

# TEXASAAA

TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • May 2016

## President's Message...

*Our lunch meeting started at 1200 on April 16, 2016 in the hangar of Jim and Betty Austin at Northwest Regional Airport. Thank you very much! Fifty members and guests were on hand.*

*After lunch the Treasure report was given by Joetta Reetz. The report was approved by the members. 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](mailto:lee@bellaitaliabylee.com) as soon as possible. Space is limited. I introduced Brandon Ayers, Certified Flight Instructor with Ayers Aviation at Gainesville Airport. He is providing his hangar for our Fly-In this fall. Thanks so much, Brandon.*

*Darrell Irby showed us a great video about a TC Beech 18, once owned by Jackie Cochran, being restored at TCC Northwest Campus. Very interesting. Thanks so much Darrell.*

*Our next two meetings will be: May 21 in Al Hilton's hangar at Clark Airfield. The June meeting will be in Jack and Sharon Weiland's hangar at Kezer Airfield, Springtown. This June 11 meeting is the second Saturday because Father's Day falls on the third weekend. Brunch will be at 0900. I encourage everyone to attend both meetings 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*

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# OV-10 Bronco - Vietnam veteran returns to fight ISIS

THROWBACK - 03.09.16

6:01 AM ET

Why Is America Using These Antique Planes to Fight ISIS?

The U.S. military is testing out a dependable, rugged little vintage bomber as it battles elusive ISIS militants in Syria and Iraq. War was just an experiment for two of the U.S. military's oldest and most unusual warplanes. A pair of OV-10 Broncos—small, Vietnam War-vintage, propeller-driven attack planes—recently spent three months flying top cover for ground troops battling ISIS militants in the Middle East.

The OV-10s' deployment is one of the latest examples of a remarkable phenomenon. The United States—and, to a lesser extent, Russia—has seized the opportunity afforded it by the aerial free-for-all over Iraq and Syria and other war zones to conduct live combat trials with new and upgraded warplanes, testing out the aircraft in potentially deadly conditions before committing to expensive manufacturing programs.

That's right. America's aerial bombing campaigns are also laboratories for the military and the arms industry. After all, how better to pinpoint an experimental warplane's strengths and weaknesses than to send it into an actual war?

The twin-engine Broncos—each flown by a pair of naval aviators—completed 134 sorties, including 120 combat missions, over a span of 82 days beginning in May 2015 or shortly thereafter, according to U.S. Central Command, which oversees America's wars in the Middle East and Afghanistan.

Central Command would not say exactly where the OV-10s were based or where they launched their attacks, but did specify that the diminutive attack planes with their distinctive twin tail booms flew in support of Operation Inherent Resolve, the U.S.-led international campaign against ISIS in Iraq and Syria. The Pentagon has deployed warplanes to Turkey, Kuwait, Qatar, Jordan and the United Arab Emirates, among other countries.

There are plenty of clues as to what exactly the Broncos were doing. For one, the Pentagon's reluctance to provide many details about the OV-10s' overseas missions implies that the planes were working in close conjunction with Special Operations Forces. In all likelihood, the tiny attackers acted as a kind of quick-reacting 9-1-1 force for special operators, taking off quickly at the commandos' request and flying low to hit elusive militants with guns and rockets, all before the



fleet-floated jihadis could slip away.

The military's goal was "to determine if properly employed turbo-prop driven aircraft... would increase synergy and improve the coordination between the aircrew and ground commander," Air Force Capt. P. Bryant Davis, a

Central Command spokesman, told The Daily Beast.

Davis said that the military also wanted to know if Broncos or similar planes could take over for jet fighters such as F-15s and F/A-18s, which conduct most of America's air strikes in the Middle East but are much more expensive to buy and operate than a propeller-driven plane aircraft as OV-10s. An F-15 can cost as much as \$40,000 per flight hour just for fuel and maintenance. By contrast, a Bronco can cost as little as \$1,000 for an hour of flying.

Indeed, that was the whole point of the OV-10 when North American Aviation, now part of Boeing, developed the Bronco way back in the 1960s. The Pentagon wanted a small, cheap attack plane that could take off from rough airstrips close to the fighting. By sticking close to the front lines, the tiny planes would always be available to support ground troops trying to root out insurgent forces.

The Bronco turned out to be just the thing the military needed. The Air Force, Navy and Marine Corps deployed hundreds of OV-10s in Vietnam, where the tiny planes proved rugged, reliable and deadly to the enemy. After Vietnam, the Navy retired its Broncos and the Air Force swapped its own copies for jet-powered A-10s, but the Marines hung onto the dependable little bombers and even flew them from small Navy aircraft carriers before finally retiring them in the mid-1990s.

Foreign air forces and civilian and paramilitary operators quickly snatched up the decommissioned Broncos. They proved popular with firefighting agencies. The Philippines deployed OV-10s to devastating effect in its counterinsurgency campaign against Islamic militants. The U.S. State Department sent Broncos to Colombia to support the War on Drugs. NASA used them for airborne tests.

Thirty years after Vietnam, the Pentagon again found itself fighting elusive insurgents in Afghanistan, Iraq and other war zones. It again turned to the OV-10 for help. In 2011, Central Command and Special Operations Command borrowed two former Marine Corps Broncos—from NASA or the State Department, apparently—and fitted them with new radios and weapons.

# Florida Sun'n Fun 2016

Our own historian/photographer Dennis Price attended the 2016 Sun 'N Fun fly in this year and took these great pictures of some of the older airplanes that attended. Thank you Dennis. □

*NC41630, 1941 Culver LFA*



*NC29982,  
1940 Waco  
UPF-7*



*NC855V, 1930 Waco RNF*



*NC13PH, 1938 Spartan 7W*



*N81386, 1946 Fairchild 24W-46*



*PR-ZDK (Brazilian-registered),  
1943 Howard DGA-15P*



***NC844C, 1930 Waco CTO***



***NC6851M, 1948 Stinson 108-3***



***NC30186, Waco UPF-7***



***N86728, 1948 Bellanca 14-13-2***



***N908C, 1947 Stinson 108***



***NC9178H, 1943 Stinson Vultee V-77***



***N67070, 1943 Stinson Vultee V-77***



***NC18097, 1938 Lockheed 12A***

## CALENDAR OF EVENTS 2016

**Next Meeting: May 21st, 2016 on Clark Airport TX (3T6) Justin, TX. This is a change of meeting places.**

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:**

**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.

### **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

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



## Minutes of the General Meeting

**April, 2016**

The April 19th meeting was called to order at 12:30 by Lee Truitt.

### **Agenda:**

It was announced that the next meeting will be May 21, at Mike and Lori's hangar on Fairview airport. (That meeting has been changed to Al Hilton's hangar on Clark field.)

New Member Brandon Ayers Spoke about the October fly in being held in his hangar at Gainesville.

Joel Meanor gave an update on the preparation for the October fly in and updated to the web site.

Darrell Irby gave a presentation on the TV show " The Restorers " which has an upcoming feature on Jackie Cochran's Beach 18 restoration under way at the TCJC.

Maury Seitz announced the sale of his collection of aviation memorabilia (contact him for some great articles at 817-296-3819 )

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

The Treasurer's Report for April was presented by Joetta Reetz.

### **Previous Meeting Minutes:**

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

### **Old Business:**

None

### **New Business:**

None

Door prizes were awarded.

A motion to adjourn was made and seconded.

The meeting ended at 13:30.

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



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**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

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

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

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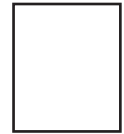
Phone: \_\_\_\_\_ Email: \_\_\_\_\_

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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