

TEXAS AAA



TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • MAY 2009

ANOTHER NO FLY-IN DAY

April 18th 2009 the weather once again eliminated any chance of having a fly-in meeting of the Texas Chapter. Most of us do not fly when the ceiling is overcast at 250 feet. So said, we held our monthly meeting at Ken and Linda Robbins Hangar at Fairview Airport. Despite the clouds and lack of flying, we managed to have 35 souls show up. Our members provided a vast array of edibles, many of which I'm sure did not meet the standard of lo-cal. Announcement of the arrangements for Bert Mahon's Family Visitation and Memorial Service was made and many members indicated they would attend. Mention was made of the Ranger Fly-In on May 23rd 2009 as it is the site of our next meeting. Jared Calvert of Ranger is sponsoring the meeting and there will be an Air Show and a Brisket Lunch provided to our members and those who fly in. Let's drag those old rusty hulls out of the hangar and see if they can make it to Ranger.

David Chaney attended the meeting and joined our Chapter. Welcome aboard! Bob Schmidt also attended as an invited guest and we hope he will soon become a member.

Ken and Linda once again showed us what good hosts and hostesses we have in our chapter. Thanks very much, we enjoyed our time with them. Looking forward to a good turnout at Ranger.

Dick Ramsey



Photos continued on page 2



TXAAA WEBSITE

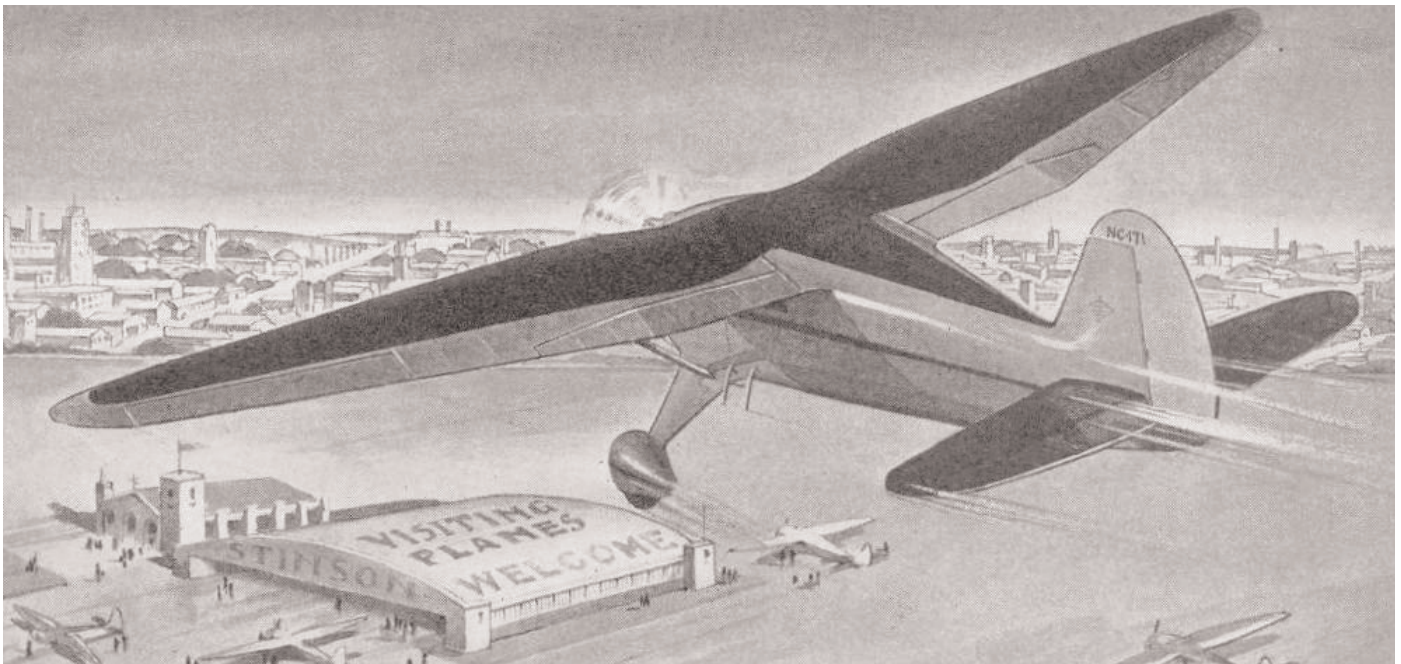
We are changing with the times. About two years ago **Dan Linn** needed a break from doing both the newsletter and website. **Joe Bauer** from Fairview Airport was willing to take on the task of hosting and running the website for us, which he did at no cost to us. **Joe** helped us out when we need it and despite our needs for the site, kept up with us until recently when his other work load would no longer allow him to continue to donate as much time. He also donated the txaa.org domain name to us. We owe **Joe** a big **THANK YOU**. We have now moved our site to a server which also hosts the Antique Airfield at Blakesburg. This site is hosted by **Russell Williams**, a National AAA Member, who stepped in when we needed help and coordinated the transfer. He is now working with us to make some changes and will facilitate our ability to make our own updates when we need them. We also acquired ownership of our own domain names txaa.org and texasantiqueairplane.org. Either of these names may be used and the website is active and currently up-to-date. When you see any of these three men at a fly-in, or a meeting, be sure to express our thanks for their donations of time and service to our Chapter.

Dick Ramsey

JUNE FLY-IN

Just a reminder that the June fly in will be held this year on June 12th and 13th. We need volunteers for aircraft parking, registration, setup, etc. Please contact Jim Dougherty the fly-in chairman to volunteer. Jim's contact numbers are on the back of this newsletter. The Quality Inn Gainesville is offering a special rate of \$69.99 a night plus tax. Make your reservation by phone at 940-665-8800 and mention the Antique Airplane Association. Fly in.

AIR SALVAGE SUMMER SALE
JUNE 20th, 2009, 8:00AM-4:00PM
1361 Ferris Rd., Lancaster, Texas



THE TEXAS CHAPTER OF THE ANTIQUE AIRPLANE ASSOCIATION 47TH ANNUAL FLY-IN - JUNE 12 & 13, 2009 GAINESVILLE MUNICIPAL AIRPORT



Airport Info - GLE - N33.39.8 W 097.11.82 Unicom 123.0
 Located on Hwy 82 two miles west of I-35
 Runways: 17/35, 12/30
 Grass Runway: 17R/35L at midfield
 Monitor 118.375 for wind and runway info



Registration - There will be a registration desk inside the Tomlinson hangar. Aircraft must be registered for judging. A \$5.00/person or \$10.00/family registration contribution is requested to help defray the cost of the fly-in. No additional daily entrance fees! Meal tickets can be purchased at the registration desk.

Parking for drive-ins - There is RV parking available on the grass around the terminal building complete with a dump station. The City of Gainesville also has an RV parking facility at the exit of I-35 and California street.

Camping - camping is welcome but there are no shower facilities available.

Hotels

Quality Inn - 940-665-8800
 Lindsay Inn - 940-668-0929
 Rose House B&B - 940-665-1010
 Days Inn - 940-665-5555

Aircraft Judging

Antique/Classic/Experimental/Military
 Vendors - Fly Market - Fly-bys -
 Buddy Rides - Hangar Flying

Friday

Registration Opens 12 noon.
 Happy Hour 5:30 P.M. Free Beer & Soft Drinks
 Hamburger Cookout 6:30 P.M.

Saturday

Breakfast by local Kiwanis 7:00 A.M. - 11:00 A.M.
 Lunch at Noon
 Happy Hour 4:00 P.M. Free Beer & Soft Drinks
 Banquet 5:00 P.M. Awards Ceremony & Door Prizes

A special thank you to some of our sponsors and supporters - AOPA - Aircraft Spruce & Specialty - King Schools - Sporty's - Trade A Plane - Oregon Aero - Univair

AIR SHOW

SAT. MAY 23, 2009

RANGER AIRPORT

MEMORIAL DAY WEEKEND AIR SHOW & FLY-IN



Arrivals begin at 9:00 A.M.

Air Show ~ 1:00 P.M.
Including performances from:

David Martin

- **1936 Bücker Jungmeister**
- **BREITLING CAP 232**

Mike Gallaway

- **Pitts S-1T**

Texas Twisters

- **Beechcraft T-34 Mentors**

For information contact: Jared Calvert 254 433 1267 jaredwd@yahoo.com

Visit: www.myspace.com/rangerairfield

TAKE A TRIP INTO THE PAST

RANGER ANTIQUE AIRFIELD

ESTABLISHED 1928

1402 Oddie St. Ranger, Texas 76470

PA12 FOR SALE

"Throughout the restoration of this aircraft no cost or effort was spared. The goal was to make this aircraft maintain the basic original appearance of a 1947 PA-12 while adding all of the upgrades possible. Extra effort was made to keep all of these upgrades from looking like they were after thoughts, but rather as if they had been designed and fitted by the factory. Additionally endless hours were spent on paperwork with the FAA to approve all of the modifications. The end result is a beautiful aircraft due to the owner's willingness to spend the time and money required to get the job done right."

~ **Eric Hietala builder**

Restoration Process 1947 PIPER PA-12 N3HX

Aircraft fully restored in 2005

Engine time SMOH: 58 hours

Airframe total time: 2242 hours

Aircraft empty weight: 1199

Aircraft empty weight on floats: 1396

Aircraft gross weight: 1935

"This is as fine an airplane as craftsmanship and materials could be had... a wonderful PA-12 to fly!"

For more information please contact:

Eric Hietala ph: (218)749-2588

email:

wildblueyonderllc@gmail.com

View online:

<http://guuroo.com/piper/>



**Are you looking for airport properties?
Contact Texas Chapter Member**

Maybeth Nunn, Broker

The Real Team/Argyle

214-356-0383

maybethnunn@realteam.com

DEAR AAA MEMBERS,

My father recently passed away and I'm currently helping my mother with the sale of his airplanes, several of which are rare antiques. He was actively involved in general aviation his whole life, and some of you may have known him as the / proprietor of Riverside Airport in Wichita, Kansas. Digital pictures of the planes can be viewed at: <http://www.flickr.com/photos/airplanesforsale>

1934 Monocoupe D-145,

1941 Culver Cadet

1966 Twin Comanche,

Luscombe Parts

Please feel free to contact me if interested in any of the above. I'd be happy to show any of the above to anyone who is interested. Please contact me back with questions, etc. Email to:

tgsanders3@att.net

Best Regards,

Tom Sanders



JOHN BERENDT

Cannon Falls, Minnesota

Longtime VAA Director John Berendt passed away early in the morning of April 15, 2009, at the age of 74. A lifetime EAA member (EAA 36591, VAA 984), John started flying in the late 1950s and had his interest in aviation renewed in 1967 when he joined EAA Chapter 300 in Faribault, Minnesota.

John enthusiastically owned an Aeronca 11AC Chief, a Fairchild PT-19, and a Fairchild F-24. He's best known as the president of the Fairchild Club and editor of the Fairchild Flyer.



A LOOK AT THE AREA'S PAST

COMPILED AND EDITED BY ANN LOWRY
SIXTY YEARS AGO

April 6, 1949

A Sherman airplane got mad and ran away from home yesterday. When hit in the nose, the Piper Club Chief ran down the runway, buzzed off in a rage and threw himself to the ground after a 45-minute flight. The pilotless craft pranced around Sherman Municipal Airport before streaking southward. The little Chief buzzed farmers and stock and cavorted through difficult stunts until the gasoline ran out. With a wheeze and a flip of his tail, the bad little ship crashed into a field on the A.L. Hall farm, three miles east of Howe.



BACK IN THE LATE 70'S AND EARLY 80'S...

Back in the late 70's and early 80's there were several of us that literally lived at the Denton Airport, all trying to "get on with the airlines". There was a maintenance FBO there at the time that also had a flight school. We were all there; Richard Stahl, Ben and Wes Huston, Tim Page and many, many more. We were all friends and "students" of Jess. There wasn't a "fly in" or airplane gathering that you could go to that you didn't hear that familiar AH HA HA over the crowd of people and you knew that your buddy Jess was there. I was the Vice President of Sales for Maverick Aircraft and "building time" and the other guys mentioned were all flight instructors. Jess loved us all. Sometimes on weekend mornings while we were all flying anything we could get our hands on, we'd fly over Jess's place to see if the hangar doors were open. If they were, we'd drop in and bug Jess. Believe it or not, one morning, he even let me taxi his Gee Bee up and down the runway. I don't think he was too worried about it as there were no wings on it! That's just the way Jess was.

As time went by, we all got jobs with commuter airlines and then at nearly the same time we all got hired at Braniff. Boy we were on the fast track. One year as a B727 Flight Engineer, six months as a B727 First Officer and then.....off to Captain school! We knew guys at other airlines that waited more than 10 years just to get from Engineer to First Officer let alone Captain in a year and a half. This is where the story gets dark. Some, not all, made it out of Captain school and barely hit the line. I was on my way from Phoenix when it came over the radio that Braniff had filed Chapter 11 and our jobs were over. No warning.....Just like that. From king of the hill to having my pickup packed in one day and heading for Denton with my tail between my legs.

So, like all the rest of the guys, I was polishing off my resume' and just like before, sending it out to all of the majors.....hoping for some luck. After a brief period of time, I got the call from Continental and American Airlines to come for interviews. I believe, that at the time, American had a series of three or four interviews along with a flight check that you had to go through to get hired. Never fun for anyone. Well, I did the first interview and got called back. Did the second interview and got called back. Then after waiting

what seemed like forever I was called for the flight check. This is where it gets interesting.

One night about three or four days before my flight check, I got a phone call from Jess.....at about 11:00 P.M. He said, "what are you doing"? I said, "I'm in bed". Jess said, "well get up and meet me at Denny's"! I didn't ask why, I rolled out of bed and headed for Denny's. As I pulled into the parking lot, Jess motioned me over to his car. I walked over and Jess said "get in". I got in and we took off into the night. "Where are we going" I queried? Jess said, "we're going down to American".

I forgot to mention, as most of you know, Jess was a retired American Captain and was now a simulator instructor. Here we are, rolling into the American Airlines sim building at about 1:00 A.M. and in we go. Jess, obviously knew the entire flight profile for the new pilots check ride and he was going to make sure that I knew it backwards and forwards. Jess and I sat in that simulator for over two hours going over and over the profile while Jess tried to distract me, mess with me, tell me jokes and do anything he could to make me fowl up. When we left, I was dog tired but knew the drill.

You guessed it. I went down to American, got in the simulator and aced that flight check in nothing flat. When I got up to leave, the American instructor said, "boy, you did great! Almost like you've flown this profile before". I just smiled and headed for Denton. Well, I was offered a class date at American and one at Continental but, chose another direction with my life. I must say that I will never, ever forget this magnificent airman, his kindness and his generosity to all of his friends and fellow pilots. Jess was the real deal.....The Right Stuff!

Scott Sackett



2230 Airport Dr.
Gainesville, Texas 76240

BILL MORROW
E-mail: billm@tomlinsonavionics.com



Phone 940-612-2044
Fax 940-612-2011

TOMLINSON AVIONICS OF TEXAS INC.
FAA Approved Repair Station #T3TR390N

CLASSIFIED

FOR SALE - 1950 Bellanca Cruisemaster 14-19. 190 Lyc., 80 hrs.. SCMOH. 2987 tt. \$27,500. Contact: Sherman Oxford at (972)874-5050 or (214)704-1535. 2/07

FOR RENT - 2,500 sq. ft hanger on beautiful Bird Dog Airfield full water, full electricity, stack doors, cement floors. Contact: Scott Sackett (940) 367-1992 Cell or email: sackett@pobox.com.--10/06

HANGERS FOR LEASE - Lancaster, TX (KLNC) T-Hangars, 60'x60' and 70'x70' Call George (214) 521-8855

FOR SALE ---- 1958 Cessna 172 TTAF 3796 TSMOH 2057. \$ 25,000.00 Or Best Offer. Contact Craig Tuggle at (940)433-8579.

FOR SALE 1973 Cessna 150L Restored June, 2001, Continental 0200-A, 67 hrs SMOH \$28,000. More information and many photos at: www.contarsoftware.com/cessna/.

FOR SALE -1942 Stinson L-5. Restoration completed one year ago. 190 HP Lycoming, 20 SMOH. Asking \$59,000. William J. Nelson --1524 Rocky Bluff Drive, El Paso, Texas 79902
wnelson1@elp.rr.com - 05-08

FOR SALE 1946 CESSNA 140 - \$28,000 - Very original airplane - 4006TT, 615 SMOH, 85hp, Completely refurbished 1988, very nice. Contact Mike V. Vance, Owner located Grapevine, TX USA - Telephone:817/946/1180 -- 9/08

FOR SALE RARE 1950 8F Luscombe project. N831B Temco built serial #6762, One of the last thirteen built in Dallas. 0-SPOH, TTAF-1494, SMOH-550, 2 owners the last 28 years. \$20,900.00 1-918-855-8500 Tulsa, OK. Please note we also have a Pristine 1946 GC1B Swift for sale. - 10/08

FOR SALE 1936 Stinson SR8C NC171116: Airframe time is apps. 1200 TT, engine and prop apps. 800 TT. We have \$35,000 in the project, but would take \$30,000. For additional information, please contact me on my cell phone Joetta Reetz @ 817-253-7295. 01/09

FOR SALE: 1964 Cessna 210D TTA 5105 TTE 454(SFREM)-Continental Medallion IO 520-A, Prop 434 SMOH. Last Annual 09/08, Int 9 Ext 8, \$69,900.00, Would consider a nice champ or J-3 in trade. John Whatley 575-536-3173 Res, 214-629-3929 Cell

FOR SALE: 1947 Piper PA-12 Super Cruiser, LYC O-320, 150 HP(Kenmore Conversion),TTA 1618, TTE 630 SFREM. Recent INT & Carpet 9.0, EXT 7.5, Last Annual 03/09, \$59,900, WOULD CONSIDER A NICE CHAMP OR J-3 IN TRADE, John Whatley 575-536-3173 Res, 214-629-3929 Cell



CALENDAR OF EVENTS 2009 MAY

The May Meeting will be held May 23rd, 2009 at Ranger Airport (F23). TXAAA Member and Ranger Airport supporter **Jared Calvert** will host this meeting in conjunction with a **Ranger Airport Fly-In and Air Show** he organized. **Jared** is providing a Brisket Lunch at 11:30AM for our members and those who fly in. Members who wish to bring a side or dessert should contact Jared at 254-433-1267. Our Chapter Meeting will begin about 12:30PM. The airport will be closed from 1:00PM till 2:00PM for the air show. The fly-in at Ranger last year was fun and we saw some airplanes we wouldn't normally see. Let's pull some of those antiques out of the barn and have a good showing. After all, we are an Antique Airplane Association.

For Flyers: Ranger Municipal Airport (F23) is found on the DFW Sectional 87nm WSW of DFW. Runway 1-19 Turf 3300 x 75 (in good condition) is recommended. 18-36 Turf 1850 x 60 can also be used. Elev. 1470' Use CTAF 122.9.

For Drivers: On IH-20 take exit 349 to W Loop 254 (Love's & Dairy Queen). Turn to go Northeast on W Loop 254 and go 1.3 miles to Cooper St. Turn right on Cooper St. for 3 Blocks to Oddie St. Turn right on Oddie St. The Airport is at the end of Oddie St.

Monthly Chapter Meetings are for Current Members and their Invited Guests.

Schedule of Texas Chapter Monthly Meetings 2009

May 23 Ranger Airport (F23)
Jun 12 and 13 Gainesville (GLE) Texas Chapter Annual Fly-In
Jul 18 Edgington Ranch (XA03)
Aug 15 Northwest Regional (52F)
Sep 19 Bird Dog Airfield (TE58)
Oct 17 Edgington Ranch (XA03)
Nov 21 Northwest Regional (52F)
Dec 19 Gainesville (GLE) Christmas Party

Many Thanks to Members who have offered to host a meeting this year.

OTHER FLY-INS OF INTEREST:
Sep 2 thru 7 National AAA Fly-in Blakesburg, IA (IA27)
Sep 18 and 19 Tulsa Fly-In Bartlesville, OK (KBVO)
Oct 23 thru 25 Flying M Ranch, Reklaw, TX (7TA7)

MEMBERSHIP AND DUES

Membership dues for the Texas Chapter of the Antique Airplane Association are \$25.00 per year.

NOTE - YOUR MEMBERSHIP DUES EXPIRE ON THE DATE NEXT TO YOUR NAME ON THE MAILING LABEL OF YOUR NEWSLETTER.

Please send dues and address changes to:

*Secretary/Treasurer
Georgina Edgington
10862 Gregory Road
Sanger, TX 76266
(940) 206-0426*

To join the National organization a one-year membership is \$40.00. Send payment and personal information to:

*Antique Airplane Association
Antique Airfield
22001 Bluegrass Road
Ottumwa, IA 52501-8569
Email: antiqueairfield@sirisonline.com
National AAA/APM Website:
www.antiqueairfield.com*

See a color newsletter on our website at www.txaaa.org

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"KEEP THE ANTIQUES FLYING"