

# TEXAS AAA



TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • FEBRUARY 2023

## Presidents Corner...

Hello All,

Our January meeting was hosted by Chuckie at the Vintage flying museum. As always, we enjoyed the friends, food, and aircraft displays. There were about 35 members and guests in attendance.

I announced the new officers for this year. Darrell Irby is our new secretary, and Lorraine Irby will be taking charge of our Shirt and Hat inventory. Gary Sublette is our new Vice President. Thanks to you all for your support.

Please take notice of the change to our Calendar of Events of this issue as some venues have changed. Our February meeting will now be at the CAF American Airpower Heritage Museum. The address and directions are in the calendar of events on page 7 of this issue. Also, notice we need a location for the September meeting.

**Fly Safe,  
Terry**





## TXAAA Historians Month by G R Dennis Price.

A great New Year's kickoff for the TXAAA monthly meetings at the Vintage Flight Museum, Meacham Field. Although the day started gray and chilly, by the end of the meeting things had warmed up and the sun was shining. A good omen for the year. This month's photos are from the January meeting.



Boeing Stearman B75N1, N4544N, msn 75-6425, ff 1942; ex USN 05251.



Grumman G.44A Widgeon, "FP469", msn 1454, ff 1946; ex NC86628, N1629, N1629H, N44CH.



Beech E18S, N7BS, msn BA-18, ff 1954; ex N666AK.



North American NA.174: T-28A, N28GW, msn 174-645; ex USAF 51-7792 (FAA "Serial").



Cessna T-37C, N37VC, FAA "serial" 66-13620; ex Peru Navy 66-13620.



North American NA.88: N101NZ, AT-6D, msn 88-15611, ff 1944; ex USAAF 41-34050, RAF EZ177, RNZAF NZ1079, N111PB.



Vans RV-8 (Armstrong, Luithi Stephan), N495RV, msn 82495, ff 2019.





Brantley B-2B, N2291U, msn 462, ff 1966.



Globe GC-1B (Temco), N3802K, msn 1495, ff 1946.



N41131, Piper J3C-65, N41131, msn 16362, ff 1946.



Stinson L-5E-1, N66535, msn 3918, ff 1949.

Wow! A whole two pages of photos from a monthly meeting. Dennis



N72338, Cessna 120, N72338, msn 9522, ff 1946.



Douglas DC-3, N87745, msn 6315; ex USAAF C-49J 43-1975, N30083, N412P, N41N, N412P, N2989, XC-FAB.



Israeli Aircraft Industry IAI 1124, N711KE, msn 288, ff 1980.



# Member Projects

## NC 33384 Skyranger

A few months back I finished the restoration of Doug Sockwell's Commonwealth Skyranger. I bought the Project that Doug started and took about 2 years of work.

Doug and Mary Sockwell bought the airplane years ago and enjoyed flying it to many flyins.



My first flight was on Monday August 15th of 2022. I managed to get airborne and return to NWR and land. Although not my best landing, I managed to keep the airplane intact. Our member Mike Daniel zero timed the engine and is also half owner of the plane. I hope to put time on her this summer.



I still would like our members to send me photos and articles of their projects for the newsletter.

Terry



# WWI AVIATION

## Bombing and reconnaissance During WWI

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 (luftsperr) 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 luftsperr, 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 KEK formations had long evaporated as the Hal-



berstadt 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.IIIs 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.

*Continued next page...*

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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.

□

## TX AAA Meeting Notes 1-21-2023

11:00 AM Set-up and social

12:00 PM Lunch

12:50 PM Meeting Session Open

- Motion to donate \$200 to the Vintage Flying Museum – Passed

- Introduce Visitors

- Dues late notices sent

Lifetime membership shirts – tailor service available

- Fly-in date change? (Possible conflicts with other events)

- February 18 meeting – CAF Museum at RBD.

- Discussion on possible meetings at Frontiers of Flight, Cavanaugh Flight Museum and CAF Museum at RBD.

- Treasurer Report – Motion to Accept – Motion Accepted

- Recommendation to consider Achievement Award for completed aircraft projects.

- Door Prizes

- 2:50 PM Adjourn

Thanks, Darrell

□

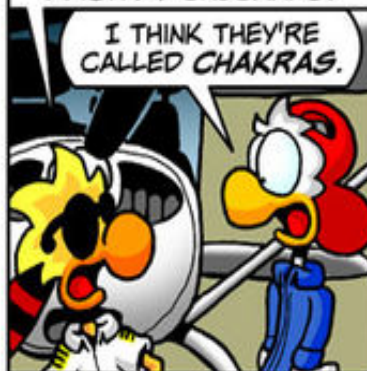
## CHICKEN WINGS

IN ORDER TO BECOME A BETTER PILOT, I HAVE DECIDED TO MEDITATE BEFORE EACH FLIGHT, TO ALIGN MY CHUCKRAS.

I THINK THEY'RE CALLED CHAKRAS.

WOULDN'T IT MAKE MORE SENSE FOR YOU TO ALIGN YOURSELF BETTER WITH THE ILS GLIDESLOPE INSTEAD?

HAHA!  
VERY FUNNY!  
I NEED SILENCE PLEASE!



BY MICHAEL AND STEFAN STRASSER



www.chickenwingscomics.com

## Calendar of Events February 2023

The **February Meeting** will be on the 18th of the month at the CAF American Airpower Heritage Museum. 5657 Mariner DR. Dallas, TX. Meet at 11AM and eat at noon. Pot Luck as always, and a member of the staff will give us a tour of the museum.

**FLYERS:** ATIS 126.35, TOWER 127.25 GND 119.475

**DRIVERS:** I20 east to SH67 and go north to the Dallas Executive Airport (RBD).

### Upcoming Texas Chapter Events For 2023:

**March 18th** - Al Hilton's hangar Clark Airfield

**April 15th** - Charlie Davis's airport, Denton

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

**June 17th** - Bobby Jones hangar, Tailwheel Acres Airport

**July 15th** - Trey & Brandi Hayden hangar, Fairview Airport

**August 19th** - Jim Austin's hangar, Northwest West Regional Airport

**September 16th** - Open

**October 13th -14th** - Ayers Aviation / Annual fly-in, Gainesville Airport

**November 18th** - Trey & Brandi Hayden hangar, Fairview Airport

**December 16th** - Christena's Mexican Restaurant, Flower Mound

### Fly-Ins of Interest 2023:

**March 4:** 65th Annual Cactus Fly-In, Casa Grande, AZ

**August 30-September-3:** National AAA Fly-In, Blakesburg, IA.

**October 13-14:** "Fall Festival of Flight" TXAAA Annual Fly-In, Gainesville, TX.

**October 27 - 28:** Flying M Ranch, Reklaw, TX (7TA7)

*Thanks, Terry (817-706-3173) ☐*



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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](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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