

TEXASAAA

TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • June 2019

Presidents Corner...

Well, as I promised in the last issue we did not cancel the May meeting due to rain like we did the April meeting however it rained anyway. Those of you that attended know that and I hope your ears have stopped ringing. Mine are fine as I was stuck in Toronto and did not make the meeting. To all the members that did show up I salute your loyalty and tenaciousness. I'm glad everyone had a good time and got home safe.

Our next meeting on the **22nd of June** will be at noon for pot luck lunch in Bobby Jones hangar, at Tailwheel Acres Airport just east of Valley View Texas. I hope we can have good weather and lots of members fly in.

Come on folks I'm still looking for photos of our members aircraft, projects, etc. for the web site and newsletter. Along with the newsletter, the web site is updated every month to keep everyone advised on the chapter activities. Please visit the website at www.texasantiqueaircraft.org Its your newsletter folks and I need your help to make it interesting.

See ya'll there!
Terry



THE DAY BIPLANE

Used Successfully on a Tour of the World By Charles Healy Day

WHEN originally designed, the airplane which Mrs. Day and I used on our recent tour of the world was intended only for experimental purposes. The design was the outcome of an effort to produce an airplane which could be safely used for air touring by the ordinary individual of limited experience. Before the airplane was completed, however, we decided that, in as much as we considered the ship well suited to the purpose, we might use it to take an aerial vacation. The suggestion that we make a trip around the United States did not appeal to Mrs. Day as very exciting, but her proposal that we make a world tour fell upon receptive ears. The writer has long contended that the sale of airplanes to private owners has been largely limited to individuals who purchase the airplane as a sporting venture and that many persons who could well afford to purchase an airplane and use it to advantage are held back by the feeling that the airplane is not a safe vehicle to use for touring purposes. Before the design of our plane was started, an



Consideration was given to com-fort and how cross country flying might be made less boring, but no effort was spent in dealing with the ability of the airplane to accomplish aerobatics. The result was a relatively large

surfaced, two-place biplane with side-by-side seating ; abnormally large stagger ; landing gear with a maximum tread of eight feet—Aerol shock absorbers with a travel of nearly ten inches, located far forward of the center of gravity ; large control surfaces, with



Mr. and Mrs. Day before their start, and a side view of the Day plane at the completion of the world flight.



analysis was made of what were considered to be the requirements for a safe airplane. Assuming that the majority of accidents were due to errors in judgment and lack of experience, considerable experimental flying was done to determine what mistakes were most likely to be made and how they might be pre-vented.

horizontal tail surfaces raised twenty-eight inches above the center of thrust and having a span of eleven feet ; inset ailerons on the lower wing only, having a span of eleven feet nine inches ; and seats so located as to give direct downward as well as forward vision, without the upper wing blocking the vision on banked turns. The power plant selected was a Martin model D-333, an inverted type four cylinder, air-cooled, equipped with Cham-pion spark plugs. This engine delivers 120 horsepower at 2100 r.p.m. and drives an eight foot propeller. The airplane was equipped with Go-drich low pressure tires, mounted on Aircraft Products wheels, with brakes operated by hand levers between the seats. A horizontal stabilizer control wheel was provided on the left side of the cockpit. The

instrument board mounted Elgin instruments consisting of a compass, altimeter, air speed indicator, ball bank indicator, tachometer, oil pressure gauge, oil temperature gauge and clock. A gravity fuel tank with a capacity of twenty-four gallons was mounted under the front cowling and provided with a glass gauge on the instrument board. For accurate reading of the gauge, a longitudinal inclinometer was provided and the gauge marked for level flight. After it was decided to use the plane for a world tour, a twenty-four gallon reserve tank was installed under the baggage compartment back of the seat and a wobble pump provided to replenish the gravity tank. Also, the original baggage compartment in the fuselage fairing, back of the seat, which was twelve inches by twenty inches by thirty-six inches, was augmented by a small auxiliary baggage compartment back of the fire wall. The three-gallon oil tank attached to the motor mount in front of the fire wall was replaced with a five gallon tank. Test flights showed that no changes were necessary in the general design and that the performance was well up to expectations. The airplane would not involuntarily spin or stall and had unusual landing characteristics. Ailerons and rudder were effective in stalled flight and safe turns could be made with the control stick all the way back. Stalling of the horizontal tail surfaces was prevented by the large moment created by the down-wash on the lower wing and this problem ceased to be an item of consideration. It could be flown continuously with right and left banked turns and a compass course easily followed with the feet off the rudder pedals. This ability to fly without rudder may appear to be a minor item, but on consideration of the fact that the great majority of accidents when flying blind are due to wrong use of the rudder, it takes on great importance. On our recent tour we always abandoned the rudder when inadvertently running into blind weather and although without appreciable previous experience, found it relatively easy to keep our course for long periods of time by using only the original instruments.

After thorough testing, the wings were removed and the airplane shipped to Heston Airport, near London; there, a British periodic compass was installed under the windshield at the extreme right of the cockpit. Eighteen pounds of spare parts for the engine were stowed away in the front baggage compartment; these consisted of an extra connecting rod, complete valves, a piston with rings, extra piston rings, spark plugs, etc.

From London the airplane was flown to Shanghai, by way of Central Europe, the Balkan states, Asia Minor and south-eastern Asia, then shipped to San Francisco and flown over the southern route to New York. The tour included a visit to seventy-four cities and towns and twenty countries, over a period of about seven months. Landings were made on fields in every conceivable condition and included a potato field in Germany, and in Asia, landings in mud so deep that the plane could not be towed out but had to be lifted and carried out by natives. We flew through intense heat over the Syrian Desert and in the midst of the monsoons of south-eastern Asia, where hours of driving rain and squalls were encountered. Take-offs were made when the wide-open engine would not budge the ship and the help of natives was required to start it rolling. The only damage to the airplane throughout the trip was a bent tailskid mount caused by groundlooping across a five-foot ditch over a rice paddy bund and into a rice field, in Foo-Chow, China.

Altogether about 24,000 miles were covered, of which 16,000 miles were by air. The fuel consumption for the entire trip averaged slightly less than six gallons per hour.

Specifications

Wing span.....	34 feet
Wing chord.....	54 inches
Stagger.....	54 inches
Length over all...24 feet 9 inches	
Dihedral, both wings...3 degrees	
Airfoil.....	Goettingen 593
Wing area.....	275 square feet
Stabilizer area...18.3 square feet	
Elevator area.....15.1 square feet	
Fin area	4 square feet
Rudder area.....	10 square feet
Weight empty.....	1300 pounds
Weight loaded.....	2000 pounds
Maximum speed.....	105 mph
Cruising speed.....	85 mph

(Reprinted from February, 1932 Aero Digest.)

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"Sun-&-Fun" photos courtesy of Dennis Price...





D day June 6, 1944

The DC3 helped win the war

It groaned, it protested, it rattled, it ran hot, it ran cold, it ran rough, it staggered along on hot days and scared you half to death. Its wings flexed and twisted in a horrifying manner, it sank back to earth with a great sigh of relief. But it flew and it flew and it flew. It carried more passengers than any plane in history.

Because of its heroic feats in military service, the legendary plane is most distinguished. It played a major role in the invasion of Sicily, the D-Day landings, the Berlin Airlift, and the Korean & Vietnam wars, performing astonishing feats along the way. When General Eisenhower was asked what he believed were the foundation stones for America's success in World War II, he named the bulldozer, the jeep, the half-ton truck, and the Dakota. When the Burma Road was captured by the Japanese, and the only way to send supplies into China was over the mountains at 19,000 ft, the Chinese leader Chiang Kai-shek said: "Give me 50 DC-3s, and the Japanese can have the Burma Road."

The DC-3 served in World War II, Korea and Vietnam, and highly respected by pilots

For more than 70 years, the aircraft known through a variety of nicknames - the Doug, the Dizzy, Old Methuselah, the Gooney Bird, the Grand Old Lady, but which to most of us is simply the Dakota, has been a workhorse in the skies. With its distinctive nose-up profile when on the ground and extraordinary capabilities in the air, it transformed passenger travel, and served in just about every military conflict from World War II onwards.

It has been a luxury airliner, transport plane, bomber, fighter and flying hospital, and introduced millions of people to the concept of air travel. It has flown more miles, broken more records, carried more passengers and cargo, accumulated more flying time and performed more 'impossible' feats than any other plane in history, even in these days of super-jumbos that can circle the world non-stop.

Indeed, at one point, 90 percent of the world's air traffic was operated by DC-3s. More than 10,500 DC-3s have been built since the prototype was rolled out to astonished onlookers at Douglas's Santa Monica factory in 1935. With its eagle beak, large square windows and sleek metal fuselage, it was luxurious beyond belief, in contrast to the wood-and-canvas bone shakers of the day, where passengers had to huddle under blankets against the cold.

Even in the 1930s, the early Dakotas had many of the comforts we take for granted today, like on-board loos and a galley that could prepare hot food. Early menus included wild-rice pancakes with blueberry syrup, served on bone china with silver service.

For the first time, passengers were able to stand-up and walk-around while the plane was airborne. But the design had one vital feature, ordered by pioneering aviator Charles Lindbergh, who was a director of TWA, which

placed the first order for the plane. The DC-3 should always, Lindbergh directed, be able to fly on one-engine.

Pilots have always loved it, not just because of its rugged reliability but because, with no computers on board, it is the epitome of 'flying by the seat-of-the-pants'. One aviator memorably described the Dakota as a 'collection of parts flying in loose formation', and most reckon they can land it pretty well on a postage stamp. It has been said: 'The Dakota could lift virtually any load strapped to its back and carry it anywhere and in any weather safely.'

It is the very human scale of the plane that has so endeared it to successive generations. With no pressurization in the cabin, it flies low and slow. And unlike modern jets, it's still possible to see the world go by from the cabin of a Dakota. The name is an acronym for Douglas Aircraft Company Transport Aircraft.

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CALENDAR OF EVENTS 2019

Next Meeting: June 22nd, Bobby Jones hangar, Tailwheel Acres Airport

For Fliers: 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.

For 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 2019:

July 20th - 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:

July 22nd thru 28th - EAA Air Venture Oshkosh

August 28th thru September 1 -

National AAA Fly-In, Blakesburg, IA.

October 11th & 12th - Annual fly-in, Gainesville Airport

October 24th thru 27th - Flying M Ranch, Reklaw, TX

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Classifieds

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

1940 STINSON MODEL 10 • \$29,000 •

AVAILABLE FOR SALE OR TRADE - Fully restored in 1998. ATT 1698, Lycoming O-235 (222 hours SMOH from Factory). Cleveland Toe Brakes (both sides), Garmin GNC 300, Transponder, 40 Gal Fuel, Original Metal Wheel pants included. **MAKE OFFER!!** • Contact Daniel Anderson, Owner - located Venus, TX USA • Telephone: 432.294.0772 Ltnds@hotmail.com 11/16

For Sale - N3595H - ERCOUCPE 415D - S/N 4220

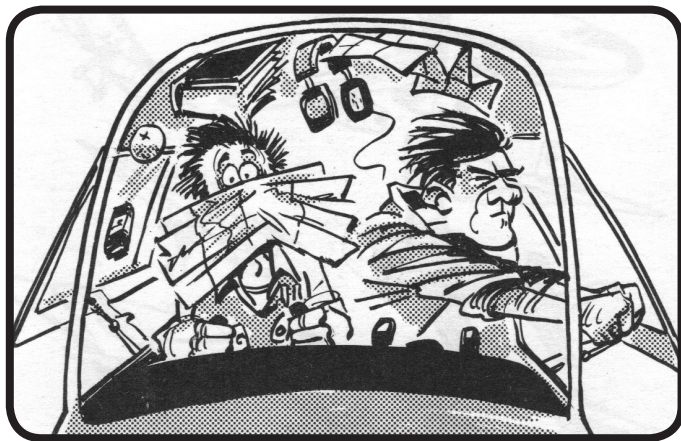
Cont C-85-12F, TT 3920.2, TSMOH 403.5

Last annual 3-5-19, Aircraft restored in 2014

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contact Jim Austin for more info at 817-999-7227



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TEXAS CHAPTER ANTIQUE AIRPLANE ASSOCIATION Membership Application - Renewal Form

Name: _____ Spouse: _____

Address: _____

City: _____ State: _____ ZIP: _____

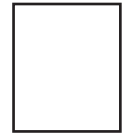
Phone: _____ Email: _____

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, 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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