

TEXASAAA

TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • April 2019

Presidents Corner...

Hello everyone, hope all is well now that spring is finally here.

The sun was out for our March meeting at Al Hilton's hangar and we had a few airplanes flying in, thanks again to Al for his hospitality.

We had 40 members in attendance and as usual lots of good eats, thanks to all that supplied the food. I want to thank Terry Doyle and Doug Green for hauling the tables and chairs to all the meetings and to Dennis Price for the airplane photos.

Thanks also to Darrell Irby for his slide show and talk on his flight in Hawaii. It was interesting to learn about all the civilian aircraft that were airborne and shot down during the Japanese raid on pearl harbor.

We now have the rest of this year's meeting sites filled with the addition of July at The Ayers' hangar in Gainesville. Since July 20th is "sometimes" hot, we will start at 10 AM for brunch.

I'm still looking for photos of our members aircraft, projects, etc. for the web site. Along with this newsletter, the web site is updated every month to keep everyone advised on the chapter activities. Please visit the website at www.texasantiqueaircraft.org

Our next meeting on the 13th of April will be at Bo and Cindy Case's hangar on Fairview Airport at noon. Note the date change due to Easter on the 21st.

See ya'll there!

Terry









We can all appreciate a pilot with a sense of humor.



DISHTOWELS & EGGWHITES

by "Ole" Oleson

Next time you see a greenish cloud coming your way,
tie down as close as you can to a chicken house.



We had worked all winter in a building down on 6th Street in St. Joseph, Mo., getting the two LS-S's ready for the upcoming barnstorming season.

It was 1924 and we (all two of us) were the other half of the four man team which comprised the Standard Aircraft Company-maybe you remember that there was such a company if you brush around in the cobwebs of your memory long enough.

Anyway, Tommy and I had a dignified company name and a beautiful Lincoln Standard, powered with a Model A-150 Bispano.

It was winter's end and we were down to hamburger money (and lucky at that) but the ship shone, you could see your reflection in the polished Valspar of her wings. She was deep blue and silver. We rigged at Lake Contrary Field and on May the first I wet my finger and held it up to the wind-and we knew that our season would start with a NW course.

We always flew with the wind in those days-a willy-nilly attitude toward making a living (and wonderful, really) which all the boys in the barnstorming business followed. Wind was cheaper than gas and the difference in tank expense went into our bellies.

It was the first week of May; there are a lot of places to be on a soft spring morning, but I don't think any can compare with sitting behind the 'staccato bellerin' of a good old Bisso, headed for wherever the wind dictates.

We had a fairly late, wet Spring, but now it had turned off fair and warm, and here we were tooling along at about 2500 feet on a warm SE breeze, with the old Missouri River unwinding below us, on our way to Fall City, Nebr., our first date of the season, and we hoped a little cash.

We came in over Fall City at about three thousand and let them know that we were there and open for

business-a couple of slow rolls, a loop or two and a two turn with the old a razzamatazz stacks.



"Ole" Oleson

Clifton P. "Ole" Oleson, an Air Mail Pioneer, has been an active pilot for over fifty years. He soloed at the age of 14 and has been in the air ever since. His Pilot Log includes service in the Aviation Section of the Signal Corps in World War I, five years in the Air Force in World War II, Air Mail pilot, barnstormer, and bush pilot.

I picked my field and squatted, made my peace with the owner, which wasn't

spin Bisso spitting fanfare from her hard to do in those days. Then Tommy and I stacked the tool box and the rest of the junk we used in the field, against the fence, and then started collecting Lincoln Portraits. Five

bucks a ride, and we were busier than a swarm of bees when the Queen blasts off, the rest of the day and all of the next, too. We were busy with rides over the town through most of the third day, which was exceptionally hot-hardly any wind, but what there was drifted in from the north-west.

The upshot of it was that we kept grabbing those beautiful pictures of Old Abe, until it was almost too late. It got more stinko all the time until I realized we were in for a real buster of a line squall. I sure hated to quit, but the southwest looked vicious, so at the last minute and just ahead of the wind shift, I rolled the ship against the fence and we got the ropes on her with a Ford axle at her tail for a tie down. Then the storm hit us.

Wind tore at us and rain poured in torrents from a sickish green-yellow roll cloud-and little pea-sized hail. It bounced in a rollicking snare drum roll from those beautiful varnished wings, while we stood

drenched to the skin and sick with dismay. Yeah, we had our fingers crossed, for all the good it did us, 'cause they changed the sifter up-stairs and the hail

Continued on the next page...

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quickly went thru marble and walnut size, and then they added the hull to the walnut!

Boom-Blonk-Thonk-thru both upper and lower panels and buried in the mud beneath; and the heavenly shot gun also raised lumps on two dejected barnstormers, who just stood there and didn't care any more.

When the sun shone again our ship looked like an old backstop for aerial gunner practice. On a fast count, she had upwards of three hundred holes in her. There wasn't a street light left in Fall City. And we were a hundred miles from our shop in St. Joe.

It looked like a dismantling job, a trucking job, and the loss of many Lincoln Portraits, at the season's start when every day counted. But I had a brainstorm and as it worked out, we flew that ship back, all because I used to make kites as a kid-kites pasted together with egg white. We got busy.

We canvassed the farms and bought darn near every egg in the county and dozen of old dish towels. Whites separated from the yolks, we dumped them into an old fashioned tall cream pail and frayed out the edges of the dish towels.

Now we dunked the towels in the hen-produced "dope" and started slapping them "in toto" over our hail-riddled wings, standing the ship on her nose to get at the top wing surfaces. Many slimy patches later we sat down for a smoke and to let the warm sun finish the job.

In a remarkably short time the "patches" were dry and also tight as a drum. Being an old kite-flyer myself, I had no qualms as to the "airworthiness" (as they say nowadays) of those patches. I was ready to fly. However, Tommy was not impressed with the idea of flying on dish Towels and egg whites. But rather than be left behind to get to St. Joe by some other undignified form of transportation he "allowed he'd take a chance".

We packed up; tool box, gas cans, funnel, tie-down ropes and Ford axle; and with Tommy in the front cockpit, I taxied out to the downside of the pasture. Turned into the wind, asked the help of Ariel and "gunned" the old Risso and we were in the air and headed for St. Joe and the shop.

Did those patches stay on? Sure they did.

An FAA inspector would have had heart failure if he had been there to see our aerial egg crate take off-but then there warn't no FAA inspectors in them days -and what's so funny about flying on dish towels and egg whites? Anyway, ain't most of the airplanes nowadays using a blow torch in their tail for pushin' 'em?



CALENDAR OF EVENTS 2019

Next Meeting: Noon on Apr 13th at Fairview Airport in Bo and Cindy Case 's hangar. The lunch will be pot luck. Members are asked to bring a Main Dish and a Salad or Dessert to share. Got spare junk in your hangar, bring it as a door prize. (Note the date change due to Easter week-end.)

For Flyers: Fairview Airport (7ts0) is about three miles NE of Rhome, and four miles west of Propwash Airport. The 17/35 runway is 2500 feet and a nice green turf.

For Drivers: From I-35W go west on 407 to the red light just over the railroad tracks in Justin. Take a left and go south to the next red light. Take a right and go west about eight miles and turn left on Greben Lane on the west side of the runway.

Upcoming Meetings 2019:

- **May 18th** - Jim Austin's hangar, Northwest West Regional Airport
- **June 22nd** - Bobby Jones hangar, Tailwheel Acres Airport
- **July 20nd** - The Ayers Aviation at Gainesville airport
- **August 17th** - Jim Austin's hangar, Northwest West Regional Airport
- **September 21st** - Ken and Linda Robbins' hangar, Fairview Airport
- **October 11th-12th** - Ayers Aviation / Annual fly-in, Gainesville Airport
- **November 16th** - Laurie Mitchell's hangar, Fairview Airport
- **December 21st** - Golden Coral Keller Texas

Fly-Ins of Interest 2019:

- **April 6th and 7th** - Heart of Texas Airshow, in Waco.
- **May 10th -11th** - Hallettsville Municipal Airfield (34R) Fly-In, Pig Roast.
- **July 22nd- 28th** - EAA Air Venture Oshkosh
- **August 28th - September 1st** - National AAA Fly-In, Blakesburg, IA.
- **October 11th - 12th** - "Fall Festival of Flight" TXAAA Annual Fly-In, Gainesville, TX.
- **October 24th - 27th** - Flying M Ranch, Reklaw, TX



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

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Meeting Minutes March 2019

- At 12:01 P.M. Lynn Hearn led the Blessing before lunch.
- At 12:32 P.M. President Terry Wallace called the Meeting of Members to order.
- President Wallace thanked Al Hilton for the use of his hangar for the meeting and gifted him a large mug of chocolate bars.
- Our speaker for today was Darrell Irby. He spoke about his flying trip in Hawaii and also interesting information about World War II.

Birthdays:

- Both Linda Robbins and Lynn Hearn celebrate birthdays in March.
- There was a discussion about eating times at the upcoming July meeting.

Previous Meeting Minutes:

- February Meeting Minutes were printed in March and accepted.

Old Business:

- None

New Business:

- Treasurer Laurie Mitchell gave the financial report and it was accepted.
- Door Prizes Winners were announced from Attendees' List.

Next Meeting: April 13th at Bo and Cindy Case's hangar, Fairview Airport. Please note that the date was moved up because of Easter.

A motion to adjourn was made and seconded. The meeting was adjourned.

**Respectfully submitted by
Doug Green, Secretary
Texas Chapter AAA**



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TEXAS CHAPTER ANTIQUE AIRPLANE ASSOCIATION Membership Application - Renewal Form

Name: _____ Spouse: _____

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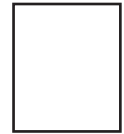
Phone: _____ Email: _____

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, 170 Dillavou Lane, Rhome, TX 76078

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, 170 Dillavou Ln.
Rhome, TX 76078**

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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