

TEXASAAA

TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • May 2019

Presidents Corner...

Hello everyone, I am looking for volunteers to help build an ark. Most of you know the April Meeting at Fairview airport was cancelled due to rain. So this issue I have picked out aircraft pictures from past Fall flyin's.

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. Check the Calendar of events in this issue for updates.

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 Its your newsletter folks and I need your help to make it interesting.

Our next meeting on the 18th of May will be at Jim and Betty Austin's hangar on (Northwest regional, Arrow Valley, 52F or whatever they are calling the airport these days) at noon for pot luck lunch. Our Guest speaker will be Jim Hanson who will speak on vintage aircraft welding and repairs. Jim is an excellent aircraft welder who has many years of experience and built many Stearman airframes.

We will not cancel due to rain this month and hope members can fly in

See ya'll there!

Terry







Ann Pelegreno Receives the Wright Brothers Master Pilot Award

Congratulations Ann on receiving the Wright Brothers Master Pilot Award presented by Mr. Joe Murphy, FAAST team Program Manager. The Wright Brothers Master Pilot Award is the most prestigious award the FAA issues to pilots who have exhibited professionalism, skill, and aviation expertise for at least 50 years!



Left to right is Terry Wallace, Joel Meanor, Joe Murphy, Bo Case, Ann Pelegreno, Kathy Meanor, Cathy Hulme, Cindy Case, Mary Sockwell, and Doug Sockwell.
Thanks to Mrs. Cindy Case from Hello Sweetie Cakery 'n More for providing the delicious cookies enjoyed by all at lunch.



Tom Schad marks 50 years since first solo

Today, March 7th, marks fifty years ago that I first slipped the bonds of earth and made my initial solo flight in a Cessna 150. This aeronautical feat was accomplished at Forbes AFB, Topeka, Kansas via the base aero club. Seems like yesterday, strong left crosswind with lots of runway and clear skies and cold temperature. I did touch an goes for thirty or forty minutes and was late for my afternoon college classes, but who cares, I was flying!

Tom Shad

How Aviation Started in the USA

This is a lengthy read, but well worth your time to learn how aviation started in this country and how inter-related all of the main characters were.

How many of you know that in 1910, mighty Martin Marietta got its start in an abandoned California church? That's where Glenn L. Martin, with his amazing mother Minta Martin & their mechanic Roy Beal, constructed a fragile biplane that Glenn taught himself to fly.

It has often been told how Douglas Aircraft started operations in 1920 in a barbershop's back room on L.A.'s Pico Boulevard. Interestingly, the barbershop is still operating.

The Lockheed Company built the first of their famous Vegas' in 1927 inside a building currently used by Victory Cleaners at 1040 Sycamore in Hollywood.

In 1922, Claude Ryan, a 24 year old military reserve pilot, was getting his hair cut in San Diego, when the barber mentioned that the 'town's aviator was in jail for smuggling Chinese illegal's up from Mexico. Claude found out that if he replaced the pilot 'sitting in the pokey,' he would be able to lease the town's airfield for

\$50 a month -- BUT he also had to agree to fly North & East -- not South!

Northrop's original location was an obscure Southern California hotel. It was available because the police had raided the hotel, and found that its steady residents were money-minded gals entertaining transitory male hotel guests.

Glenn Martin built his first airplane in a vacant church, before he moved to a vacant apricot cannery in Santa Ana. He was a showman who traveled the county fair, and air meet circuit as an exhibitionist aviator. From his exhibition proceeds, Glenn was able to pay his factory workers, purchase the necessary wood, linen, and wire. His mother, Minta and, two men ran the factory while Glenn risked his neck gadding about the country. One of his workers was 22-year old Donald Douglas [who WAS the entire engineering department]. A Santa Monica youngster named Larry Bell [later founded Bell Aircraft which today is Bell Helicopter Textron] ran the shop.

Another part of Glenn Martin's business was a flying school with several planes based at Griffith Park, and a seaplane operation on the edge of Watts where his instructors taught a rich young man named Bill Boeing to fly.

Later, Boeing bought one of Glenn Martin's seaplanes, and had it shipped back to his home in Seattle. At this same time, Bill Boeing hired away Glenn's personal mechanic. After Boeing's seaplane crashed in Puget Sound, he placed an order to Martin for replacement parts.

Still chafing from having his best mechanic 'swiped,' [a trick he later often used himself] Martin decided to take his sweet time, and allowed Bill Boeing to 'stew' for a while. Bill Boeing wasn't known to be a patient man, so he began fabricating his own aircraft parts, an activity that morphed into constructing entire airplanes, and eventually the Boeing Company we know today.

A former small shipyard nicknamed 'Red Barn' became Boeing Aircraft's first home. Soon, a couple of airplanes were being built inside, each of them having a remarkable resemblance to Glenn Martin's airplanes...that interestingly, had its own remarkable resemblance to the Glenn Curtiss' planes.

A few years later, when the Great depression intervened, and Boeing couldn't sell enough airplanes to pay his bills, he diversified into custom built speed boats, and furniture for wealthy friends.

After WW-I, a bunch of sharpies from Wall Street gained control of the Wright Brothers Co. in Dayton plus the Martin Company in L.A...a merger that became the Wright-Martin Company.

Wright-Martin began building an obsolete biplane design with a foreign Hispano-Suiza engine. Angered because he had been out maneuvered with a bad idea, Martin walked out taking Larry Bell, and other key employees with him.

From the deep wallet of a wealthy baseball mogul, Martin was able to establish a new factory. Then his good luck continued when the future aviation legend, Donald Douglas, was persuaded by Glenn to join his team. The Martin MB-1 quickly emerged from the team's efforts, and became the Martin Bomber.

Although too late to enter WW-I, the Martin Bomber showed its superiority when Billy Mitchell used it to sink several captured German battleships, and cruisers to prove it's worth. He was later court marshaled for his effort.

In Cleveland, a young fellow called 'Dutch' Kindelberger joined Martin as an engineer. Later, as the leader of North American Aviation, Dutch became justifiably well-known.

Flashing back to 1920, Donald Douglas had saved \$60,000, returned to L.A., rented a barbershop's rear room, and loft space in a carpenter's shop nearby. There he constructed a classic passenger airplane called the Douglas Cloudster.

A couple of years later, Claude Ryan bought the Cloudster, and used it to make daily flights between San Diego, and Los Angeles. This gave Ryan the distinction of being the first owner/operator of Douglas transports. Claude Ryan later custom built Charles Lindbergh's ride-to-fame in the 'flying fuel tank' christened: The Spirit of St. Louis.

In 1922, Donald Douglas won a contract from the Navy to build several torpedo carrying aircraft. While driving through Santa Monica's wilderness, Douglas noticed an abandoned, barn-like movie studio. He stopped his roadster, and prowled around. The abandoned studio became Douglas Aircraft's first factory.

With the \$120,000 contract in his hand, Donald Douglas could afford to hire one or two more engineers. My brother, Gordon Scott, had been schooled in the little known science of aviation at England's Fairey Aviation, so he hired Gordon.

My first association with the early aviation pioneers occurred when I paid my brother a visit at his new work place. Gordon was outside on a ladder washing windows. He was the youngest engineer. Windows were dirty, and Douglas Aircraft Company had no money to pay janitors.

Gordon introduced me to a towhead guy called Jack Northrop, and another chap named Jerry Vultee. Jack

Continued on page 6...

Northrop had moved over from Lockheed Aircraft. All of them worked together on the Douglas Aircraft's 'World Cruiser' designs.

While working in his home after work, and on weekends, Jack designed a wonderfully advanced streamlined airplane. When Allan Loughead [Lockheed] found a wealthy investor willing to finance Northrop's new airplane, he linked up with Allan. and together they leased a Hollywood workshop where they constructed the Lockheed Vega. It turned out to be sensational with its clean lines, and high performance. Soon Amelia Earhart, and others flew the Vega to break many of aviation's world records.

I had the distinct pleasure of spending time with Ed Heinemann who later designed the AD, A3D and A4D. He told me how my dad would fly out to Palmdale with an experimental aircraft they were both working on. They would take it for a few hops, and come up with some fixes. After having airframe changes fabricated in a nearby machine shop, they would hop it again to see if they had gotten the desired results. If it worked out, Mr. Heinemann would incorporate the changes on the aircraft's assembly line. No money swapped hands!

In May 1927, Lindbergh flew to Paris, and triggered a bedlam where everyone was trying to fly everywhere. Before the first Lockheed Vega was built, William Randolph Hearst had already paid for it, and had it entered in an air race from California to Honolulu.

In June 1927, my brother, Gordon, left Douglas Aircraft to become Jack Northrop's assistant at Lockheed. While there, he managed to get himself hired as the navigator on Hearst's Vega. The race was a disaster, and ten lives were lost. The Vega, and my brother vanished. A black cloud hung heavily over the little shop. However, Hubert Wilkins, later to become Sir Hubert Wilkins, took Vega #2, and made a successful polar flight from Alaska to Norway. A string of successful flights after that placed Lockheed in aviation's forefront.

I went to work for Lockheed as its 26th employee, shortly after the disaster, and I worked on the Vega. It was made almost entirely of wood, and I quickly became a half-assed carpenter.

At this time, General Motors had acquired North American consisting of Fokker Aircraft, Pitcairn Aviation [later Eastern Airlines] and Sperry Gyroscope, and hired Dutch Kindelberger away from Douglas to run it. Dutch moved the entire operation to L.A. where Dutch and his engineers came up with the P-51 Mustang.

Interestingly, just a handful of young men played roles affecting the lives of all Americans...as it initiated the Southern California metamorphosis, from a semi-desert with orange groves and celluloid, into a dynamic complex supporting millions.

Although this technological explosion had startling humble beginnings, taking root as acorns in -- a barber shop's back room -- a vacant church -- an abandoned cannery -- it became a forest of mighty oaks.

Source:

Denham S. Scott, North American Aviation Retirees' Bulletin.

Sent in by: Jim Gordon □

CALENDAR OF EVENTS 2019

The May meeting will be May 18, 2019 at Northwest Regional Airport (52F).

Jim And Betty Austin will host a noon pot luck lunch. Our Guest speaker will be Jim Hanson who will speak on vintage aircraft welding and repairs. Jim Austin's hangar is on the north west side of the runway. Follow the signs to aircraft parking.

For Flyers: Northwest Regional (52F) is about 3 miles Northwest of Roanoke, Texas. 33-02-59.44 N /097-13-56.05 W. Runway 17/35 is 3500 X 40 ft Asphalt in new condition. Use 122.9 for advisories.

For Drivers: From IH 35W take Hwy 1171 exit and go East on 1171 to Cleveland- Gibbs Road. Turn South (right) on Cleveland- Gibbs Rd. The Austin's hangar is at 100 Stinson Way. As you come into the Airport on Cleveland-Gibbs Rd. take a right at the stop sign and go north to the dead end. Turn left and their hangar is the sixth one. Terry's cell phone # is 817-706-3173

Upcoming Meetings 2019:

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

June 22 - Bobby Jones hangar, Tailwheel Acres Airport

July 20 - The Ayers Aviation at Gainesville Airport

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

September 21 - Ken and Linda Robbins' hangar, Fairview Airport

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

November 16 - Laurie Mitchell's hangar, Fairview Airport

December 21 - Golden Coral Keller Texas

Fly-Ins of Interest 2019:

May 04 - Crawfish Boil and BBQ, Ayers hangar, Gainesville, TX.

May 10-11 - Hallettsville Municipal Airfield (34R) Fly-In, Pig Roast.

July 22- 28 - EAA Air Venture Oshkosh

August 28 - September 1 - National AAA Fly-In, Blakesburg, IA.

October 24 - 27 - 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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PARASITE DRAG -- A guy in funny clothes who bums a ride and doesn't offer to help with the fuel bill.



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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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