

TEXASAAA



TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • JANUARY 2018

Presidents Corner!

2017 went by so fast I just blinked. As most of you know our new president, Joel Meanor, will be taking over in January so this is my last president's corner. I know all our members will support Joel and I thank all the board members for their service.

Voting for next year's officers and board members was held at the Christmas Party and the following members were elected:

New board members are:

- Joel Meanor** - President
- Jack Fulford** - VP
- Terry Wallace** - Secretary
- Joetta Reetz** - Treasurer
- Terry Doyle** - Activities
- Phil and Margret Cook** - Activities
- Dennis Price** - Historian
- Barry Wallace** - Newsletter editor
- Marianna Sokolich** - Web site coordinator
- Jim Dougherty** - Texas State Director

Our January meeting will be at the Vintage Flying Museum at Meacham Field. Our potluck meeting will start at noon.

We are pleased to bring back WW II Veteran, Mr. Fiske Hanley. Please join us to hear this former POW tell his story about being a flight engineer on a B-29 Superfortress, being shot down, crashing in a Japanese village, and becoming a prisoner of war. Don't miss this hearing this local legend recall those brutal months in Japan before liberation 72 years ago...

The 2018 meeting schedule is set up and I want to thank Phil and Margret for their work getting it all arranged. see the schedule of events for 2018 in this issue.

Hope everyone had a great Christmas and Happy new year!

Keep the antiques flying!
Terry









Friday Foibles: Down Low And Stupid

Paul Berge

They live and fly by different codes in the 49th state, and what might seem stupid in the lower 48 doesn't move the needle in a place over twice the size of Texas. Consider the De Havilland Beaver that nosed over in the Noatak River. The NTSB heard about the event—word spreads fast in Alaskan bars—and called the pilot, who reported that the nose-over occurred during taxi—not flight—so no need to get all federal about it.

The pilot claimed he'd landed safely on a gravel bar, parked for the night and returned in the morning, finding the mains and tail submerged by rising waters. He fired up the engine to taxi—not fly—it out. By his account, "the tires were lurching, and the tail was underwater." The plot increased power to raise the tail from the water while applying "heavy braking action to control the airplane as he taxied downstream and downwind." That's when the airplane nosed over—while taxiing, not flying, so no accident. Or so the pilot claimed.

The National Park Service ranger who responded to the crash, took photos that supported, instead, the NTSB's conclusion that the pilot had actually attempted to land on the gravel bar but undershot the touchdown and nosed over in the water. Further deflating the pilot's story was the ranger's statement that "the pilot asked him not to notify the NTSB or the FAA about the accident." Tip: If you opt for the Don't-Call-The-Feds dodge, make sure you're not actually talking to one.

While vacationing in Alaska if you want to see bears from the sky, remember to fly the airplane while looking. A Citabria pilot was at 400 feet when he spotted two bears in a swamp and found that so intriguing—since bears are apparently rare in Alaska—that he circled for a better view but promptly stalled and crashed. Although the pilot walked away uninjured, the bears remained unimpressed.

Ag pilots make their livings down low and routinely bump into fences, trees and wires. But a spray pilot in Nebraska shot himself down when he reversed course after the first pass on a field and dropped "a little too low" only to encounter his own wake turbulence, tossing him into the corn.

Another Nebraska ag pilot wasn't spraying but was heading home. At cruise above the trees, he adjusted the engine controls as usual, except the engine quit and into the corn he went. It seems the airplane recently had an engine conversion, with a new throttle quadrant putting the mixture where the propeller knob had been. You know the rest. Probable cause: Yeah, corn.

Many antique airplanes lack electrical systems so are routinely started by hand. It's fun and safe, you know, like juggling chainsaws. Electric starters debuted on more modern engines, because Darwinian selection was causing too many pilots to be nicknamed Stubby. Despite these tech-

nological advances, batteries die, and strong-armed pilots can't resist the chance to spin the prop by hand and save the flight, often with no experience in the subject.

Picture the Ercoupe pilot in Washington taking a passenger for her first ride only to discover that the battery was dead. "Oh no," you're thinking. "Not the old the-battery's-dead-and-we-have-to spend-the night-in-the-pilots-lounge routine!" Not at all.

The pilot elected to hand prop the engine. He had so much faith in the brake that he elected not to chock the wheels or tie down the tail. The engine started easily, but RPMs ran higher than expected, and the parking brake held less so. Off the Ercoupe rolled with the non-pilot passenger attempting the basics of steering as the pilot vainly attempted to re-enter the cockpit, leaving his passenger to taxi through a fence, over an embankment and, we assume, out of the pilot's life forever.

□



SUPERCHARGER - Hot pilot with eight credit cards.

Vintage Airplanes of Texas – Grumman Duck

By Dan Linn

One of only four flyable aircraft that survived America's "Day of Infamy" is now based in East Texas alongside one of its fellow survivors. In 2017 the Mid America Flight Museum in Mount Pleasant, Texas acquired a rare Grumman J2F-4 Duck, Bureau Number 1649. 1649 is a very historic Grumman built Duck as it was on Pearl Harbor the day of the December 7th attack. It survived and went to serve in the South Pacific. After the war it made it to the U.S. civilian registry as N63850. Sadly, it crashed in the 1950s.

An ambitious enthusiast recovered the airframe of 1649 from its crash site on the bottom of a lake in the Bahamas. The restoration project was sold to aircraft collector Chuck Greenhill from Illinois. After a multi-year rebuilt with Wichita Air Services in Kansas 1649 flew again in 2005. It went on to earn the EAA

Grand Champion Warbird award at Oshkosh in 2007. Mid America purchased the Duck from Mr. Greenhill.

Vintage airplane collector, Scott Glover, has built up the Mid America Flight Museum into a history preserving, flyable collection. His love for vintage aircraft is evident by his many hangars of amazing airplanes. His respect for veterans shows when he hosts events at his museum and gives

rides to the veterans and their families. In the Fall of 2017 Mid America hosted a veteran's event and owner, Scott Glover and pilot Kelly Mahon gave rides to many special guests in the newly acquired Duck.

Now that the Duck has been added to the museum, Mid America now has two flyable Pearl Harbor survivors. Ford Trimotor NC9612 was also on Pearl Harbor December 7, 1941.

Maybe this has you wondering about how many aircraft survived the attack on Pearl Harbor that still exist today? The Ford Trimotor and Grumman Duck in Texas. A flyable Curtiss P-40C with the Collings Foundation in Mas-



sachusetts. A Sikorsky S-43 at the Smithsonian in Virginia. An Aeronca Defender at the Pacific Aviation Museum in Hawaii. As well as the Interstate Cadet at the Heritage Flight Museum in Washington state.

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World War One Aircraft Story “Anti-aircraft weaponry.”



A German Hannover CL III shot down on 4 October 1918 by American machine gunners in the Argonne.

Though aircraft still functioned as vehicles of observation, increasingly they were used as a weapon in themselves. Dog fights erupted in the skies over the front lines, and aircraft went down in flames. From this air-to-air combat, the need grew for better aircraft and gun armament. Aside from machine guns, air-to-air rockets were also used,



such as the Le Prieur rocket against balloons and airships. Recoilless rifles and autocannons were also attempted, but they pushed early fighters to unsafe limits while bringing negligible returns, with the German Becker 20mm autocannon being fitted to a few twin-engined Luftstreitkräfte G-series medium bombers for offensive needs, and at least one late-war Kaiserliche Marine zeppelin for defense – the uniquely armed SPAD S.XII single-seat fighter carried one Vickers machine gun and a special, hand-operated semi-automatic 37mm gun firing through a hollow propeller shaft. Another innovation was air-to-air bombing if a fighter had been fortunate enough to climb higher than an airship. The Ranken dart was designed just for this opportunity.

CALENDAR OF EVENTS 2018

Next Meeting: January 20th...Vintage Flight Museum, Meacham Airport

For Fliers: Ft. Worth Meacham is located just north of Downtown Ft. Worth, Texas and all necessary information can be found on the DFW Sectional or Terminal Area Charts. The Tower Controllers will assist us in any way needed. If you do not have a Transponder, advise them on first contact. Non-radio equipped can be accommodated as a flight of two with a radio equipped plane. After landing advise Ground Control you wish to taxi to the Vintage Flight Museum parking area off taxiway M.

For Drivers: From Interstate Loop 820 West of IH35W go South on Hwy 287, also called North Main Street, to NW 38th Street. Go West on NW 38th Street until the Dead End at the Airport Fence, then turn left. The VFM hanger is the last Large Hanger on your left.

Upcoming Meetings 2018:

- **Feb 17...** Nebrig & Associates, Denton Enterprise Airport
- **Mar 17...** Bobby Jones hangar, Tailwheel Acres Airport
- **Apr 21 ...** Decatur Jet Center, Decatur Municipal Airport
- **May 19...** Ayers Aviation, Gainesville Airport
- **Jun 16...** Bo Case's hangar, Fairview Airport
- **Jul 14...** Frontiers of Flight Museum, Meacham Airport
- **Aug 18...** Jim Austin's hangar, Northwest West Regional Airport
- **Sep 15...** Pelican's Landing (pending), Cedar Mills Airport
- **Oct 13...** Ayers Aviation / Annual fly-in, Gainesville Airport
- **Nov 17...** Laurie Mitchell's hangar, Fairview Airport
- **Dec 15...** Golden Corral, Keller TX.

Fly-Ins of Interest 2018

March 2-3: Arizona Chapter AAA Annual Fly-In, Casa Grande, AZ

August 29 - September 1: National AAA Fly-In, Blakesburg, IA.

October 12- 13: "Fall Festival of Flight"
TXAAA Annual Fly-In, Gainesville, TX.

October 25 - 28: Flying M Ranch, Reklaw, TX



This need for improvement was not limited to air-to-air combat. On the ground, methods developed before the war were being used to deter enemy aircraft from observation and bombing. Anti-aircraft artillery rounds were fired into the air and exploded into clouds of smoke and fragmentation, called archie by the British.

During a bombing raid over Kragujevac on 30 September 1915, private Radoje Ljutovac of the Serbian Army successfully shot down one of three aircraft. Ljutovac used a slightly modified Turkish cannon captured some years previously. This was the first time that a military aeroplane was shot down with ground-to-air artillery fire, and thus a crucial moment in anti-aircraft warfare.



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

Lots For Sale - I have 4 lots for sale on the other side of the runway. The lots are about 2.5 ac. If you would pass this on to all the club people I would like to find someone that would like to live out here. The airport is 1XA6 in Valley View Tx. I am asking \$44,500.00. People can call me at 940-368-2938 . Thanks Bobby Jones

**PARASITIC DRAG -
A pilot who bums a ride
and complains about the
service.**



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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**



Board Members

President:

Joel Meanor
1015 Trail Ridge Ct.
Keller, TX 76258
(817) 832-5064
joelmeanor@gmail.com

Vice President:

Jack Fulford
1908 Haversham Drive
Flower Mound, TX 75022
(469) 371-9137
fulford1@verizon.net,

Secretary:

Terry Wallace
2417 Stonegate Dr. North
Bedford, TX 76021
(817) 706-3173 (Cell)
wallacete@cs.com

Treasurer:

Joetta Reetz
5416 Catlow Valley Rd.
Fort Worth, TX 76137
(817) 253-7295 (Cell)
joetta.reetz@yahoo.com

Activities Coordinators:

Terry Doyle
2946 Oak Forest
Grapevine, TX 76051
(817) 488-6662 (Home)
(817) 637-8732 (Cell)
res05093@msn.com
Phil and Margaret Cook
1628 Fuqua
Flower Mound, TX 75028
(972) 874-1117
jpcookie1@verizon.net

Web site Designer:

Marianna Sokolich
4308 Lavaca Drive
Plano, TX 75074

Newsletter Designer:

Barry Wallace
197 Sandridge Drive
Collinsville, IL 62234
(618) 409-2090 (Cell)
wallacebarry1@gmail.com

Historian:

G.R. Dennis Price
P.O. Box 141219
Austin, TX 78714-1219
(512) 851-6974 (Cell)
grdprice@yahoo.com

Past President:

Terry Wallace
2417 Stonegate Dr. North
Bedford, TX 76021
(817) 706-3173 (Cell)
wallacete@cs.com

Fly-In Chairman:

Joel Meanor
1015 Trail Ridge Ct.
Keller, TX 76258
(817) 832-5064
joelmeanor@gmail.com

National Director:

Terry Wallace
2417 Stonegate Dr. North
Bedford, TX 76021
(817) 706-3173 (Cell)
wallacete@cs.com

Texas State Director:

Jim Dougherty
815 Blossomwood Dr.
Arlington, TX 76017
(817) 468-1571
jimmy7576@sbcglobal.net

