

TEXAS AAA

TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • DECEMBER 2018

Presidents Corner...

Hello friends, I'm trusting this note finds you healthy, wealthy, and wise. I'm very pleased to report we had another great meeting in November. We had good weather and good airplanes. And of course, warm hospitality from Laurie Mitchell. Laurie, and her father-in-law Louis had their hangar opened, and ready for us to set up. A great facility. Thank you again Laurie and Louis.

And our annual Bert Mahon Chili Cook Off went off as expected. I believe we had 8 to 10 entries this year, and they were all winners in my book!

Board nominations were officially opened in November and we are still seeking candidates for various positions. Board service is fun and a chance to get involved!

Please remember, if you have not done so to send your annual dues to Joetta Reetz at 5416 Catlow Valley Rd. Fort Worth, TX 76137.

And finally, please put our Christmas party / December meeting on your calendar. We are meeting at the Golden Corral in Keller on Saturday December 15. We will be having a TOY DRIVE, so please bring an unwrapped gift!

I look forward to seeing everyone at Golden Corral.

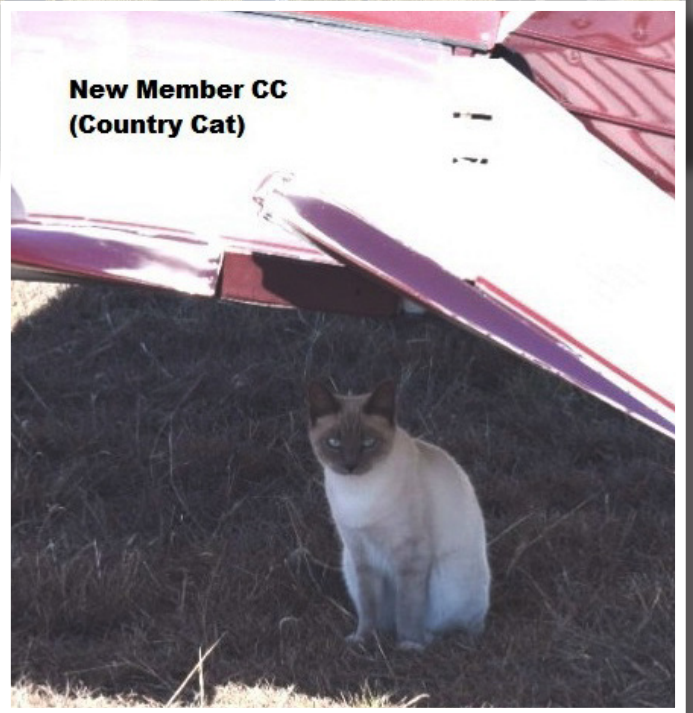
Kind regards,

Joel

Keep the Antiques Flying!







**New Member CC
(Country Cat)**

Continued on page 6...

How George H.W. Bush survived a harrowing brush with death in World War II

WASHINGTON — Like many wartime pilots, Lt. j.g. George H.W. Bush named his airplane after a girl back home. But he had to call it “Barbara III,” since he lost his first two planes — one during training and one to enemy fire.

That’s how dangerous flying was in World War II. There were 16 pilots in George H.W. Bush’s squadron, according to retired Adm. Samuel Cox, director of Naval History and Heritage Command.

“Half of them were killed or captured before the end of the war,” Cox said.

Mr. Bush’s service records show he was “average” in flight school. One instructor described him as “somewhat eccentric.”

He flew the Avenger, which had a three-man crew. It was the heaviest plane the Navy dared to fly off an aircraft carrier. His target on Sept. 2, 1944, was a Japanese radio transmitter on the island of Chichijima.

[A Navy animation](#) shows his plane was hit as he began his run into the target. But he stayed with it until he dropped his bombs, before trying to get back over water.

Cox explained fliers who parachuted down onto the island were executed. So out over the water, Mr. Bush told his crew to bail out.

“Two parachutes came out of the aircraft. One opened, which was presumably Lt. j.g. Bush. The other, what’s called a streamer — the parachute didn’t open,” Cox said.

Neither of the other two crewmen were seen again. Mr. Bush landed in the water and swam to a life raft.

“The Japanese came out after him. Some fighters from the flight were able to strafe the Japanese boats and keep them

George H.W. Bush is pulled from the water after being shot down in 1944. U.S. NAVY



away during the four hours that Bush was actually in the water,” Cox said.

A U.S. submarine got to him before the Japanese could. “Bush was actually surprised when out of nowhere this submarine surfaces right next to him,” Cox said.

A 20-year-old George H.W. Bush spent 30 days on that submarine thinking, as he later told the author James Bradley, “Why had I been spared and what did God have in store for me?”

□



George Herbert Walker Bush is pictured in the cockpit of his TBM Avenger during the World War II. AFP / AFP/GETTY IMAGES



The Douglas' TBD Devastator

The U.S. Navy's main torpedo bomber introduced in 1935, was obsolete by 1939. Bids were accepted from several companies, but Grumman's TBF design was selected as the replacement for the TBD and in April 1940 two prototypes were ordered by the Navy. Designed by Leroy Grumman, the first prototype was called the XTBF-1.[2] It was first flown on 7 August 1941. Although one of the first two prototypes crashed near Brentwood, New York, rapid production continued.



A Grumman TBM (GM-built TBF) with Sto-Wing fold-ing wings

Grumman's first torpedo bomber was the heaviest single-engined aircraft of World War II, and only the USAAF's P-47 Thunderbolt came close to equalling it in maximum loaded weight among all single-engined fighters, being only some 400 lb (181 kg) lighter than the TBF, by the end of World War II. To ease carrier storage concerns, simultaneously with the F4F-4 model of its Wildcat carrier fighter, Grumman designed the Avenger to also use the new Sto-Wing patented "compound angle" wing-folding mechanism, intended to maximize storage space on an aircraft carrier; the Wildcat's replacement the F6F Hellcat also employed this mechanism.[3] The engine used was the powerful, twin-row Wright R-2600-20 Twin Cyclone fourteen-cylinder radial engine, which produced 1,900 hp/1,417 kW. The aircraft took 25 gallons of oil and used one gallon per minute at start-up.[citation needed]

There were three crew members: pilot, turret gunner and radioman/bombardier/ventral gunner. A single synchronized .30 caliber machine gun was mounted in the nose, a .50 caliber (12.7 mm) gun was mounted right next to the turret gunner's head in a rear-facing electrically powered turret, and a single .30 caliber hand-fired machine gun flexibly-mounted ventrally (under the tail), which was used to defend against enemy fighters attacking from below and to the rear. This gun was fired by the radioman/bombardier while standing up and bending over in the belly of the tail section, though he usually sat on a folding bench facing forward to operate the radio and to sight

TBF-1 Avenger early in 1942. Note the red spot centered in the U.S. roundel and flag-inspired fin flash on the rudder, both of which were removed prior to the Battle of Midway to avoid confusion with Japanese insignia

TBF Avenger in mid-1942



in bombing runs. Later models of the TBF/TBM omitted the cowl-mount synchronized .30-calibre gun; for twin Browning AN/M2 light-barrel .50 caliber guns, one per each wing outboard of the

propeller arc per pilots' requests, for better forward firepower and increased strafing ability. There was only one set of controls on the aircraft, and no direct access to the pilot's position existed from the rest of the aircraft's interior. The radio equipment was massive, especially by today's standards, and filled the length of the well-framed "greenhouse" canopy to the rear of the pilot. The radios were accessible for repair through a "tunnel" along the right hand side. Any Avengers that are still flying today usually have an additional rear-mounted seat in place of the radios, allowing for a fourth passenger.

The Avenger had a large bomb bay, allowing for one Bliss-Leavitt Mark 13 torpedo, a single 2,000 pound (907 kg) bomb, or up to four 500 pound (227 kg) bombs. The aircraft had overall ruggedness and stability, and pilots say it flew like a truck, for better or worse. With its good radio facilities, docile handling, and long range, the Grumman Avenger also made an ideal command aircraft for Commanders, Air Group (CAGs). With a 30,000 ft (10,000 m) ceiling and a fully loaded range of 1,000 mi (1,610 km), it was better than any previous American torpedo bomber, and better than its Japanese counterpart, the obsolete Nakajima B5N "Kate". Later Avenger models carried radar equipment for the ASW and AEW roles.

Escort carrier sailors referred to the TBF as the "turkey" because of its size and maneuverability in comparison to the F4F Wildcat fighters in CVE airgroups.



Continued from page 3.



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Minutes of the General Meeting Nov 17, 2018

The meeting was called to order at 12:47 by Joel Meanor.

Agenda:

Thanks to Lorie and Mitch for hosting the meeting. Ona B gave a brief history of the Chili cook off. Annual Bert Mahon chili cook off was held with members trying to win the Bert Mahon award. Winner this year was Larry Reynolds, second place, Beckey Sublett, Third place Charlie Davis.

Happy birthday and anniversary to the members celebrating in November.

Previous Meeting Minutes:

No Minutes were recorded during the October Fly In.

Old Business: None

New Business: Joel announced volunteers are needed to fill board member positions. Please step up and keep the association running.

It was announced that the next meeting will be on December 15th at the Golden Corral restaurant in Keller Texas. Bring a unwrapped toy for donation by the chapter to charity the helps veterans children.

A motion to adjourn was made and seconded. The meeting ended at 13:11

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

□

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

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CALENDAR OF EVENTS 2018

The December Meeting: Dec 15 - Christmas party, 11AM, Golden Corral, 1801 S. Main St. Keller.

For Drivers: Drive south from Roanoke on US 377 PAST Golden Triangle/Keller Parkway. Golden Corral is approx. 1.5 miles on the left side of street.

Upcoming Meetings 2019:

The January 19th meeting will be at the Vintage Flight Museum at Meacham. Our speaker will be Wayne Maynard who has made two solo flights to the North Pole!

- **February 16:** Nebrig & Associates, Denton Enterprise Airport
- **March 16:** Al Hilton's hangar Clark Airfield
- **April 20:** Fairview Airport Bo and Cindy Case 's hangar
- **May 18:** Open
- **June 08:** Bobby Jones hangar, Tailwheel Acres Airport
- **July 20:** Open
- **August 17:** Jim Austin's hangar, Northwest West Regional Airport
- **September 21:** Ken Robbins (Linda) hangar, Fairview Airport
- **October 11-12:** Ayers Aviation / Annual fly-in, Gainesville Airport
- **November 16:** Laurie Mitchell's hangar, Fairview Airport
- **December 21:** Golden Corral Keller Texas

Fly-Ins of Interest 2019:

March 1-2: Arizona Fly-In, Casa Grande, AZ

August 28 - September 1: National AAA Fly-In, Blakesburg, IA.

October 11- 12: "Fall Festival of Flight" TXAAA Annual Fly-In, Gainesville, TX.

October 24 - 25: Flying M Ranch, Reklaw, TX



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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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