

# TEXASAAA



TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • DECEMBER 2023

## Presidents Corner...

Hello All,

The next meeting will be on the 16th of December at Christina's Mexican Restaurant, 6424 Cross Timbers Rd. Flower Mound, TX 75022. 817-430-3669 at 11:00 to 2:00. Come early to visit if you would like. Please bring toys, gift cards or cash this year as donations for the Denton Co. Santa Cops.

Our last meeting at Trey and Brandi's hangar was great fun as we held our annual chili cook off, and the winners were: Brandi Hayden, 1st place, Rachel Clark, 2nd place, and Joetta Reetz, 3rd place. Thanks to Trey and Brandi for hosting the meeting and to everyone for bringing lots of side dishes for all to enjoy.

After the meeting the officers held a short meet-

ing to discuss the annual fall fly-in date. It has been suggested that the date be moved to the spring next year. Our attendance at the fall fly-in has fallen due to other fly-ins and events in the month of October. I would like your comments on this important decision before we make any changes to our schedule. Please call, text, or E-mail me with your comments and suggestions. My contact info is on page 8 of this newsletter and on the web site.

Enjoy your Holidays and Merry Christmas.

**Fly Safe,  
Terry**









## Where do N-numbers come from?

The U.S. received the “N” as its nationality designator under the International Air Navigation Convention, held in 1919. The Convention prescribed an aircraft-marking scheme of a single letter indicating nationality followed by a hyphen and four identity letters (for example, G-REMS). The five letters together were to be the aircraft’s radio call sign.

In the original 1919 allotment, most of the nations shared first letters. Only U.S. and four other nations were assigned a unique first letter to be followed by any combination of four letters. In each case, that first letter was the same as a radio call letter that had been previously assigned to that nation by an evolving series of international agreements. As of April 1913, for example, Great Britain had complete rights to the radio letters B, G, and M, while sharing certain other letters. Not surprisingly, Great Britain received G as its aircraft nationality identifier under the 1919 agreement.

During this era, the U.S. had complete rights to the radio letters N and W and to combinations of K from KDA to KZZ. Why these particular letters? The assignments of W and K appear to have been arbitrary, according to articles on early radio call signs by Thomas H. White. In the case of N, Whites notes that the U.S. Navy had used this radio letter since November 1909.

This still leaves the question of why N was chosen over W for the U.S. aircraft identifier. The answer may lie in the fact that the Government had reserved N for itself, while assigning combinations beginning with K and W to various radio stations along geographic lines. N would therefore be less confusing as a single national marking for aircraft.

The choice was not universally popular. The Journal Aviation wanted the U.S. to adopt W in honor of the Wright brothers. Use of the letter N in the early days seems to have been restricted to aircraft that made international flights. Compliance was voluntary at this time, since the U.S. did not ratify the 1919 Convention.

No mention of N numbers appeared in the initial Air Commerce Regulations placed in effect by FAA’s first predecessor agency in December 1926. The letter markings that this original set of rules specified were C (commercial), S (state), and P (private), which were

to precede the numbers assigned to licensed aircraft. Unlicensed aircraft had numbers, but no letters, at this time.

The earliest legal requirement for the N marking is found in the first general amendments to the Air Commerce Regulations on March 22, 1927. These amendments mandated that U.S. aircraft engaged in foreign air commerce display the N at the beginning of its identification markings. Later, this requirement was extended to all U.S. aircraft, regardless of whether they operated beyond the Nation’s borders.

A second letter indicating the aircraft’s airworthiness category followed the N and preceded the identification numbers. These airworthiness indicators were; “C” for standard, “R” for restricted, “X” for experimental, and later an “L” for limited, (for example, NC1234). This was standard until December 31, 1948, when aircraft registered for the first time were required to display identification marks consisting of only the Roman capital letter “N” followed by the registration number. Existing aircraft operated solely within the United States could continue to display an airworthiness symbol until the first time such aircraft were recovered or refinished to an extent necessitating the reapplication of the identification marks. After December 31, 1950, all aircraft of United States registry operated outside of the United States were required to display identification marks consisting of the Roman capital letter “N” followed by the registration number.

Until December 31, 1960, the required location for display of nationality and identification marks for fixed-wing aircraft was the wing surfaces, and the vertical surface of either the tail or fuselage. Effective January 1, 1960, all fixed-wing aircraft were required to display identification marks on the vertical surfaces or either the tail or fuselage. Wing surface markings were no longer required.

Current standards for the display of nationality and registration identification marks on U.S. civil aircraft can be found in the Code of Federal Regulations, Title 14, Part 45, Subpart C.

Our thanks to Ned Preston, former FAA historian, who compiled the majority of this information.

□

# TXAAA Historians Month by GR Dennis Price.

A good chili cook-off, with good folk. Aircraft photos below. A quieter month for fly-ins with generally poor weather, so fewer photos than usual to edit. Did finish editing, cataloging, and captioning some 3500 photos from Oshkosh; so can now get on to other fly-ins. Will not make it up to the Christmas dinner, but intend to be at the January monthly meeting, tentatively set for the Vintage Flying Museum at Meacham Field.



**N3TH, Beech 95-B55, msn TC-1034, ff 1967.**



**N50HA, CubCrafters CCK-2000, msn CCK-2000-0021, built & for sale by Hayden Avn.**



**NC1663V, Cessna 140, msn 13835, ff 1947.**



**N4336A, Piper PA-22, msn 22-3691, ff 1956.**



**N6413E, Cessna 172 converted to tailwheel, msn 46513, ff 1959.**



**N53781, Bellanca 7ECA, msn 1116-75, ff 1975.**



**N78030, Globe GC-1B, msn 2030, ff 1946.**



That was it for the November monthly fly-in, so now a few of the more affordable antiques/vintage present at Oshkosh.



**N1476E, Aeronca 7AC, msn 7AC-5039, ff 1946.**



**N3635E, Aeronca 11AC, msn 11AC-1831, ff 1947.**



**NC15009, Taylor E2, msn 174, ff 1935.**



**N26053, Piper J3F-65, msn 3991, ff 1939.**



**NC15672, Taylor H2, msn 337, ff 1935.**



**N4610H, Piper PA-17, msn 7-0027, ff 1948, owned by a gentleman w/ the real name: Donald Duck.**



**NC16667, Taylor J2, msn 682, ff 1936; w/ single-blade propeller.**



**NC17253, Taylor J2, msn 919, ff 1936.**



# CALENDAR OF EVENTS 2023

## NEXT MEETING

The December Meeting will be on the 16th of this month at Christina's Fine Mexican Restaurant, 6424 Cross Timbers Rd. Flower Mound, TX 75022. **817-430-3669** at 11:00 to 2:00. Come early to visit if you would like. Please bring toys, gift cards or cash this year as donations for the Denton Co. Santa Cops.

## FLYERS: N/A

**DRIVERS:** From I-35W go East on 1171 (cross Timbers Rd.) and turn left on Shiloh Rd. and the restaurant is on the north west side of the road behind the Shell station.

## Upcoming Texas Chapter Events For 2024

**January 20th** - The Vintage flight Museum at Meacham airport

**February 17th** - Ayers Aviation, Gainesville Airport

**March 16th** - Al Hilton's hangar Clark Airfield

**April 20th** - Trey & Brandi Hayden hangar, Fairview Airport

**May 18th** - Jim Austin's hangar, Northwest West Regional Airport

**June 15th** - Bobby Jones hangar, Tailwheel Acres Airport

**July 20th** - Ayers Aviation, Gainesville Airport

**August 17th** - Jim Austin's hangar, Northwest West Regional Airport

**September 21st** - Mathew and Theresa Hood, Propwash Airport

**October 11th -12th** - Ayers Aviation / Annual fly-in, Gainesville Airport

**November 16th** - Trey & Brandi Hayden hangar, Fairview Airport

**December 14th** - Christina's Mexican Restaurant, Flower Mound

## Fly-Ins of Interest 2024:

**March 2:** 66th Annual Cactus Fly-In, Casa Grande, AZ

**August 28-September-2:** National AAA Fly-In, Blakesburg, IA.

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

**October 25 - 26:** Flying M Ranch, Reklaw, TX (7TA7)

**December 19th:** the Golden Coral, 1801 S. Main St. Keller, Tx. 11:00 AM

**\*\*\*\* Note the above places for meetings is tentative and subject to change.**

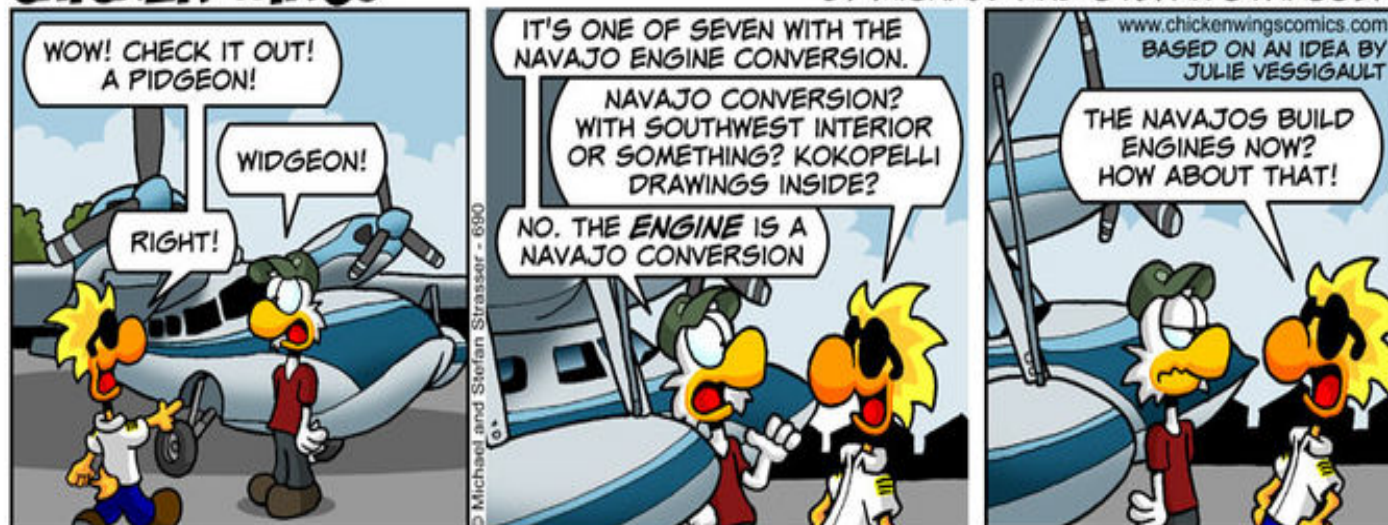
If you are on the list and can't have the meeting as shone, please let me know.

*Thanks, Terry 817-706-3173*



# CHICKEN WINGS

BY MICHAEL AND STEFAN STRASSER



# TXAAA November 18, 2023

## Minutes of the Chapter Meeting:

The Chapter Meeting was held at Trey and Brandi Hayden's hangar, Fairview Airport, TX. Theme: Annual Chili Cookoff

**11:00 AM – 12:00 PM** Chili Judging and Social Time

**12:00 PM** Lunch

**12:50 PM** Meeting called to order by Chapter President Terry Wallace.

## Birthdays and Anniversaries

**December 16th** – Next meeting Christina's Fine Mexican Restaurant, 6424 Cross Timbers Rd. Flower Mound, TX 75022. 817-430-3669 at 11:00 to 1:00.

Instead of unwrapped toys bring cash or gift cards for the Denton County Santa Cops.

**1:15 PM** Request for Board Nominations

**1:20 PM** Terry Wallace – Door Prizes

**1:25 PM** Terry Wallace - Adjourn

**1:30 PM** Clean up.

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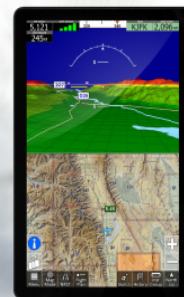
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## TEXAS CHAPTER ANTIQUE AIRPLANE ASSOCIATION Membership Application - New/Renewal Form

(Ownership of an aircraft is not required)

Name: \_\_\_\_\_ Spouse: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ ZIP: \_\_\_\_\_

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

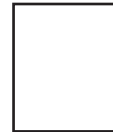
National AAA No. \_\_\_\_\_ Please circle: **New, Renewal, Lifetime**

Please submit the above information with your \$25 payment (\$250 lifetime) to Texas Antique Airplane Association, 5416 Catlow Valley Rd., Ft Worth TX 76137 If paying by check, please make payable to: Texas Chapter of the Antique Airplane Association.

Paid: Check No. \_\_\_\_\_ Cash \_\_\_\_\_

Rev: 6-1-23

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.  
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](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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