

TEXASAAA

TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • DECEMBER 2019

Presidents Corner...Howdy!

The November annual Chili cook off and meeting at Trey and Brandi Hayden's hangar on Fairview airport was attended by 52 members and guests. Thanks again Trey and Brandi. We had four entrants in the competition which was won by Terry Doyle's entry. He was awarded the Burt Mahon plate and a Chili's gift card. Thanks to our other entrants and our three judges Laurie Mitchell, Joel Meanor, and Cindy Case for doing the tuff job of picking the winner. The weather was mild and we had a few aircraft there and as always lots of good eats to go with the Chili.

Our next meeting will be our annual Christmas party at Golden Coral, 1801 S. Main St. Keller on December 14th at 11AM. Please bring an unwrapped toy for our veterans charity. We will be electing new board members so if you want to volunteer please let me know.

See y'all there.
Terry







The Light Plane Booster!

Text by: Father Polk

1715 East 21st Street Tulsa, Oklahoma 74104

A genuine advocate of light aircraft is Father Didacus Polk, Chaplain St. John's Hospital, Tulsa, Oklahoma. Father Didacus is a very active member of the Tulsa Antique Chapter writing the chapter's widely read "Spit & Wire" bulletin. He owns an E -2 Cub and flies every opportunity - -that is when he can find someone to go along as pilot. Here are his comments on owning and flying his favorite light plane - -a "40 Horse Cub. "

When you hear the expression, "40 horse Cub", it can mean lots of things : Mostly, people remember the Piper J-2 with its Cont. A -40 neatly cowed into a slim, little yellow bird that taught many an outstanding pilot how to fly. That particular plane had a cabin and nice round wing tips. It looked like a Piper Cub and flew ever so much better than did its Father - -the Taylor Cub E -2. But the Taylor E -2

was also a 40 horse Cub - -the most loved and famous of the lot to be exact: Today, they are gone, really gone, and except for a handful carefully preserved here and there about the country, the Taylor Cub remains nothing more than subject matter for many a nostalgic story from the pages of Aviation's Golden Ages:

The history of C. Gilbert (I think his first name was Clarence :) Taylor's light -plane revolution is not hard to trace. Back in 1929 he already knew what he wanted for the flying public but it was 1931 before the Taylor Cub was ATCed and ready for the man who could pay about \$1300 for lots of cheap flying time. The big problem proved to be the lack of a reliable power plant. This was solved by the Cont. engine company when they brought out their A -40 series. This engine and Taylor's little airplane seemed meant for each other from the start. Together, they quietly flew their way into airports all over the country. For a few years, Taylor Cubs were laughed at, cursed, abused and, due to the progress they themselves introduced, just as quietly fell apart. Soon, they were gone from the airports whose businesses they helped to build. No one seemed to care, then. Today, it's a different story: Anyone who has a Taylor Cub E -2 can ask and collect almost three times their original value: The reason is obvious. Mr. Taylor designed and built a "fun" airplane for the man who has everything—except the thrill of flying a little Cont. 40 Taylor Cub E -2: Here's the story of our own 40 horse Cub, and even before you start, she's not for sale at any price:

All is not bliss in our relationship, however. Flying the Taylor Cub is fun for us, yes indeed: It's a lot of other things, too, like paying out about fifty bucks for every hour spent in the air : And how about them apples ? Behind all this costly fun bit lies a story - -one every Antiquer might well consider, especially if he's the kind who mothers a plane he can't fly and serves no earthly purpose other than just existing: We've been accused of not being an "Antiquer"- -Ha : What other nut would spend most of his total income to keep such an expensive mistress:

We first met, then fell hopelessly in love with the Taylor E -2 some thirty years ago. In fact, the little Cub introduced itself to us in a rather unique, un-airplane like way: Somebody had one on a trailer that immediately developed a flat right in front of our old' homestead. There we were, dirty,



snot-nosed kids looking down into the insides of a real honest-to-goodness aeroplane: One without wings, true, but a propeller driven flying machine nonetheless. That was our first and last meeting for three decades, a few wars, too many schools and a chance friendship

that eventually reunited our long lost love:

N -15676 was restored by Ken Williams of Portage, Wisconsin. After flying the old bird for quite some time, Ken traded her to Wilbur Smith of Bloomington, Illinois. Bloomington is where we first saw her - -parked in an old barn, looking worn and dusty but sounding as normal as ever. If Wilbur, by now a good friend, ever cared to sell the old bird, we inquired, would he care to consider us? He did. At last the dreams of a depression stricken kid had come true. We owned a rather odd looking square wing-tipped, square-tailed, two-place, open cockpit, hardly powered airplane:

Now began the "fun" which, we might add, isn't over yet: Obviously, we had no legitimate business with this plane or any other, for that matter. Governmental permission to fly anything at all - -even something as harmless as a "Cub"- -had been withdrawn some time ago due to medical reasons . But she was there....in an expensive hangar and in need of some expensive work: Get the picture? These are the circumstances that make having an inexpensive plane highly impractical: But when you want something as badly as we wanted that personable plane, there's a way:

Today she does fly: And that's what we want to say. You simply haven't "Antiqued" until you've flown a Taylor Cub: Everytime she goes out, people look. They don't laugh so much anymore because we're obviously having a ball and they come pleading for a ride - -just around the pattern, if

you please? The Chamber of Commerce calls: "Would we kindly bring the Cub in for a show? Mostly, we won't. She likes to fly over to the lake, land on the shore line and wait patiently until we've enjoyed breakfast. Then, she takes us home where she knows she'll be polished, oiled, fed and treated with the love she didn't get back in the '30s.

She's also particular about who flies her: Several pilots we know she likes real well and will respond to their touch as quickly and gently as a fond pet. Some others haven't been so fortunate: She won't hurt anyone but does delight in embarrassing them to death.

Since she is choosy, we let very few strangers fly her: We've learned some time ago it's for their own good. Here are a few of her unique personality traits. And we speak of only N-15676 because we suspect each remaining E -2 might be different. That's just the nature of the old birds:

She does not like being forced into the air: We have seen it tried and the results are spectacular: Simply lift the tail high, let her run, then level the wings and she will quickly, gently and surely fly. This plane is slow - -about 47 miles per hour worth. Being underpowered and equipped with a long, wide wing, you've got to watch those turns. She will flat spin: For landing, wheel landings are best and right into the wind every time -unless you and this little ship work perfectly together, forget trying the crosswind landing or the three - pointer: Ours has the unhappy trick of letting go on one wing just at touch down:

All Taylor E -2s had one fault - - an engine: You've got to know that Cont. A -40 like an income tax form. It's simple, yes, but so complicated: It always sounds sick even when it's not and runs even when it's sick. It will hit, then miss, sometimes quit outright but seldom let you down. The Manual has a lot of do's and don'ts - -most of which can be disregarded with modern oils being what they are. Some points, however, must not be ignored. Oil pressure and oil temp. are your most important instruments. They've got to be right or not at all: That prop you use, too, makes all the difference in the world. Some Cubs will fly with two people, some not - -depending on what's going around up front. Above all, the engine must be kept CLEAN. Remember, some of its insides are exposed. Moreover, it must not be pushed above 2500 RPM for any length of time and ordinarily cruises at 2250.

If you love this plane, and show it, you will wait a long time before you have a more "fun" experience: She has friends all over this country and is making more every day. And, being a friendly little Cub, she'll introduce you into the most wonderful company ever: Worth \$6000? Well, that all depends on whether or not you're a gentleman who has everything- -except a Taylor E-2 40 Horse Cub: 10



HISTORY

The E -2 was manufactured at Bradford, Pennsylvania by the Taylor Aircraft Company of which Mr. W. T. Piper was a member. According to present records the first planes manufactured by this company were the Chummy or B-2. There were only three built of these, having serial numbers 9 thru 11. A number of gliders were then manufactured.

During 1931 the first E-2, Serial Number 26, was licensed. Production of this model was continued through March 24, 1947, Serial Number 499, making a total of 473 manufactured. The first planes of this model, Serial Numbers 26 through 39, or a total of 13, were powered by a Continental A -40, 37 H . P engine. From Serial Numbers 40 thru 499 they were powered with engines A40 -4, 40 H . P single ignition and A40 -2 and A40-3, 37 H.P single ignition engines.

The first E -2's were of the open cockpit type but later an enclosure for the cabin was made optional.

Dual controls for training students were installed on all planes of this model and the tandem seating was ideal for training purposes.

The standard plane sold for \$1425. 00 delivered at Bradford, Pennsylvania.

SPECIFICATIONS

The E -2 statistics were listed in 1934 sales literature but from my experience I'd say cruising speed never was much over 60 and the top speed about 2 MPH more than that! When I'm in the plane solo, the gross weight is only about 680 pounds, and I'm sure the landing speed is about 20. The take -off run is listed about right - -but in any wind there really is no run at all.

Lately my time has been occupied with the re -building of my Standard J-1 biplane so the E -2 has been gathering dust. But come Spring I know be cranking up the old A -40 and bouncing my E -2 out of the pea patch again.

E -2 (1931) Super Cub	150 (1957)	
Landing Speed	28 MPH	43 MPH
Take -Off Run	120	200
Landing Roll	95	350
Wing Span	35' 2 1/2"	35' 4"
Length	22' 3"	22' 6"
Height	6' 8"	6' 8"
Wing Area	178	178.5
Fuel Capacity	8	36 gallon
Engine	Cont. A-40	Lye . 0 -320
HP & RPM	37 @ 2550	150 @ 2700
Chet Peek		
3008 Middlesex Drive		
Oklahoma City, Oklahoma 73120		

□

More Fly-In Photos...



CALENDAR OF EVENTS 2019

Next Meeting: December 14th.....

Christmas party, Golden Corral, 1801 S. Main St. Keller.
Please bring an unwrapped toy for charity.

Take note of the new date.

For Drivers: Drive south from Roanoke on US 377
PAST Golden Triangle/Keller Parkway. Golden Corral is
approximately 1.5 miles on the left side of street.

Upcoming Meetings 2020 :
To Be Announced

November 2019 Meeting Minutes

- At 12:56 P.M. President Terry Wallace called the Meeting of the AAA to order and thanked The Hayden's for the use of their hangar.
- President Wallace introduced a young boy interested in photography who liked taking pictures of aircraft.
- Laurie Mitchell gave the financial report.
- Joel Meanor discussed the success of the October Fly-In in Gainesville.
- One birthday was noted.
- Door prizes were given from Attendees' List.
- Next Meeting: December 14th at Golden Corral in Keller, Texas.
- A motion to adjourn was made and seconded. The meeting was ended at 1:25 P.M.

Respectfully submitted by
Doug Green, Secretary
Texas Chapter AAA



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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, 4406 Timbercrest Lane, Waco, TX 76705

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, 4406 Timbercrest Lane, Waco, TX 76705

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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