina Aviation Museum in Asheboro, NC. The rest are in private hands and as more is learned about these Cubs' history they are starting to get restored back to their former glory.

The first Flitfire was a Franklin-powered J3F-65, serial number 6600, registered as NC 1776. The regis-



tration number was chosen to reflect House Resolution 1776, which enacted the Lend Lease Act between the United States and its allies. The remaining forty-nine Cubs were fitted with a combination of Continental, Lycoming and Franklin engines. The airplanes were painted silver rather than the signature yellow of most Cubs, and given a unique British flourish. The workers at Piper painted Royal Air Force roundels on the wings and fuselage along with the red, white, and blue fin flash on the vertical stabilizer. They also emblazoned each airplane with the words "Royal Air Force Benevolent Fund" on the fuselage to the rear of the RAF roundel. The Flitfires were completed at Piper's Lock Haven, PA factory between April 10 and 22, 1941.

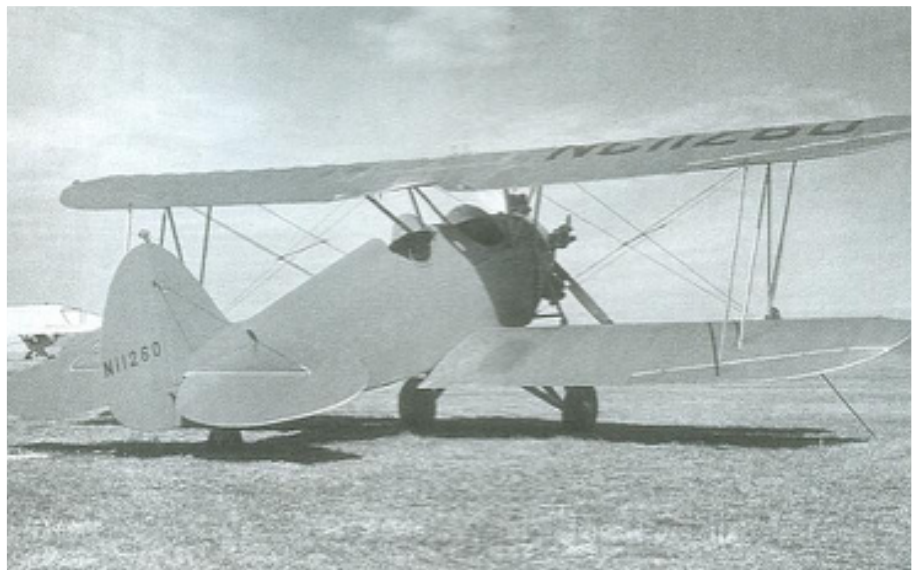
On April 29th, all fifty Flitfires were flown to New York's La Guardia Airport for a dedication ceremony and fundraiser. Their arrival at the then-busiest air terminal in the United States was the largest such mass landing ever attempted. The arrival of the Cubs was accompanied by New York City social-

**Flitfires lined up at Lock Haven in 1941. Credit: Roger Peperell collection.**



# THEN & NOW

**Early photo of Don Swindel's 1931 INF Waco (date Unknown.)**



**Dons Waco today. Thanks to Don for keeping the antiques flying!**



ites, fashion models and Royal Navy officers whose ship, the H.M.S. Malaya, was undergoing maintenance in the states. New York City Mayor Fiorello LaGuardia was the master of ceremonies for the event. Each of the airplanes had a balloon fastened to the propeller and were christened by the attending fashion models by popping the balloons.

□

# Civil Air Patrol J3 Cub

The earliest airshow in my memory is from age four. The Blue Angels were performing in Grumman F11F-1 Tigers at the now defunct Hensley Field. The base was also known as Dallas Naval Air Station. As a four year old I did not care about identifying the airplanes, but I was fascinated. My grandfather took me along to various air shows as I was growing. As a World War II veteran he had a great deal of interest in period aircraft and warbirds in particular. He and I had a great relationship and the interest in aviation just seemed to catalyze it. I can remember hitting all the local airshows and some that were not local. The staples were Dallas Naval Air Station and Carswell Air Force Base. Air shows today just don't seem to measure up. With stricter operating rules and liability expenses the shows have become less impressive. However, this article is not about impressive air shows.

During the years I spent traversing air shows with my grandfather we came across a group that operated an aircraft with an actual warbird pedigree. At the age of 12 I was introduced to the Hustler Composite Squadron of the Civil Air Patrol. They operated a former WWII era L4B Grasshopper (civilian J3 Cub) Piper S/N 9444 USAAF S/N 43-583. Sign me up! I was so excited that I could actually be a part of a group like that. Then I learned minimum age was 13. I was deflated. My grandfather quickly reminded me my 13th birthday was only a few months away. That helped but it seemed like an eternity to a 12 year old boy. I didn't know it at the time but it would take at least that long to convince a skeptical mother this was a good idea.

I spent the next several months trying to come up with the means to become a Civil Air Patrol cadet. As a 12 year old the Civil Air Patrol did not seem a high priority to anyone but me. In order to join, I had to jump

some financial hurdles. This included membership fees, books, and cadet uniforms. Work ethic is natural with an interest to motivate you. In order to subsidize small family contributions I found odd jobs. By the time I hit the 13 I was ready. Now I could actually look forward to flying!

I remember the first time I went aloft in the Cub. As we approached it was setting somewhat lopsided. It was tied down on the ramp at Oak Grove Airport (F72). The left tire was almost flat. This did not instill

confidence into my mother. Not knowing much about aircraft, my mother rapped the side of the fuselage with her knuckle. "It's made out of paper!" She apparently was not prepared for the flexible nature of the cloth covering. My flight instructor was Civil Air Patrol Captain Whit-

more. He was an Air Traffic Controller in his real life. In the Civil Air Patrol he volunteered time selflessly to educate young people in areas of aviation. As he explained the process during the pre-flight briefing my mother slowly relented. After the briefing I performed my first pre-flight inspection under Capt. Whitmore's supervision. Walk around, check the oil, service the tire, check the flight controls, check the fuel, (I did not show the simple cork & bent wire fuel quantity indicator to my mother) etc.

Then came engine starting checklist, and this aircraft was started the old fashioned way; it was hand propped! At the age of 13 this task was not entrusted to me. However, I did have the distinction of holding the brakes while Capt. Whitmore hand propped the Continental engine. The little 34 year old four cylinder engine roared to life. I remember looking at the year 1942 recorded on the data plate. No headsets, no radios, no transponders; this was before the age of the Mode C



vail. We began to taxi towards the end of the runway. Warming up the engine along the way, we completed the engine run-up.

Up till now this was very exciting for a 13 year old boy, but I haven't seen anything yet. Capt. Whitmore taxied a complete circle instructing me on the finer points of clearing the area for traffic. We then entered the runway. The little Cub only had 65 horsepower but it may as well have been a P-51 with a screaming Rolls Royce V-12. We were soon airborne and I was a passenger sightseeing. That didn't last long. "Your controls" Capt. Whitmore said. I grabbed the stick trying to recall details from the pre-flight instruction. Those little dials on the instrument panel actually come alive when you're airborne. Wow! I'm flying.



With instruction and a little practice I managed to learn many of the basics during that first flight.

During the following years we flew that little Cub all over the local area. I remember flying right over downtown Fort Worth. However, the Cub had a long service life and was getting a little long in the tooth. It failed its fabric punch test next annual inspection. It was grounded. Fortunately we were able to continue flying in member owned aircraft (another Cub and a Cessna 150). By then I was 15 years old and one of the more experienced Civil Air Patrol cadets. I was also a student in the A & P program in my high school. I was naturally excited to help with the teardown and rebuild of the Cub. I remember learning the finer points of rib-stitching. I remember "helping" with the engine. All seemed to be going well when it was announced the squadron did not have the funds to complete the rebuild. This was a very disappointing day for me. The aircraft would be sold as a basket case. I was at a point in my adolescence where buying a car was a very important step.

The aircraft was to be sold for \$2000; should I buy it? I look back on it today as a huge mistake, but my 16 year old counterpart would disagree. The little Cub did not immediately find a buyer. It hung in an old hangar at Sycamore Airstrip (9F9) for several years I know of and was still there when my Civil Air Patrol involvement ended as a young man.

More recently I began to think about the little Cub. Where is it? I had some thoughts about finding and maybe even buying it. Thank goodness for the internet. From the sketchy information available it appears the Cub sat in that old hangar until 1988. It was reportedly purchased by a local A&P mechanic and restored. It appears to have crossed the pond around 2008 and is today registered in England. I hope the new owner appreciates how many lives it touched.

What a journey! The Cub appears to have a satisfied owner who expended resources and effort to restore it to a WWII D-day configuration. There may be a little irony in this tale. The Cub produced as an L4B was number 92 of 980. Aircraft produced before and after 43-583 would end up in combat roles in the European and the Pacific theaters.

43-583 did not cross the pond until the war was a distant memory. She served domestically with various military units primarily in Texas. She served with the Civil Air Patrol while ownership was retained by the USAF for a while until the aircraft was donated



to the Texas Wing of the CAP. The records show civil certification in 1956. She served in several locations until I experienced her at Oak Grove in 1976. As a 13 year old kid I did not recognize how tired she was. To me the little Cub may as well have been a thoroughbred. She continued to serve as I and my fellow cadets got our first experiences in the cockpit. I remember standing close to

the runway and critiquing my peer's landings and they mine. We sure had a good time.

□

# Cactus at the Casa Grande Fly in 2016

The annual fly in at Casa Grande Arizona is always a fun adventure for airplane lovers of all ages, and this year's fly in was no exception. The weather was great, light winds and sunny.

My brother Barry and I attended this year and enjoyed the airplanes, people, and food. I talked "airplane" with a few old friends and a couple of new ones.

The Grand Champion this year was awarded to a meticulously restored Waco YKS-7. There were a few of our members there and we awarded the Chapter Choice award to a beautiful Aeronca 11AC that was restored by the owner Jerry Furnas of San Diego, California.







## CALENDAR OF EVENTS 2016

**Next Meeting:** March 19th, Tailwheel Acres (1XA6). Bobby and Kathy Jones have invited us to be their guests at their private airstrip. The airstrip is located on the west side of and near the north end of Lake Ray Roberts. Lunch will be at 12:00 and will be a potluck. Bring a Main dish, sides, and a salad or dessert.

**For Fliers:** Tailwheel acres (1`XA6) is about three miles east of Valley View, Texas. Turf runway 18-36 is 2483 x 125. Elevation 702. Right traffic 18. Left traffic 36

**For Drivers:** Take I-35 to Valley View and exit at FM922. Proceed east on FM922 to CRT235/Richey Rd. Turn south on Richey Rd and proceed to first road that intersects CR240 and turn right going south. The airfield is on your left side.

### **Upcoming Meetings:**

**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.)

**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.

**All meetings will begin at 12:00 except June and August which are 9:00 brunch meetings.**

### **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



## Minutes of the General Meeting

### **February, 2016**

The February meeting was called to order at 12:21 by Lee Truitt on February 20, 2016.

#### **Agenda:**

It was announced that the next meeting will be at Tailwheel Acres (1XA6). Bobby and Kathy Jones have invited us to be their guests at their private airstrip.

Joel Meanor discussed the October fly in. We will be using a new hangar for the 2016 fly in. Brandon Ayers has offered his hangar for this year's event.

Jim Putney gave an interesting talk about his flying experiences.

Phil Cook announced the fly in schedule for the rest of this year. The July meeting will be held on the 9th at the frontiers' of flight museum and members will be admitted free of charge.

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

The Treasurer's Report for January was presented by Joetta Reetz, and approved as read. Joetta also discussed the possibility of activities for the kids at this year's fly in.

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

#### **Old Business:** none

**New Business:** Joetta announced the recipients of the founders award for this year. Congratulations to Jack and Nancy Tyler for their help every year at our fly in is appreciated.

Theresa Hood is setting up a face book site for members, more info to follow.

Phil Cook announced the speaker at our March meeting will be Alejandro "Alex" Mena. Alex is a local filmmaker working on a WWII documentary film about his late Father's B24 Liberator bomber crew.

Door prizes were awarded.

A motion to adjourn was made and seconded.

The meeting ended at 1:14.

*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

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

Name: \_\_\_\_\_ Spouse: \_\_\_\_\_

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

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

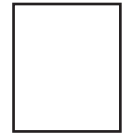
Phone: \_\_\_\_\_ Email: \_\_\_\_\_

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](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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