

TEXAS AAA



TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • FEBRUARY 2017

Presidents Corner

Hello everyone! I'm glad to be bringing the Presidents Corner back to the TXAAA Newsletter. I want to start by thanking our new and returning board members that took office on the first of January. We have a new secretary, Mathew Hood, who took over for me as I was elected president again. Also Jim Austin stepped up and took the vice-presidents spot. We had a great meeting at the Vintage Museum at Meacham field last month with 41 members and guests attending. As usual there was plenty of good food to go around. Thanks to Chuckie Hospers for letting us use the meeting room again.

After a short blessing by Lynn Hearn, Travis Ferguson introduced a guest he invited, Cooper Cox. Cooper is an aviation buff and plays in the high school band. He played a tune on the tuba while we ate lunch. A motion was made and passed during the meeting to donate a year membership in the TXAAA to Cooper.

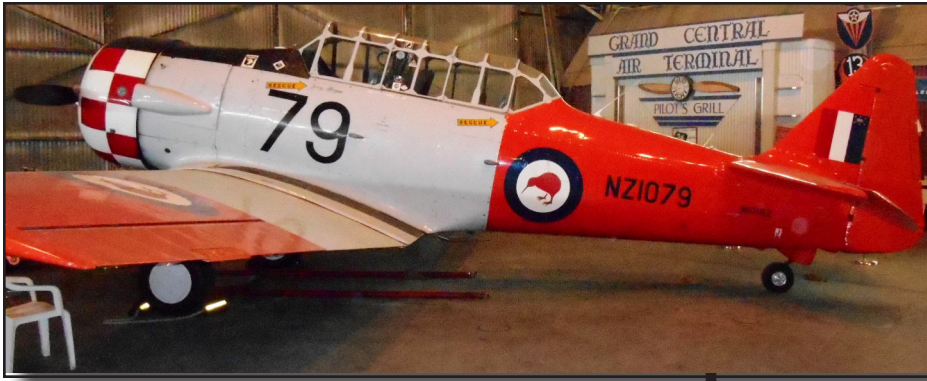
Bill Gordon from Vintage Aircraft Services was our guest speaker. He enlightened us on the New ADS-B systems that will be required in most aircraft by the year 2020. Thank you Bill. A motion was made and passed to donate \$500 to the Vintage Museum for the renovation of the room where we held our meeting.

Our next meeting will be on February 18th at Clark Field in Al Hilton's hangar, as usual a pot luck lunch will be served at noon.

Keep the antiques flying!
Terry







The Vought F4U Corsair

*The Zero's
worst
nightmare!*



*Preparing for
the battle of Midway?*

If you've never seen a Corsair before, your first glance at the outsized propeller and "bent" wings might leave you with the feeling that either this war-bird was assembled from parts that didn't match or it has met with some sort of disaster. But from all these outsized and mismatched parts came one of WWII's greatest fighter planes. It could outfight, outclimb and (if need be) outrun any prop driven enemy.

It was a very "slick" looking plane using flush riveting and a new technique developed jointly by Vought and the Naval Aircraft Factory called "spot-welding". In order to make the Corsair as aerodynamically clean as possible, there was nothing protruding into the air stream. The intake for the turbo-supercharger, intercooler and the oil cooler were located in slots in the inboard leading edges of the wings. Vought designed the fuselage with a circular cross-section which fit snugly over the Pratt-Whitney engine. The F4U was the first Navy craft to have landing gear which retracted flush into the bottom of the wing, though it took some effort. Other craft had retracting gear, but there was always some bulge or part of the wheel exposed. Vought engineers designed the Corsairs wheels to swivel 90° and retract straight back to fit flat inside the bottom of the wing. The swivel gear was a Boeing development that was also used in the Boeing Monomail, Curtiss P-36 and P-40.1 Two panels then closed over the gear making a perfectly smooth fairing. The idea was to mate the most powerful engine with the smallest, cleanest possible airframe.



Do you drink beer?

*Hi Y'all,
Thought this would be helpful for your budgeting
concerns; especially you pilots.*

Phil

Wife : Do you drink beer?

Husband : Yes

Wife : How many beers a day?

Husband : Usually about three

Wife : How much do you pay per beer?

Husband : \$5.00 which includes a tip

Wife : And how long have you been drinking?

Husband : About 20 years, I suppose

Wife : So a beer costs \$5 and you have three beers a day which puts your spending each month at \$450. In one year, it would be approximately \$5400 - correct?

Husband : Correct

Wife : If in 1 year you spend \$5400, not accounting for inflation, the past 20 years puts your spending at \$108,000 correct?

Husband : Correct

Wife : Do you know that if you didn't drink so much beer, that money could have been put in a step-up interest savings account and after accounting for compound interest for the past 20 years, you could have now bought an airplane?

Husband: Do you drink beer?

Wife : No.

Husband : Where is your airplane?



WWI AVIATION

Evolution of fighter aircraft



The pusher solution

As early as 1912, designers at the British firm Vickers were experimenting with machine gun carrying aircraft. The first concrete result was the Vickers Experimental Fighting Biplane 1, which featured at the 1913 Aero Show in London. and appeared in developed form as the FB.5 in February 1915. This pioneering fighter, like the Royal Aircraft Factory F.E.2b and the Airco DH.1, was a pusher type. These had the engine and propeller behind the pilot, facing backward, rather than at the front of the aircraft, as in a tractor configuration design. This provided an

optimal machine gun position, from which the gun could be fired directly forward without an obstructing propeller, and reloaded and cleared in flight. An important drawback was that pusher designs tended to have an inferior performance to tractor types with the same engine power because of the extra drag created by the struts and rigging necessary to carry the tail unit. The F.E.2d, a more powerful version of the F.E.2b, remained a formidable opponent well into 1917, when pusher fighters were already obsolete. They were simply too slow to catch their quarry.



Joe Earl "Big" Haynes(1927 - 2017)

HAYNES, Joe Earl "Big" May 12, 1927- January 12, 2017 Joe, 89, passed away at home in Dallas, Texas. Joe found his passion for aviation at the young age of 16, when he sold his car and bought his first airplane. He said he didn't mind that he had to walk everywhere because he knew he could fly anywhere he wanted to go. At age 17, Joe joined the Marines and faithfully served in the Philippines during World War II. While working for 42 years at Chance Vought Aircraft, Inc. / LTV. Joe's career in aeronautics took him all over the world where he worked with the United States and other countries on highly classified military aircraft projects, including the F-8 Crusader, A-7 Corsair II and the B-2 Bomber. In addition to his career in aeronautics, Joe was the proud owner of a 1947 Beechcraft Staggerwing that he piloted to many fly-ins over the years. Joe was a founding member of the Antique Airplane Association of Texas, where he and Joy enjoyed many weekends of flying and socializing with other flying enthusiasts and was also an active supporter of the Frontiers of Flight Museum at Love Field Airport.

Minutes of the General Meeting January 21, 2017

The January 21st meeting was called to order at 12:00 by President Terry Wallace
There were 41 member/guests in attendance

Agenda:

Welcome new board members.
Joe Haynes gone west.
Cooper Cox introduction, Played his tuba at lunch.
Joel Meaner thanks Cooper and gives info on the October fly in.
ADS-B presentation by Bill Goebel on the ADS-B systems and FAA rules.

Treasurer's Report:

The Treasurer's Report for December was presented by Joetta Reetz and was approved as read.

Previous Meeting Minutes:

The December meeting minutes were printed in the January issue and were approved as printed.

Old Business:

None

New Business:

Next fly in meeting will be held at Clark Field in Al Hilton's hangar. See calendar of events in this issue for directions

A motion to adjourn was made and seconded.

Meeting ended at 14:00

Respectfully submitted by
Mathew Hood, Secretary
Texas Chapter AAA



ADS-B for the Antique Aircraft by Bill Goebel

Mr. William "Bill" Goebel, owner of Vintage Aircraft Services, gave us a presentation on "ADS-B for Antique Aircraft".

This presentation was designed to familiarize us with the principles of operation of existing transponder systems and ADS-B systems. In addition, impacts to existing aircraft avionics were discussed as well as helping an owner/operator determine how best to comply with the 2020 mandate while also meeting their specific equipment requirements.

Mr. Bill Goebel has over 35 years of experience in aviation to include light planes, helicopters, warbirds, antiques, and production military aircraft. He has been involved in aircraft manufacturing, engineering, and certification. In addition, he is actively engaged in aircraft restoration and rebuilding earning numerous awards through the years. He currently is a licensed pilot, A&P mechanic with IA privileges, as well as an aircraft owner.

William "Bill" Goebel
Email vasprofromdover@gmail.com
Website www.vintageaircraftservices.net
Phone 940-389-1723



CALENDAR OF EVENTS 2016

Next Meeting: February 18th, 2017 on Clark Field TX (3T6) just north of Justin, TX.

We are invited to Al Hilton's 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 1/2 mile west to the Airport. Turn South (left) on Clark Airfield Road and follow it to the (second hangar) on left.

Upcoming Meetings 2017:

March 18th....Tailwheel Acres Airfield, Valley View, TX. Bobby and Kathy Jones' Hangar.

April 15th....Jim and Betty Austin's Hangar, Northwest Regional Airport.

May 20th.....Kezer Airfield, Springtown, TX, Jack and Sharon Weiland's Hangar.

June 17th.....Propwash Airport, Justin, Tx., Lanny Parcell's Hangar.

July 15th.... Frontiers Of Flight Museum located at Love Field.

August 19th.....Northwest Regional Airport, Jim Austin's Hangar hosted by Terry Wallace.
(Pancake Breakfast starting at 9:00 AM)

September 16th.... Bowie Municipal Airport, Mark and Megan Breeding's Hangar.

October 13th and 14th.....Annual AAA Fly In, Gainesville Municipal Airport

November 18th....Open

December 16th..... Christmas party, Golden Coral, 1801 S. Main St. Keller. Bring an unwrapped toy for Salvation Army's Angel Tree Toy Drive. (not confirmed)

Fly-Ins of Interest 2017

March 3-4: Arizona Annual Fly-In, Casa Grande, AZ
May 28: Breckenridge Air Show (Warbirds!), Breckenridge, TX, KBKD

June 3: Warbirds and Wheels fly-in and car show, Vintage Flying Museum.

August 30 - 3: National AAA Fly-In, Blakesburg, IA.

October 13- 14: "Fall Festival of Flight" TXAAA Annual Fly-In, Gainesville, TX.

October 26 - 29: Flying M Ranch, Reklaw, TX



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 11/16

T-HANGER FOR RENT: At Clark Airport, Justin, TX. \$75.00per month. Contact Al Hilton 972-741-4520 11/16

1940 STINSON MODEL 10 • \$29,000 • AVAILABLE FOR SALE OR TRADE - Fully restored in 1998. ATT 1698, Lycoming O-235 (222 hours SMOH from Factory). Cleveland Toe Brakes (both sides), Garmin GNC 300, Transponder, 40 Gal Fuel, Original Metal Wheel pants included. MAKE OFFER!! • Contact Daniel Anderson, Owner - located Venus, TX USA • Telephone: 432.294.0772 Ltnads@hotmail.com 11/16

For Sale - 1954 Piper Tripacer PA-22-135 Fuselage, control surfaces, and gear are covered, primed and ready for final color. Lycoming 0290D-2-135 \$2500.00 OBO Contact Jim Austin 817-429-5385



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TEXAS CHAPTER ANTIQUE AIRPLANE ASSOCIATION Membership Application - Renewal Form

Name: _____ Spouse: _____

Address: _____

City: _____ State: _____ ZIP: _____

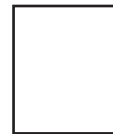
Phone: _____ Email: _____

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, 5416 Catlow Valley 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, 5416 Catlow Valley Rd. Fort 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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