

TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • AUGUST 2009

JULY TXAAA CHAPTER MEETING

We had a great turn out for the July meeting at the Edgington Ranch west of Sanger Texas on July18th.

Thanks to Georgina for hosting the meeting and to the caterer Texas Comfort for supplying a delicious lunch.

A cool front came through the area the night before the fly in and the usually hot weather was replaced with a very nice day.

There were 15 aircraft that flew in and close to 60 members and guests filled two tables with great deserts.

Prior to the meeting the board of directors/officers held a meeting to discuss several issues. We reviewed the bylaw revisions the committee submitted. A copy of which is in this newsletter for your review before the August meeting when we will have all members vote on ratification.

Don Pellegreno graciously volunteered to chair the election committee to recruit candidates for the upcoming September elections of the new chapter officers. If you wish to serve as an officer of the organization please contact Don.

Door prizes were donated and awarded to the winners of the drawing and I believe fun was had by all.

Fly Safe, Terry



Photos courtesy of Barry C. Wallace







TOYS FOR THE SUPER RICH

- the vision of a daredevil airplane builder - Achim Engels takes off

Imagine the following scene: A boy stands by his dad in the technical section of a museum and with mouth wide open stares, astounded, at a triplane from the First World War that hangs from the ceiling. Impressed by the aesthetics of the old fighter, the boy stammers, "I'm going to build a plane like that". "Yes, son, when you grow up," the dad answers, smiling, knowing full well that a soap box with wings or a plastic airplane with a rubberband motor would be the worst that could come out of such a docile wish.

So it happened a quarter of a century ago: the beginning of an unbelievable story.

Achim Engels was barely twelve years old when these pensive words spilled out from his lips. Absorbed in fascination with the old machine, the young whippersnapper built replicas of the Fokker Dr. I, the legendary triplane flown by Manfred von Richthofen, WWI ace fighter pilot, first as a model, and then on the drawing board: the full sized version.

At the tender age of seventeen, Engels was corresponding with all of the well-known European technical museums, soliciting his project. His dream was to build a full-sized triplane for the cost of materials alone, to preserve for posterity a piece of the history of German aviation. And as a matter of fact, he indeed found a serious prospective customer: the Technical Museum in Sinsheim.

Achim Engels was invited to Sinsheim, where an assemblage of honorable experts examined his plans under the magnifying glass. They were skeptical of the young man from Schorndorf. No one had ever proposed such an undertaking, and certainly not such a greenhorn. However, the plans were exact and comprehensive. A few of the illustrious gentlemen put on rather long faces as the directors of the museum awarded Engels the contract to build a replica of the Dr. I. Twenty-five thousand German Marks were to be made available to the young man, sealed by the blessing of his father.

The money was to be paid out in portions of 5,000 Marks each, caution and a hint of mistrust still hanging in the air. As it turned out, their misgiv-

ings were unjustified. Achim plunged right into the project, mobilized his school buddies, and set up the "Fokker-Team-Schorndorf". [Translator's note: Schorndorf is a relatively small town about 20 miles east of Stuttgart, Germany] And they all put their heart into it. Even then the saying "Out of the question? No way!" ("Geht nicht, gibt's nicht") pervaded the scene. They were gruelingly accurate to the original. The only unoriginal part was a mock-up engine, which a layman would not easily distinguish from a real one. The Fokker Dr. I project actually went 7,000 German Marks over budget, however, the extra cost was easily justified, and the museum was glad to oblige.

The project caused quite a stir among the experts overnight, and became a popular topic of conversation. There were plenty mock-ups of such an airplane, but an authentic, historic reproduction was practically non-existent. His buddies, though, were not quite as badly infected with the airplanebuilding virus as he was; they did not share the same passion to turn the hobby into a profession. At some point Achim Engels was the only one left, and had to begin attending a trade school to become a station inspector for the railways. By his own admission, it took two years for him to realize what sort of profession he was getting into: train ticket inspector, as it turned out. For several years he travelled through countryside in this manner, not exactly a fulfilling life for his restless spirit. Nevertheless, his work was publicized in trade magazines, even in a book. The replication of the airplane flown by Manfred von Richthofen can be admired yet today in the Automobile and Technical Museum (Auto- und Technik-Museum) in Speyer. Things were quieter for Achim Engels then; nevertheless, he used this time to put his vision on paper in the form of treatises. He collected all the information he possibly could about Fokker airplanes, and published numerous technical articles and books - as of now there are 16. His activities were also available for viewing and reading on the internet. Internationally, more and more folks in the airplane world were noticing the "Schorndorfer".

So it came to pass that a fellow in England commissioned the German craftsman to build an airworthy Fokker DVII. Engels saw this as one step nearer his dream to be able to build airplanes exclusively. He quit his job, and rekindled the flame which had glimmered only as a pilot light for much too long. A small workshop in a suburb of Schorndorf was rented, and the fabulous story of Achim Engels took on wings.

The motor was obtained by the contractor him-

self from a collection owned by aviation pioneer Paul Strähle, also of Schorndorf.

A Master Craftsman in Germany - all good things come from above - or from Achim Engles of Schorndorf

Engels collected original plans and documentation, and uses the old methods of craftsmanship. The tires were replicated using original manuals, as were all the other parts. Last but not least, this project earned him the reputation as a perfectionist and in this circle is known all over the world.

At the time of this writing, there are 20 orders on airplane builder's "to do" list. Among the well-to-do customers - for the building of a Fokker entailing about 100,000 Euros cost- is a film producer of international fame. In his home country, this multimillionaire enthusiast even has his own airplane-building shop. Nevertheless, he prefers that his Fokker's be built in Schorndorf, because of "German Ingenuity" - as it is called. Once a year he directs a curious "show-down." Staged dogfights using true-to-original replicas of WWI fighters. Movie "extras" dressed as soldiers fighting with blanks between bombed-out village sets, while being attacked by flying fighters from the Schorndorf "smithy".

Achim Engels greatest dream, however, is to build a museum, where he can present a comprehensive collection of Fokker airplanes. A new and creative concept lies at the base of this idea. This segment of the history of the air, as well as the cultural development of the workers in the once most famous of German aircraft manufacturers (the Fokker Factory in Schwerin), would be relived, the ensuing generations brought closer. This will not be any typical exhibit. It will be a hands-on museum, to participate in and experience firsthand. The visitors will not be led through a grand hall laden with a hushed atmosphere and filled with a row of exhibits to be only viewed as from a distance. OK, there may be some "conventional" visitors who wish to do so, but aircraft enthusiasts will have the opportunity to participate in the production process, under the guidance and instruction of specialists. Thus the visitors will actually be part of the exhibit and indeed help manufacture the museum's future displays. But even this is not all: Achim Engels plans to have the museum, its buildings and grounds, to be modeled after the original Schwerin Fokker factory.

There has already been some contact with the city of Schwerin, incidentally, concerning the project. Nevertheless, in spite of the complex plans

and concepts that were introduced, any possible realization fell completely through.

But a man like Achim Engels does not throw in the towel so easily. "When it comes right down to it, it really doesn't matter whether the museum is built in Germany or elsewhere in Europe, or for that matter, anywhere in the world" - proof that Engels looks optimistically into the future. Of course, having access to the original site was his first choice, but due to the circumstances, he can deal with the idea of alternatives quite well.

In the meantime, Achim Engels works on his machines, unpretentious, quiet, and modest. [Translators note: yeah, right;)] A man such as he goes his own way, without a fuss, consistent and tenacious, following "the road less travelled by." He has trust in the future. His way has led him thus far, and it will lead him ever further.

Incidentally, he is thorough in his documentation. In his homemade "No budget" films, you can follow his procedures exactly, as well as in aviation forums. The films are modeled after the silent films of the era, and are informative regarding the traditional craftsmanship techniques of early airplane building. In this another of the Schorndorfer's philosophies of life emerges: "It is not enough to build replicas of airplanes, I want to find the way to show people how they were made." And, there's yet another side of Engel's interest in aviation: he has completed his pilot's license, and has acquired a small Italian sport plane so he can observe the earth from the skies. So then, watch out when you hear a drone from the heavens... "All good things come from above"...

Submitted by Shirley Girard

www.fokker-team-schorndorf.de http://www.worldwar1aeroplanesinc.org/forums/forumdisplay.php?f=97

Are you looking for airport properties?

Contact Texas Chapter Member

Maybeth Nunn, Broker

The Real Team/Argyle 214-356-0383 maybethnunn@realteam.com

REVISION TO TEXAS CHAPTER BY-LAWS

President Terry Wallace appointed Richard Ramsey to act as the Chairman of a Committee to review, update and amend the By-Laws of the Texas Chapter.

Committee Members who served on this committee were: Michael Mitchell, Jim Austin, Don Pellegreno and Kenneth Robbins.

On July 12, 2009 the committee completed its review and submits the attached Update and Revision of the Chapter By-Laws to be voted on at the Chapter Meeting on August 15th, 2009. This meeting will be held at Jim Austin's hangar on Northwest Regional Airport.

The Members will be asked to vote FOR or AGAINST this revision.

The complete By-Law revision is included in this Newsletter so that all members will have the opportunity to review this issue and be notified of the impending vote.

The By-Law Committee recommends a vote FOR this revision.

Richard Ramsey Chairman

ANTIQUE AIRPLANE ASSOCIATION TEXAS CHAPTER BY-LAWS

ARTICLE I NAME

The name of this organization is Texas Chapter Antique Airplane Association. It is a Chapter of the National Antique Airplane Association.

ARTICLE II LOCATION OF OFFICE

The principal office for the transaction of business of the Chapter shall be in such place as the Board of Directors may from time to time designate.

ARTICLE III PURPOSE

To provide a forum for individuals who have a sincere interest in and are dedicated to the preservation, restoration, use and knowledge of antique and classic airplanes.

ARTICLE IV MEMBERSHIP

SECTION 1 QUALIFICATION

Membership in this Chapter shall be open to all individuals who are sincerely interested in and dedicated to the preservation, restoration, use and knowledge of antique and classic airplanes.

SECTION 2 CLASSES

There shall be three classes of membership: National, Chapter and Associate.

- **A.** National Members: Individuals and Spouses where one is a member of the National Antique Airplane Association and who are dedicated to the purpose of this Chapter.
- **B.** Chapter Members: Individuals and Spouses who are not members of the National Antique Airplane Association but are dedicated to the purpose of this Chapter.
- **C.** Associate Members: Associate Membership may be conferred by the Board of Directors upon a minor child of a National or Chapter Member. For purposes of this section a minor child is one under age 21, or full time student who is still supported by the parent. A minor child who is married or has established their own home shall be considered an adult and would not be eligible under this section.

SECTION 3 TENURE

- **A**. A member may resign their membership at any time. No dues will be refunded.
- **B.** A member shall be deemed to have resigned for failure to pay dues, (See Art. VI, Sec 3.)
- **C.** Membership of Member may be terminated for any reason by three fourths vote of a quorum of Members present at any meeting. Such vote shall be done by secret ballot. If the membership is terminated, a prorated refund of any remaining dues will be made.

ARTICLE V VOTING

SECTION 1 RIGHT

A. All National and Chapter Members whose dues are current and are otherwise in good standing in the Chapter are eligible to vote.

SECTION 2 METHOD

- **A.** Members shall not be entitled to vote by proxy.
- **B.** Unless otherwise specified a simple majority vote of a quorum will rule.
- **C.** Voting may be done by show of hands unless specifically stated otherwise.

SECTION 3 QUORUMS

- **A.** A quorum of Members at a meeting shall be ten voting members.
- **B.** A quorum of the Board of Directors shall be the majority of the authorized number of Directors.

ARTICLE VI DUES

SECTION 1

The amount of annual dues shall be determined by the Board of Directors and approved by a two thirds vote of members present at a meeting, where notice of said proposal was given at the last preceding meeting.

SECTION 2

Dues shall be payable upon acceptance of application for membership and every 12 months thereafter. Such payment shall be made payable to the Chapter and submitted to the Chapter Treasurer. A new Membership Renewal Form shall be submitted with each renewal.

SECTION 3

Members who become delinquent in payment of dues for 3 months shall be deemed to have resigned and shall be removed from the membership roster and forfeit any benefits provided by such membership.

ARTICLE VII MEETINGS

SECTION 1

There shall be a regular meeting of this Chapter on the third Saturday of each Month. Deviation is permissible to meet a host's schedule. Notice of such meeting shall be published in the Chapter Newsletter. Meetings are open to Members and their Invited Guests only.

SECTION 2

A special meeting of the Chapter may be called at any time by the President or two members of the Board of Directors or upon written request of not less than ten Members delivered to the Secretary in writing. The President or Board of Directors shall set a date, time and location for this meeting and cause the Secretary to notify the membership not less than ten days prior to the meeting.

SECTION 3

The Board of Directors shall meet not less than two times during each fiscal year. These meetings will be established by the President with notice given to Board members not less than five days prior to the meeting.

SECTION 4

Other meetings of the Board of Directors may be called by the President or any two members of the Board, after having given notice to all other Board members at least five days prior to the meeting.

SECTION 5

Board meetings are open to Members of this Chapter.

ARTICLE VIII DIRECTORS

SECTION 1

The corporate powers, property and business of this organization shall be exercised, controlled and conducted by the Board of Directors. Board members, except the immediate last past President, shall be elected from Members, by secret ballot if requested, during the September meeting of the Chapter. A member not elected to one office shall still be eligible to be elected to another office. They will begin their service on the first day of October following the election and serve for one year.

- **A.** To facilitate the Election of Officers and Board Members, the President shall appoint a Nominating Committee Chairperson at the July meeting.
- **B.** The Committee Chairperson shall present a list of nominees at the August meeting to be on the September ballot.
- **C.** Additional nominations shall be taken from the members present at the August meeting and be included on the ballot for the September meeting.

SECTION 2

The Board of Directors shall consist of the President, Vice-President, Secretary, Treasurer, Activities Coordinator, Newsletter Editor, Historian and the immediate last past President. The offices and duties of the Secretary and Treasurer may be combined by recommendation of the Board of Directors and approval by vote of the membership.

SECTION 3

To hold office in this Chapter a Member must be an active member of the National Antique Airplane Association and have been an active member in good standing in this Chapter for at least one year prior to election. The Chapter may pay the National dues of an elected Board Member. Qualifications to hold office shall be determined during the nomination process, prior to being certified as eligible.

SECTION 4

Vacancies on the Board of Directors may be filled by majority vote of the remaining Directors and the person so appointed shall serve the remainder of the unexpired term until election of his/her successor. A vacancy shall be deemed to exist in the event of death, disability, resignation or removal of a Director.

SECTION 5

No compensation is due or payable to a Board Member for their services rendered as a Board Member.

ARTICLE IX OFFICERS

SECTION 1

The Officers of the Chapter shall consist of the President, Vice-President, Secretary, Treasurer and Activities Coordinator. The duties of the Officers shall be such as implied by the respective title or as further described in these by-laws and such other duties as the Board of Directors may designate.

SECTION 2

The President shall function as Chief Executive Officer of the Chapter and Chairman of the Board of Directors. He/she shall preside at all meetings of members and of the Board of Directors and shall have general supervision of all work done by committees. He/she shall appoint the Chairperson and be an ex-officio member of any committee established. The President shall maintain liaison with the National AAA.

SECTION 3

The Vice-President, in the absence of the President, shall assume the duties of the President. In the event that the office of the President becomes vacant, the Vice-President shall become the President until the expiration of the elected term. After becoming President he/she shall appoint another Chapter Member as Vice-President, subject to approval of the Membership, to complete the unexpired term.

SECTION 4

The Secretary shall keep full records of all proceedings of the Chapter and of the Board of Directors. He/she shall have custody of the corporate seal and all papers and records of the Chapter unless otherwise specifically provided for. The Secretary shall make any notifications required of him/her in these by-laws or as required by law. He/she shall notify in writing each member elected to office and make any other notifications or correspondence required by the President or Board of Directors.

SECTION 5

The Treasurer shall have charge of and be responsible for all funds and investments belonging to the Chapter and make deposits, payments and withdrawals as directed by the Board of Directors. The Treasurer shall make a written report of the financial condition of the Chapter at the end of each fiscal year and at any other time as required by the Board of Directors. The Treasurer will at the end of his/her term in office, turn over all papers, documents, records and bills outstanding to the newly elected Treasurer and coordinate transfer of bank account access. The Treasurer shall make available to the President a brief statement of the balance of funds on hand at each general meeting so that the President may advise the membership.

SECTION 6

In the event that the duties of Secretary and Treasurer are not split between two members, then the Secretary-Treasurers duties and responsibilities shall be as outlined in both Sections 4 and 5 above.

SECTION 7

The Activities Coordinator shall be responsible for establishing all Chapter meetings and activities and will serve as the Chairperson of the Annual Fly-In committee. The Coordinator will be responsible to arrange for monthly meeting sites for the Calendar Year beginning in January of each year, and a list of such shall be provided to the membership no later than the February meeting. The past Activities Coordinator will assist with these arrangements.

ARTICLE X OTHER BOARD MEMBERS

SECTION 1

The Newsletter Editor shall edit and publish a newsletter of chapter activities and other news of interest to chapter members on a schedule set by the Board of Directors. The newsletter will then be sent to all current members and such other persons as may be indicated for publicity or liaison purposes. Ten copies of the newsletter will be sent to the National AAA for their newsletter exchange program. The newsletter will be forwarded electronically to the Website Coordinator for inclusion on both the Chapter and National Websites. He/she is a voting member of the Board.

SECTION 2

The Historian shall maintain a file of past Chapter Activities, Meetings, Events, Newsletters, etc and serve as publicity liaison for chapter events as may be required. He/she is a voting member of the Board.

SECTION 3

The Immediate Past President shall act in the capacity of advisor to the Board and provide for continuity with the past and is a voting member of the Board.

ARTICLE XI GENERAL

SECTION 1

The Fiscal year of the Chapter shall begin on the first day of October of each year and end on the last day of September of the following year.

SECTION 2

Whenever any notice is required to be given under any provision of law, or the articles of incorporation or these by-laws, a waiver thereof in writing signed by the person or persons entitled to such notice, whether before or after the time preceded therein shall be equivalent thereto. Presence at any meeting shall be deemed equivalent to a waiver of notice of such meeting.

SECTION 3

In any case of notice required to be given by these by-laws, the notice may be given by any means unless otherwise specifically set forth. Email, or inclusion in the Newsletter, shall be considered as "in writing".

SECTION 4

There shall be an audit of the financial books and accounts of the Chapter on an annual basis between the election of Board Members in September and the next meeting in October. The audit shall be undertaken by a committee appointed by the Board of Directors. The results of this audit will be reported to the membership at the October meeting. Additionally, an audit may be called for at any time the Treasurer changes or as may be thought necessary by the Board of Directors.

SECTION 5

The parliamentary procedure of all meetings of the members or of the Board of Directors shall be as set forth in "Roberts Rules of Order".

SECTION 6

Fly-In Awards and criteria of eligibility to be judged shall be established by the Board of Directors. The President shall appoint such Judges as may be necessary to determine eligibility and decide winners. In all cases, the decision of the Judges is final.

ARTICLE XII MOTTO

The Chapter motto shall be identical to that of the National Antique Airplane Association: **"KEEP THE ANTIQUES FLYING"**

ARTICLE XIII AMENDMENTS

These By-Laws may be amended by a majority vote of a quorum of Members present at any regular or special meeting of the Chapter, but only if written notice of such proposed amendment has been given to each member not less than fifteen days prior to the date of the meeting at which the proposal will be voted on. For purposes of this Article "written notice" may include publication in the Chapter Newsletter.

Please be advised that the Bartlesville Fly-in scheduled for September 18th & 19th has been canceled.

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 SALE OR 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.

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 CESSENA 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 NC17116: 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)-Continential 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 AUGUST

The August Meeting will be August 15th 2009 at Northwest Regional Airport (52F) Jim and Betty Austin will be our hosts. The Noon Lunch will be Pot Luck, so please bring your favorite Main Dish and a Salad or Dessert. This is our annual Ice-Cream Social, so please bring your favorite flavors to share.

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 fair 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. Jim's cell phone # is 817-999-7227.

Schedule of Monthly Meetings

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

If you have hosted a meeting this year or have scheduled to, THANK YOU.

OTHER FLY-INS OF INTEREST:

Sep 2 thru 7 National AAA Fly-in Blakesburg, IA (IA27) 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

OFFICERS

President
Terry Wallace
2417 Stonegate Drive
Bedford, TX 76021
(817) 706-3173
wallacete@cs.com

<u>Treasurer</u> Georgina Edgington 10862 Gregory Road Sangor, TX 76266 (940) 206-0426

Newsletter
Barry Wallace
5753 Old Keebler Road
Collinsville, IL 62234
(618) 288-2722
bcw1@charter.net

National Director
Joe and Joy Haynes
4544 Royal Lane
Dallas, TX 75229
(214) 351-5845
txdoublejranch@prodigy.net

Vice President
Jim Dougherty
815 Blossomwood Dr.
Arlington, TX 76017
(817)468-1571
jimmy7576@sbcglobal.net

Activities Coordinator
Maria Dougherty
815 Blossomwood Dr.
Arlington, TX 76017
(817)468-1571
jimmy7576@sbcglobal.net

Texas State Director E.M.Johnson 3754 Meadowdale LN Dallas, TX 75229 (214) 351-1012

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Texas Chapter Antique Airplane Association 2417 Stonegate Dr. N. Bedford, TX 76021



"KEEP THE ANTIQUES FLYING"