

TEXASAAA

TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • JUNE 2022

Presidents Corner...

Hello All,

Thanks again to Betty and Jim Austin for hosting our May meeting. We had just over 30 members in attendance including new members Steve and Mandy-Marie Eldredge who arrived in their beautiful Stenson 108, and John Gries. Welcome to the chapter.

The June meeting will be on the 18th at noon in Bobby Jones' hangar on Tailwheel Acres Airport. Bring your usual pot luck lunch items for all to enjoy.

This month's Member Project is a 1940 Piper J4 cub coupe being restored by Gary Sublet. Thanks for sending the story and photos.

To our members, please send me pictures and stories about your airplane, or project, for the next member project article in upcoming issues.

Just a reminder if you are coming to the June meeting to bring an aviation themed T shirt for Laurie's quilt project which we will be raffling off at the October fly in.

Our member Sherman Oxford is selling his hangar at NWR airport and taking bid's. Please contact Lia Rardin at 214-354-1855.

Bruce Putney, our fly in chairman is busy planning for the October fly in and will need volunteers to make it happen. So, let him know you will help this year. We are holding a meeting of the fly in committee on July 9th at 10am at the Grand Prairie airport, 3116 S Great Southwest Pkwy. Grand Prairie, TX. If you're on the committee please mark down that date. Bruce's e-mail address is bruce0739@att.net.

Fly Safe, Terry





Kreider-Reisner Production Records 1927-1929

by Kent A. Mitchell

IN THE SPRING OF 1919 THE FAIRCHILD AVIATION CORPORATION...

of Farm Ingdale, Long Island, New York, purchased a controlling interest in the Kreider-Reisner Aircraft Company, Inc., of Hagerstown, Maryland.¹ Kreider-Reisner had been building a very popular line of Challenger biplanes which had caught the attention of Sherman M. Fairchild who had been using one as a test bed for the experimental Fairchild Caminez engine. Mr. Fairchild's insight told him that a line of sport and training planes would complement his company's production of enclosed-cabin, high-wing monoplanes (the FC-2, and improved models as the "51," "71," and "42"). In 1927 Fairchild had built 23 planes and in 1928 their production was 138 monoplanes.² Kreider-Reisner had built 111 planes in 1928.³

Upon acquiring the Hagerstown business, one of the first management decisions was to rename the Kreider-Reisner Challenger series of airplanes as the Fairchild KR model series.⁴ Confusion with the model numbering system begins here. Kreider-Reisner's Challenger series was sequential, beginning with C-2 and ending with C-6. Fairchild's system was not sequential (after the FC-1 and FC-2), but was based on the number of seats in the airplane and its design number of that series. Hence, the Fairchild "71" was a seven-seat airplane and was the first design of that model. Likewise, the model "42" was a four-seat airplane and was the second design, the first being the model "41." Therefore, the Challenger C-2, a three-seat airplane, became the Fairchild KR-31 as that company's first biplane model, the production C-4 became the KR-34 (three-place, fourth design), and the two-seat C-6 trainer became the KR-21.

Other items of interest: Kreider-Reisner Aircraft company's first airplane design was the KRA Midget low-wing monoplane racer (which won the Scientific American Trophy at the 1926 National Air Races held at the Model Farms Field, Philadelphia, Pennsylvania). The company's second

airplane was a Waco look-alike biplane which they hoped to build for the commercial market. Had it been placed into production as it was, it probably would have been the Challenger C-1 model. However, in May 1927, Ammon H. Kreider flew the biplane all over the North Atlantic states, demonstrating it to pilots, dealers and operators. When he returned to Hagerstown, it was decided by all concerned

that many changes needed to be made to the airplane before it could be placed in production. A month later, the next airplane was completed and incorporated 115 distinct changes. That airplane called the Challenger C-2, was the first production model and (apparently) because of the number of changes was assigned a constructor's number (c/n) of 115.

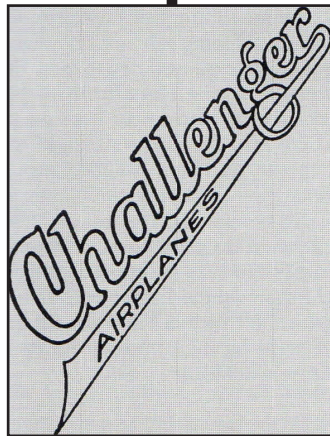
A recently acquired original document, created at the time by a Kreider-Reisner engineering department employee, provides a record of Challenger biplanes built during 1927 to 1929 before Fairchild changed the

numbering system. The c/n list runs from 115 to 431

-however, there were blocks of numbers not used. Only 258 airplanes were built under the Kreider-Reisner system. After Fairchild assumed control, four-digit c/n's were assigned to the KR series of planes.

As it turned out, Fairchild's assuming control of Kreider-Reisner in 1929 was unfortunate timing (for Fairchild). Corporation officers soon noticed that an unsold Challenger was tied to every third fence post at the Hagerstown Airport. They then decided to cut back on production until the sales staff could catch up to the builders. Many planes remained unsold during the winter and suffered severe damage from standing unsheltered through snows

and freezes. By the end of 1929 the entire country was in the throes of the Great Depression. As a result, no Fairchild KR-series airplanes were built by the company during the entire year of 1930.



TXAAA Historian's Month, by GR Dennis Price

Last month's lunch attracted only two fly-in aircraft, but they were good ones: N3771F, Great Lakes 2T-1A-2, msn 764, ff 1977 and NC9406K, Stinson 108, msn 108-2406, ff 1947.

On June 4th went to Mid-Way Regional Airport for a breakfast fly-in in aid of the local Boy Scout troop, and supported by the "Coffee and Airplanes" group. Must have been about 75 aircraft that flew and probably about 1,000 drive in cars. So very successful. A couple of the older aircraft were N73589, Stinson V-77, msn 77-340, ff 1944 (note TXAAA sticker on window) and Mooney M-18C, msn 312, ff 1954.

I had thought that my Facebook page had gone away. But my daughter managed to get it back, so have started putting up photos on my Facebook page again (facebook.com/grdprice). One of the last albums contains all the aircraft that I photographed at the 2020 TXAAA Fly-in at Gainesville.

Am looking forward to photographing a lot of aircraft this coming weekend's monthly luncheon fly-in at Bobby Jones hangar at Tailwheel Acres Airport..



N73589, Stinson V-77, msn 77-340, ff 1944



Mooney M-18C, msn 312, ff 1954

Dennis



N3771F, Great Lakes 2T-1A-2, msn 764, ff 1977



NC9406K, Stinson 108, msn 108-2406, ff 1947.



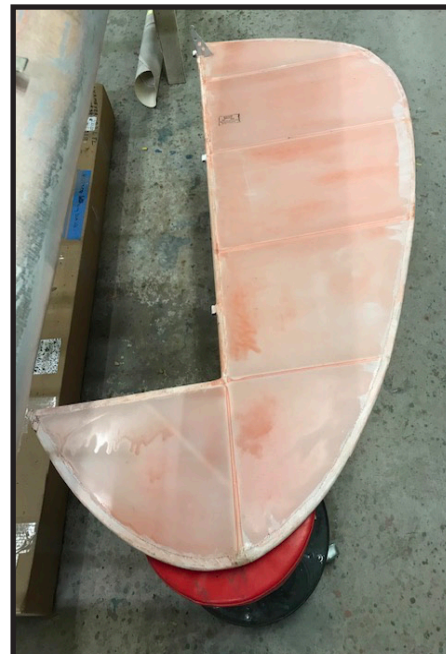
MEMBER PROJECTS

Gary Sublet's 1940 Piper J4 Cub Coupe.

Piper designed the J4 Cub Coupe in late 1938 and first flown in April 1939 with a Continental A50 engine. The 1939 J4 had exposed cylinders with a J3 style engine cowl. In 1940 the J4 Coupes a fully enclosed engine cowl with several options of engines. Engine options included Continental A50 on the 1939 Coupes, with the J4A used the Continental C65, the J4B used the Franklin 60 hp, the J4E used the C75, and the J4F used the 65 hp Lycoming. Piper only built 1251 Cub Coupes from 1939 to 1941 in Lock Haven.

I purchased my 1940 J4A in 1994 from David Cox as a project at Northwest Regional. The last annual in the log book was in 1965. In 1976, John McDaniel bought and started to restore it until he sold it to

David Cox in 1994. David needed a Hangar to put in his airplane, and had to buy the hangar and the J4. I bought the project in 1994 and moved it to my hangar to start the restoration. The fabric had been removed and had been stored for several years before I bought it, and the wings had been exposed to water damage. I started with the wings and have completely rebuilt them with many new ribs and new wooden spars. All control surfaces have been recovered in Poly Fiber except for one aileron. I'm working on fuselage and there is lots of things needing to be fixed.



Minutes of the General Meeting May 2022

- The Texas Chapter of Antique Airplane Association was called to order by Terry Wallace, President, on May 21 at Jim Austin's Hanger at noon.
- We welcomed guest and new member - John Gries.
- Terry recognized May Birthdays and Anniversaries.
- Treasurer's report was read and voted to accept for audit.
- Secretary's report was published in the May Newsletter. The minutes were approved.
- Lifetime membership package is still being developed.
- Please submit to Terry to be published in the next newsletter.
 1. Articles of new projects and airplanes.
 2. Classified ads for airplanes and/or air plane-related.
- Bruce Putney, 60th Fly-In Chairman, provided an update.
- Reminder to bring a t-shirt for the Airplane Quilt to be made by Laurie for a raffle at the Fly-In.
- Bruce shared the Fly-In t-shirt being designed for the 60th Fly-In. It will be similar to the 50th Fly-In, but feature last year's Grand Champion.
- Bruce and Mike Daniels are working to secure Food Trucks - United Caters and B&B Caters.

- The next Fly-In meeting will be July 9 at 10 am at Joel's Office at Northwest Regional Airplane.
- Dennis Price, Chapter Historian, let the members know that his website on Facebook has different fly in pictures at facebook.com/grdprice.
- Door prizes were donated by Ann Pellegrno. Thank you, Ann, for your generosity!
- Our next meeting is noon, June 18 at Bobby Jones's hanger at Tail Wheel air strip.

Submitted by Joetta Reetz, Secretary, Texas Chapter of Antique Airplane Association

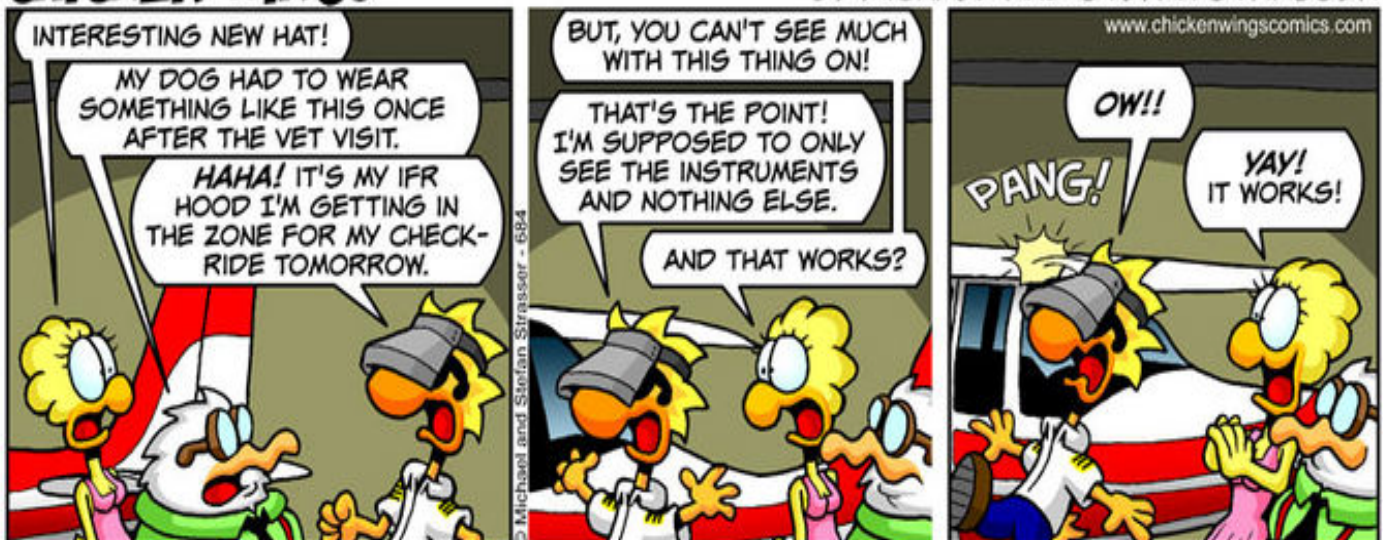
Reetz, Secretary / Treasurer ☐

**The similarity between
air traffic controllers
and pilots?
- If a pilot screws up,
the pilot dies.
- If ATC screws up, the
pilot dies.**

CHICKEN WINGS

BY MICHAEL AND STEFAN STRASSER

www.chickenwingscomics.com



CALENDAR OF EVENTS 2022

Next Meeting: The June meeting will be on the 18th at noon in Bobby Jones' hangar on Tailwheel Acres Airport. Bring your usual pot luck lunch items for all to enjoy.

FLYERS: Tailwheel Acres (1XA6) is about 3 miles East of Valley View, Texas. Coordinates are: 33-28-25.4200 N / 097-07-20.7600W. Turf Runway 18 - 36 is 2483 X 125 Ft. Elevation 702 ft. Right Traffic 18, Left Traffic 36.

DRIVERS: Take I-35 to Valley View, Texas (it is north of Sanger / south of Gainesville) and exit at FM922. Proceed east on FM922 to CR235/Richey Rd. Turn south on Richey Rd. and proceed to CR240. Turn east and proceed to first road that intersects CR240, and turn right, go south and Tailwheel Acres Airfield is on your left (east) side.

Upcoming Meetings 2022:

July 16th - Charlie and Lynn Davis' Airport north of Gainesville

August 20th - Jim Austin's hangar, Northwest West Regional Airport

September 17th - Mathew and Theresa Hood, Propwash Airport

October 7th -8th - Ayers Aviation / Annual fly-in, Gainesville Airport

November 19th - Trey & Brandi Hayden hangar, Fairview Airport

December 17th - Christena's Mexican Restaurant, Flower Mound

Fly-Ins of Interest 2022:

July 24 - 31: EAA Air Venture, Oshkosh, WI (OSH)

August 30 - 5: National AAA Fly-In, Blakesburg, IA.

October 7-8: "Fall Festival of Flight" TXAAA Annual Fly-In, Gainesville, TX.

October 21 - 22: Flying M Ranch, Reklaw, TX

DAVID HILLIARD **BOBBY PARKER**



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website: ExpAircraft.com email: Walt@expaircraft.com
Cell: 972-746-5154 FAA CRS# 1E4R827B
NorthWest Regional Airport (52F), Roanoke, Texas

TEXAS CHAPTER ANTIQUE AIRPLANE ASSOCIATION Membership Application - Renewal Form

Name: _____ Spouse: _____

Address: _____

City: _____ State: _____ ZIP: _____

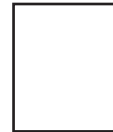
Phone: _____ Email: _____

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

Vice President:
Bo Case
177 Greben Ln
Rhome, TX 76078
214-707-6313
bocase208@yahoo.com

Secretary / Treasurer:
Joetta Reetz
5416 Catlow Valley Rd.
Ft. Worth, TX 76137
817-2537295
Joetta.reetz@yahoo.com

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

Terry Doyle
2946 Oak Forest
Grapevine, TX 76051
(817) 488-6662(Home)
(817) 637-8732(Cell)
res05093@msn.com

Website Designer:
Marianna Sokolich
4308 Lavaca Drive
Plano, TX 75074

Newsletter Designer:
Barry Wallace
197 Sandridge Drive
Collinsville, IL 62234
[Wallacebarry1@gmail.com](mailto:w Wallacebarry1@gmail.com)
(618) 409-2090 (Cell)
[Wallacebarry1@gmail.com](mailto:w Wallacebarry1@gmail.com)

Historian:
G.R. Dennis Price
P.O. Box 141219
Austin, TX. 77712-1219
(512) 873-7259
grdprice@yahoo.com

Past President:
Joel Meanor
1015 Trail Ridge Ct.
Keller, TX 76258
817-753-6122
joelmeanor@gmail.com

Fly-In Chairman:
Bruce Putney
2711 N. Mockingbird Lane
Midlothian, TX 76065
817-673-1418
Bruce0739@att.net

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

