

# TEXASAAA

TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • MARCH 2017

## Presidents Corner

I would like to thank Al Hilton again for hosting our February 18th meeting in his hangar at Clark field. We had 41 members and guests in attendance and again, plenty of good eats for lunch. We had 7 airplanes that took advantage of the nice weather to fly in. Looks like we may be having an early spring this year, hope to see more of our members airplanes at future meetings.

I'm still in need of articles for our newsletter. Please send pictures of your projects, planes, Grandkids in planes, or flying stories you wish to share. Thanks to those of you that have sent material in the past.

At the meeting this month we discussed the TXAAA historical newsletters, documents, etc. that the chapter members have collected and donated through the years. At the present time our Historian Dennis Price has them in his possession. I plan on discussing with him the best way to make these items available to our members. If any of you have suggestions please e-mail me and let me know. As usual no decision will be made without member approval.

I have updated our roster and a copy is available to members that would like one. Please send me an e-mail and I will reply with a copy. Also, I will be sending out a reminder by blind copy to members that have not paid their 2017 dues. Please bring your ideas on increasing our membership to the next meeting.

Look for the calendar of events in this issue for the next meeting place and for other flyins of interest that may be fun to attend.

Our next meeting will be March 18th, at Tailwheel Acres (1XA6). Bobby and Kathy Jones hangar. See y'all there!

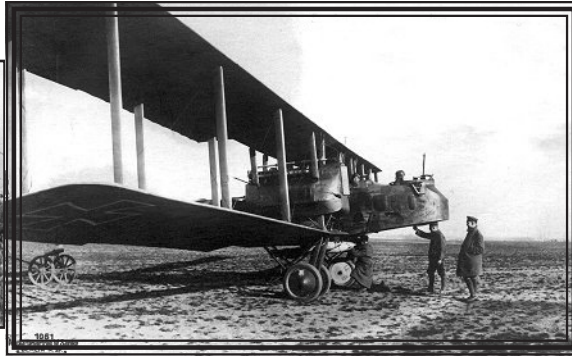
**Keep the antiques flying!**  
Terry







# WWI AVIATION



## BOMBING AND RECONNAISSANCE DURING WWI

As the stalemate developed on the ground, with both sides unable to advance even a few hundred yards without a major battle and thousands of casualties, aircraft became greatly valued for their role gathering intelligence on enemy positions and bombing the enemy's supplies behind the trench lines. Large aircraft with a pilot and an observer were used to scout enemy positions and bomb their supply bases. Because they were large and slow, these aircraft made easy targets for enemy fighter aircraft. As a result, both sides used fighter aircraft to both attack the enemy's two-seat aircraft and protect their own while carrying out their missions.

While the two-seat bombers and reconnaissance aircraft were slow and vulnerable, they were not defenseless. Two-seaters had the advantage of both forward- and rearward-firing guns. Typically, the pilot controlled fixed guns behind the propeller, similar to guns in a fighter aircraft, while the observer controlled one with which he could cover the arc behind the aircraft. A tactic used by enemy fighter aircraft to avoid fire from the rear gunner was to attack from slightly below the rear of two-seaters, as the tail gunner was unable to fire below the aircraft. However, two-seaters could counter this tactic by going into a dive at high speeds. Pursuing a diving two-seater was hazardous for a fighter pilot, as it would place the fighter directly in the rear gunner's line of fire; several high scoring aces of the war were shot down by "lowly" two-seaters, including Raoul Lufbery, Erwin Böhme, and Robert Little. □

## GOtha G.V GERMAN BOMBER, 1917

## 1916: VERDUN AND THE SOMME



The slow, all-too-stable B.E. 2c was still in service in 1916, literally a "flying target" for German pilots.

When the battle of Verdun began on 21 February 1916, air superiority initially enabled the Germans to establish a blockade (luft-sperre) on the French air squadrons. However the French were already arming their specialist fighter squadrons, the Escadrilles de chasse, with the Nieuport 11, and with a new offensive strategy they quickly overcame the luftsperrre, establishing air superiority over the battle by April.[18]

In the meantime, in the aftermath of the Fokker Scourge, the need for a larger, better equipped RFC became obvious, and the process of raising many new British squadrons was started. In the short term, creating new units was easier than producing aircraft to

equip them, and training pilots to man them. When the Battle of the Somme started in July 1916, most ordinary RFC squadrons were still equipped with the BE.2c, which had already proved an easy target for the Fokker Eindecker. New types such as the Sopwith 1½ Strutter had to be transferred from production intended for the RNAS. Even more seriously, replacement pilots were being sent to France with pitifully few flying hours.

Nonetheless, air superiority and an “offensive” strategy facilitated the greatly increased involvement of the RFC in the battle itself, in what was known at the time as “trench strafing” – in modern terms, close support. For the rest of the war, this became a regular routine, with both attacking and defending infantry in a land battle being constantly liable to attack by machine guns and light bombs from the air. At this time, counter fire from the ground was far less effective than it became later, when the necessary techniques of deflection shooting had been mastered.

The first step towards specialist fighter-only aviation units within the German military was the establishment of the so-called Kampfeinsatz Kommando (single-seat battle unit, abbreviated as “KEK”) formations by Inspektor-Major Friedrich Stempel in February 1916. These were based around Eindeckers and other new fighter designs emerging, like the Pfalz E-series monoplanes, that were being detached from their former Feldflieger Abteilung units during the winter of 1915-16 and brought together in pairs and quartets at particularly strategic locations, as “KEK” units were formed at Habsheim, Vaux, Avillers, Jametz, and Cunel, as well as other strategic locations along the Western Front to act as Luftwachtdienst (aerial guard force) units, consisting only of fighters.[19] In a pioneering move in March 1916, German master aerial tactician Oswald Boelcke came up with the idea of having “forward observers” located close to the front lines to spot Allied aircraft approaching the front, to avoid wear and tear on the trio of Fokker Eindecker scout aircraft he had based with his own “KEK” unit based at Sivry-sur-Meuse,[20] just north of Verdun. By April 1916, the air superiority established by the Eindecker pilots and maintained by their use within the

KEK formations had long evaporated as the Halberstadt D.II began to be phased in as Germany’s first biplane fighter design, with the first Fokker D-series biplane fighters joining the Halberstadts, and a target was set to establish 37 new squadrons in the next 12 months - entirely equipped with single seat fighters, and manned by specially selected and trained pilots, to counter the Allied fighter squadrons already experiencing considerable success, as operated by the Royal Flying Corps and the French Aéronautique Militaire. The small numbers of questionably built Fokker D.IIIIs posted to the Front pioneered the mounting of twin IMG 08 guns before 1916’s end, as the building numbers of the similarly armed, and much more formidable new twin-gun Albatros fighters were well on the way to establishing the German air superiority marking the first half of 1917.

Allied air superiority was maintained during the height of both battles, and the increased effectiveness of Allied air activity proved disturbing to the German Army’s top-level Oberste Heeresleitung command staff.[21] A complete reorganisation of the Fliegertruppen des deutschen Kaiserreiches into what became officially known as the Luftstreitkräfte followed and had generally been completed by October 1916. This reorganisation eventually produced the German strategic bombing squadrons that were to produce such consternation in England in 1917 and 1918, and the specialist close support squadrons (Schlachtstaffeln) that gave the British infantry such trouble at Cambrai and during the German Spring offensive of 1918. Its most famous and dramatic effect, however, involved the raising of specialist fighter squadrons or Jagdstaffeln - a full year after similar units had become part of the RFC and the French Aéronautique Militaire. Initially these units were equipped with the Halberstadt D.II (Germany’s first biplane fighter), the Fokker D.I and D.II, along with the last few surviving Eindeckers, all three biplane design types using a single IMG 08 gun for armament, before the Fokker D.III and Albatros D.I twin-gun types arrived at the Front.

□

## Minutes of the General Meeting February 18th, 2017

Texas Chapter Antique Airplane Association meeting at Clark Field

We had beautiful weather! In the upper 70's. Clear blue skies.

Six (6) airplanes flew in.

Forty-one (41) members and guests attended.

Lynn Hearn said the blessing at noon.

We enjoyed a nice, potluck meal, where guests contributed dishes, some good homemade recipes.

Terry Wallace started the meeting at 12:35, kicking it off with a sincere thank you to Al Hilton for letting us gather there.

Mentioned Jerry Hare having heart-attack and that he is doing ok, recovering well.

Mrs. Joan Baas passed away in January. Wife of founding TXAAA member, Bob Baas.

Joe Haynes, also a founding member, went west in January. His obituary was in last month's newsletter.

Dick Ramsey and Ona B Reed's birthday is this month.

The group sang Happy Birthday to them. We're better pilots than singers.

Guests: Brandon Fletcher and David Kinney. (David Kinney flew in, in his red Luscombe aircraft).

Terry read, in Joetta's absence, our Treasury report and it was approved as read.

Big thank you to this year's "audit team" Travis Furgerson, and Mrs. Mary Doyle.

Mentioned the possibility of our treasurer Joetta moving to Hawaii.

Discussion on what to do with our historic, chapter documents. Historian, Dennis Price currently has everything in his possession. Terry Wallace to discuss next steps with Dennis Price, possibly obtaining a quote for scanning, cataloging and posting online. Terry will also discuss with other chapter presidents, what they are doing with their newsletters, while at Antique Airfield in Blakesburg, IA. Terry announces a chapter roster update, asked if anyone does not want their info public (no one raised their hand). Rosters are available upon request via e mail at [Wal-lacete@cs.com](mailto:Wal-lacete@cs.com).

Gary Sublette gave a brief talk on working on the German, Bücker Jungmann. The Jungmann was a basic training aircraft used by the Luftwaffe during World War II. Gary is helping Mr. Bobby Jones on the project.

Terry announced our next meeting is Saturday, March 18th at Tailwheel Acres Airfield, in Valley View, TX at Bobby and Kathy Jones' hangar.

Terry requested, ALL members bring their membership current, and pay dues, please.

We had our door prize give-a-ways, with nice prizes awarded to members and guests.

The meeting adjourned at 13:06.

Respectfully submitted by  
Joel Meaner for Mathew Hood  
Secretary, TXAAA



## CALENDAR OF EVENTS 2017

***NOTICE : The location of our March 18th meeting has been changed! The March meeting will be at Gainesville Airport in Brandon Ayers Hangar.***

### **For Flyers:**

Gainesville Municipal Airport (GLE) is located on the north side of Hwy 82, two miles west of Interstate Highway 35. Runways: 17/35, 12/30 with a grass runway, 17R/35L at mid-field. Gainesville is a non-towered airport. Monitor 118.375 for wind and information. Unicom is 123.0

### **For Drivers:**

Take 135 North TO Gainesville, TX and turn west on US 82 approx. 3 miles to airport on right.

### **Upcoming Meetings 2017:**

**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 (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....**Fairview Airfield, Rhome, TX. Louis & Lori Mitchell's Hangar.

**December 16th....**Christmas party, Golden Coral, 1801 S. Main St. Keller. Bring an unwrapped toy for Salvation Army's Angel Tree Toy Drive.

### **Fly-Ins of Interest 2017**

**March 3-4:** Arizona Annual Fly-In, Casa Grande, AZ

**March 18-19:** Heart of Texas Airshow, Waco Airport

**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



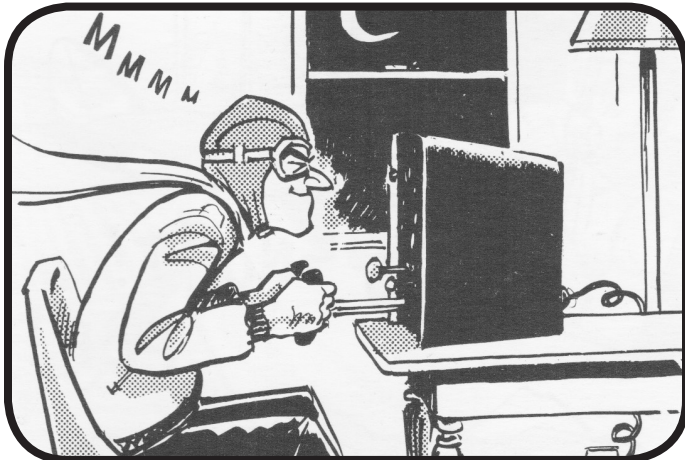
# Classified

**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. \$100.00 per 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 O290D-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: \_\_\_\_\_

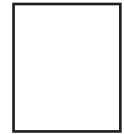
Phone: \_\_\_\_\_ Email: \_\_\_\_\_

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](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, 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](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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