

# TEXAS AAA



TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • DECEMBER 2009

## CHILI AT THE NUNN'S

Here are some pics from the TxAAA November meeting at Randy & Maybeth Nunn's hangar at Propwash airport. We had 76 in attendance and I think 12 airplanes present. The Chili lunch honoring Bert Mahon was a real success and the food was great. The weather started out foggy and damp but cleared out nicely for the meeting giving us scattered clouds and blue skies as well as nice comfortable temperatures. Randy and Maybeth are always super hosts and have an absolutely gorgeous hangar and integral home.

Everyone was notified to bring a new unwrapped child's toy for our toy drive which will culminate at our December meeting at Gainesville, Texas on December 19th, 2009. Our Texas chapter has chosen to provide the gifts to "The Littlest Angel Program" of Gainesville & Cooke county. The charity is a local effort and has provided thousands of toys to hundreds of less fortunate children and families in the Gainesville area and surrounding Cooke county. We really hope EVERYONE will participate in our chapter Christmas toy drive.

There was a motion made to allow the chapter to provide a discounted price for our December meeting catered meal with all the trimmings. The price was set at \$5 per person. The motion was carried by a majority vote and only 4 dissenting votes. Our December Christmas Party is shaping up to be a real time of fun, food and good friends.

Rex Lake



## EXPANDED INFORMATION REGARDING THE TXAAA CHRISTMAS PARTY

What a special time of year ... Christmas. It's a time to gather with good friends and share good food, good music and good conversation. A time to reflect on the year just ending and to cast your vision into a brand new year just beginning. It's a time to give and a time to receive. A time to celebrate everything good! So come on! Join the fun and festivities at the annual Texas Chapter Antique Airplane Association Christmas party. We've got it all!

Talk about good food! Dieter Brothers will fully cater a delicious Brisket & German Sausage meal with all the trimmings including a choice of dessert. Good music? You bet! Randy Nunn will be providing a concert chocked full of great songs. What better time to give than at Christmas? Yule have a great opportunity to give because we want everyone to bring an unwrapped child's toy and fill our Giant Gift Box. All the donated toys collected by our Chapter will be given to a worthwhile charity in the local Gainesville area called, "Littlest Angel Program of Cooke County". And it gets even better! Yule receive a special discount on your meal. Top all that off by being with good friends!! WOW !!

What a Celebration! You won't want to miss this one.

It all takes place December 19th, 2009 in Gainesville, Texas at the Tomlinson Aviation hangar. Festivities begin a tad before noon. Y'all come.



# WATCH YOUR BROOMSTICK!

Many pilots have asked me the question: how do I get started doing aerobatics? Well, here is a simple method.

All you need is a broom stick about 30 inches long, your own two feet, a chair, space enough to sit, a reasonably good text book on aerobatics and imagination. The broom is the control stick, your feet are the rudders, the chair the cockpit and your imagination the airplane, the airport, the beautiful blue warm day and the great outdoors.

At first thought you may feel that this kind of stuff is somewhat below your dignity or just too childish. Did you ever have a better more exciting horseback ride than you had across your lawn and around your house as a child on your own stick horse? No horse ever was as spirited or controlled so well, before or since.

So let's consider seriously; can a technique of imagining yourself through various maneuvers really work and what are its advantages, if any?

First of all, it surely is economical as compared to the going rate for dual aerobatic instruction at your local airport. However, one small admonition - be careful shoes broom handle you cut off!

Second, it saves a great deal of time. In ten minutes or less you can taxi out, take off, climb to 3000 thousand feet and do 10 slow rolls (7 left and 3 right) and 8 loops and return to the airport for a perfect three pointer, taxi up and cut her off in front of your group of admiring friends.

Third, and most important, is the preconditioning your mind gets, which enables you to assimilate more of what you want to learn when you take actual flight training. Almost all new students can't handle all

the factors of doing a slow roll, for example, when they first try. However, after several sessions of living room slow rolls, you have well in mind the control motions and technique to pull off a very acceptable slow roll.

OK, let's see if it really works, on a loop, for instance. Got your broom stick? You are using a trusty Great Lakes - red and white, with a 185 hp Warner and a Curtiss Reed prop black crackle dash, green chromate tube interior and black back cushion. You have a seat pack, double seat belts, shoulder harness, a tan gabardine helmet and a clear alert look in your eyes. You are at 3500 feet, temperature, 80 degrees - sky, blue and clear. Look around and clear yourself. Line up on that section line dividing the pasture and the corn field. Throttle back some; push the stick forward into a 30 degree dive. The horizon looks as if it is about 2 feet below the tip cylinder. Pick up 120 mph indicated and begin rounding out and up. The nose is coming up to the horizon smoothly right on the section line. Now on up past the horizon. Watch the top cylinder carefully, keep it moving toward you at a constant rate. It seems to be slowing its rate of travel toward you. Pull a little tighter- glance out to the right at the horizon to note the angle of your loop curve. Now you are inverted. There is the horizon again - now the nose starts to angle down, pull harder, keep the nose coming toward you again - lined up right on that same section line. Neutralize the stick and fly straight and level a moment - look around.

You want to try another one? Go ahead, put your broom, er, control stick forward...you are on your own.

Just one word of concluding advice. Take a different plane once in a while and be careful not to become too enthusiastic. You might fall off your chair.



# MY INVOLVEMENT WITH THIS PIECE OF HISTORY

I have known of this aircraft since about 1996 when I met with and tried to buy it from the owner (Richard Holbert). I hadn't talked to him in at least 10 years when I just made a call to him out of the blue in August of 2008. He remembered me and told me that he had tried to donate the plane to the Aerospace Museum in Little Rock, but that they did not have room for it, thus he would sell it. A couple days we agreed on a price, and on August 15, I flew to Little Rock to see the aircraft and pay Richard.

After close inspection by a mechanic up in Little Rock, we thought that the airframe would pass inspection, but that the engine had not been overhauled since 1956 and had only 130 hours on it. We removed the engine and sent it to Radial Engines Ltd in Guthrie OK for Overhaul. The prop was sent to Byam Propeller in Ft. Worth, and the annual inspection was started. New Tires, Brakes, Battery and a careful inspection of airframe with minor repairs was completed. It all came together when I and my brother flew the aircraft home on July 1, 2009, about 11 months after I purchased it. Once home, I gave a few rides, and we took it down for a really good inspection. All glass was replaced, instruments overhauled, and new landing lights installed. Some minor fabric work was done, and a new lower cowling was made. I flew the aircraft to Guthrie for a newly manufactured Exhaust and some wiring clean up by Caleb Curry.

There are 13 serial numbers remaining, of which 6 aircraft are flyable. Two of these are in non flying museums, so that leaves 4 Travel Air 6000's left, which makes them more rare than Ford Tri-Motors.

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Just 26 years after Wright Brothers First Flight, the Travel Air 6000 was one of the first if not the first aircraft to be used by airlines for passenger carrying routes. Aircraft design progressed rapidly over the next 10 or so years, thus most of the 200+ 6000's built simply rotted away as their faster counterparts were used. Johnson Flying Service bought a lot of these aircraft and used them for fire jumpers. This aircraft flew several thousand hours with Johnsons.

I recently received FAA Letter of Authority to do sight seeing rides at shows and events run under HISTORICAL AIR TOURS. It is truly like flying a time machine when riding in this very original 1929 aircraft. We look forward to sharing this experience with people in the coming years at shows and events. Within a couple weeks, we will have a website up and running ([historicalairtours.com](http://historicalairtours.com)) Best Regards,

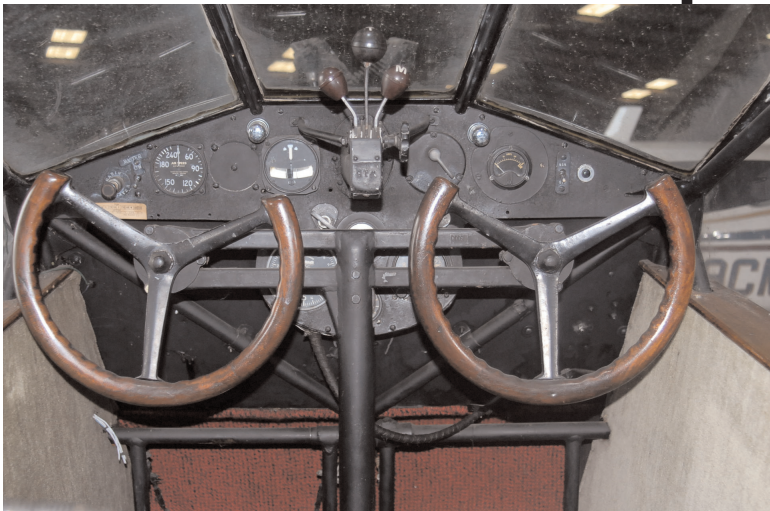
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## MINUTES FOR THE NOVEMBER MEETING

The following are minutes taken at the November meeting.

- 1) Thank you to Maybeth and Randy Nunn for their hospitality.
- 2) Special announcements, birthdays etc.
- 3) Dedication of the meeting to Bert Mahon.
- 4) Name tags and shirts discussed.
- 5) The Christmas party in Gainesville was discussed.
- 6) The charity for this year's Christmas meeting will be Little Angels of Gainesville. Bring a gift to donate.
- 7) Service teams for the flyin/meetings were explained.
- 8) Rex announced that at every meeting a member will give a little "meet me" talk to introduce himself or herself. We heard from Randy Nunn, Joy Haynes, and Stan Price
- 9) A motion was made to reduce the cost of the meal at the December meeting to five dollars with the chapter paying the remaining cost. The motion was seconded and passed by a majority vote.
- 10) Door prizes were given out
- 11) The meeting was adjourned.



***CARBURETOR ICING  
- A phenomenon reported  
to the FAA by pilots  
immediately after they  
run out of gas.***

## TEAM PLAYER ... EVER HEARD THAT BEFORE?

Sure you have. Question is, what exactly does that mean? Well, Mr. Webster says a team player is, "A person who can function effectively as part of a group of individuals, sharing information and striving towards a common goal". And when two or more "team players" work together you have "team-work". Teamwork means each person contributes with different skills and expresses his or her individual interests and opinions to the unity and efficiency of the group in order to achieve common goals. Team players are always striving for accomplishment and constantly wanting the team to be successful.

So what's that have to do with our Texas Chapter Antique Airplane Association? Plenty, my friend! Did you notice our name uses the term, "association"? Webster declares an association to be, "an organization of persons having a common interest". That's us, all of us. Associating is great fun but it also results in a certain amount of work. That's why our chapter has launched what we're calling ... SERVICE TEAMS. These Service Teams exist to help spread the workload across a broader base of our members and that's when our teamwork really shines. (Now might be a good time to read the 1st paragraph again.) For teamwork to accomplish the desired group goals it takes ... team players. That's where you come in. Our chapter is currently staffing four (4) Service Teams and these TEAMS are looking for ... you guessed it ... team players. This association belongs to every member and every member belongs to this association. But for the association to function effectively there must be some focus placed on the necessary work required to associate. That is the design and intent of our Service Teams.

Presently our Service Teams are 63% staffed and we're looking for a few more team players. (Men & Women)

**WILL YOU BE ONE?**

To find out more contact Rex Lake:  
rex@laksound.com  
817.431.4229

# TO TEXAS CHAPTER MEMBERS

Hi. Some of you know me and some don't. I am the youngest son of AAA member, John Bowden. My siblings and I are planning an 80th birthday party for our Dad in Lampasas on December 20th. We would like to invite the Texas Chapter members to come down for the afternoon that day. We have not yet nailed down the site or the time, but we hope some of Dad's flying buddies can make it. Since we don't have contact information for all of them in the Texas Chapter, I would appreciate you spreading the word. For anyone needing more information, please give me a call or email.

You may not know that Dad has been in a nursing home for the past year with Alzheimer's and is slowly declining. He still does OK and recognizes most folks. But his short term memory is basically not there. We look forward to brightening his day on the 20th and hope you can join us. Give me a call.

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Webpage: <http://www.ramaircraft.com>

# MARGARET HATCHER

Margaret Hatcher, the wife of Jim Hatcher passed away recently. The services were held on November 24th in Gainesville. Jim Hatcher was the Mayor of Gainesville for years and supplied the beer for our June fly in. Those of you who knew her may want to send condolences to Jim.

Are you looking for airport properties?  
Contact Texas Chapter Member

**Maybeth Nunn, Broker**

The Real Team/Argyle

214-356-0383

nunn3@verizon.net.

2230 Airport Dr.  
Gainesville, Texas 76240

BILL MORROW

E-mail: [billm@tomlinsonavionics.com](mailto:billm@tomlinsonavionics.com)



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

**TOMLINSON AVIONICS OF TEXAS INC.**

FAA Approved Repair Station #T3TR390N

## 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: Georgina Edgington, 10862 Gregory Rd., Sanger, Texas 76266.

# CLASSIFIED

**FOR SALE** - 1950 Bellanca Cruisemaster 14-19. 190 Lyc., 80 hrs.. SCMOH. 2987 tt. \$24,000. Contact: Sherman Oxford at (972)874-5050 or (214)704-1535.

**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.--11/09

**FOR RENT T-HANGARS** available at Bird Dog Airfield ( TE58 ). Three left. Water, electricity and fully enclosed. Contact Scott Sackett (940) 367-1992 sackett@pobox.com 11/09

**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. 11/09

**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, \$59,900.00, Would consider a nice champ or J-3 in trade. John Whatley 575-536-3173 Res, 214-629-3929 Cell 11/09

**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 11/09

**FOR SALE** - 1 Jacobs R-755-9 245 Hp 165 Hr smoh, 1 Stearman 220 Cont. motor mount, 1 Leise neville 50 amp gen. Contact at 940-367-4480 Bob Landrum 11/09

**FOR SALE** - 1940 Fairchild 24 with a fresh annual. Engine is 200 HP Ranger engine with 204 HRS SMOH. It has approx. 150 hrs since rebuild. Asking 85K. Contact Tom at 817-790-3190 11/09

**FOR SALE** - 1932 Fairchild 22 C7B. It has a 145 HP Menasco engine with a high wing and 2 open cockpits. This is a 100% rebuild of every piece of the aircraft. Asking 65K. Contact Tom at 817-790-3190. 11/09

**FOR SALE** - Five acres adjacent to, and with access to a 4000 ft. established grass runway. Located in Justin, TX \$85,000.00. Motivated seller. Maybeth Nunn, Broker, Realtor. Cross Texas Realty (214) 356-0383 www.Airportssoftexas.com 11/28

## RICK BROWN SPEAKS

Our speaker for the Jan. AAA meeting will be Rick Brown who flew in the RAF during WW-2. He has a great British accent and is a guide for the Frontiers Of Flight Museum.

He will share some interesting experiences with us.



## CALENDAR OF EVENTS DECEMBER MEETING

### 2009

**December Meeting:** December 19th, 2009 at the Tomlinson Aviation Hangar, Gainesville Municipal Airport at Gainesville, Texas. Bill Morrow, Manager of Tomlinson Aviation will be our host and provide the very nice hangar to have our Christmas Party in. The Noon Meal will be catered by Dieter Bros. and include all the amenities and dessert, all at a reduced price to members. A short program is planned. See details elsewhere in this Newsletter.

**No Gift Exchange is planned, but members are encouraged to bring an unwrapped child's toy (\$20.00 or less), which will be donated to a local Gainesville Charity.**

**For Fliers:** Gainesville Municipal (GLE) is on the Sectional Chart just West of Gainesville, Texas.

**For Drivers:** From Interstate Highway 35 in Gainesville take Highway 82 West about two (2) miles until the airport entrance sign on the North side of the highway. Follow the Airport Road North and the Tomlinson Hangar will be on your right.

**Schedule of Monthly Meetings:**

### 2010:

**Jan 16:** Christie's Extreme Burgers, North Richland Hills, Texas

**Feb 20:** Vintage Flying Museum, Meacham Field, Ft. Worth, Texas (KFTW)

**Mar 20:** Clark Airport, Justin, Texas (3T6)

**Apr 17:** New Fairview Airfield, New Fairview, Texas (7TS0)

**May 15:** Ranger, Texas (F23).

**Jun 12:** Gainesville Municipal, Gainesville, Texas. Annual Fly-In (GLE)

**Jul 17:** Northwest Regional Airport, Roanoke, Texas (52F)

**Aug 21:** Northwest Regional Airport, Roanoke, Texas (52F)

**Sep 18:** Freedom Field, Gainesville, Texas (7T0)

**Oct 16:** Edgington Ranch Field, Sanger, Texas (XA03)

**Nov 20:** Propwash Airport, Justin, Texas (16X)

**Dec 18:** Gainesville Municipal, Gainesville, Texas. Annual Christmas Party (GLE)

*Submitted for Rex Lake, Activities Coordinator, by Richard Ramsey*



# 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 Website at [www.texasantiqueairplane.org](http://www.texasantiqueairplane.org) or [www.txaaa.org](http://www.txaaa.org) for details and an Application Form.

**NOTE: Membership expires on the date next to your name on the mailing label of your Newsletter.**

Please send dues and address changes to:

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

The Texas Chapter supports and encourages membership in the National Antique Airplane Association.

For Information about joining the National AAA, Visit their Website at [www.antiqueairfield.com](http://www.antiqueairfield.com) or Email [antiqueairfield@sirisonline.com](mailto: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 website at [www.txaaa.org](http://www.txaaa.org) □

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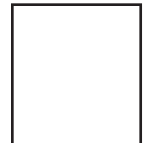
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*"KEEP THE ANTIQUES FLYING"*