

# TEXASAAA



TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • JANUARY 2010

## TEXAS CHAPTER CHRISTMAS PARTY

The Texas Chapter held its Annual Christmas Party on Dec. 19th 2009 at the Tomlinson Aviation Hangar at Gainesville, Texas Municipal Airport. Over 80 Chapter members attended and each brought new toys which were donated to the "Littlest Angel Program" of Cooke County, Texas.

Dieter Brothers Restaurant catered the barbecue meal and one of our members, Randy Nunn provided his own style of singing and musical entertainment.

The Annual "Service Award" for 2009 was presented to Terry Wallace for outstanding service and contributions to the Chapter. The presenter, is Jim Dougherty, who's wife Maria was the previous recipient.

A great time of year, good companionship and food and a greater purpose served. □

*Text and Photos by Dick Ramsey*





# MEETING AT CHRISTIE'S, JANUARY 16TH 2010

The Lunch and Meeting will begin at Noon. A special Pot Roast Dinner including Roasted Red Potatoes, vegetable, rolls, dessert, ice tea, coffee, and water all for \$7.95 per person has been arranged.

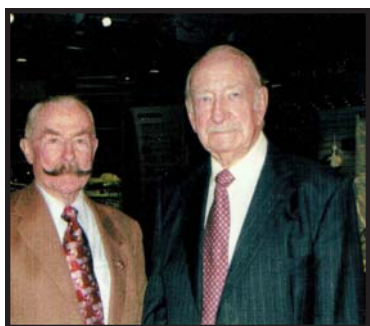
A Special Guest Speaker, Richard Brown, of the "Frontiers of Flight" museum will make a presentation. Rick has a very interesting and colorful background in aviation and is still an avid enthusiast. Rick flew in the RAF and saw the "Battle of Britain" first hand. His flying experiences include assault gliders, British Hurricanes and P-51 Mustangs. Rick also has an extensive and interesting literary background and knowledge base pertinent to WWII and the European Theater.

Ona B. Reed will be our "Meet Me Person"

This should be a wonderful time to get together and enjoy the exceptional program that's planned. □

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

0007



# EMAIL TO REX FROM THE SPEAKER SCHEDULED FOR THE JANUARY MEETING

Hello, I'm on the right of the 0005. Trafalgar Square London, 1944. The less handsome chap on the left is my squadron chum with whom I would have spent Xmas but for the snow up in Lancaster. 0007 is probably 1043. The other pictures are more recent, obviously. The larger moustache belongs to one of my colleagues at the Museum. Richard is a Major General of Marines, Retired. He flew Corsairs in WW2 and Korea and Skyraiders and F86s in Vietnam. The feminine element is another museum colleague - ex-Continental Airlines - who has researched the Amelia Earhart story thoroughly and does presentations about her life and times. Apart from that talent she enlivens any luncheon party, as you might surmise. I'll try to persuade her to attend as my guest and I'll advise you shortly. □

*Happy Xmas and New Year.*



0005

# NICK POCOCK

Nicholas Guy Pocock, 75, of China Spring, Texas, passed away Sunday November 29, 2009, at his residence. Nick was member # 280 of the National Antique Airplane Association and a long time Texas Chapter member.

Nick was born June 15, 1934 in London, England, to Derek and Mabel Winifred (Knight) Pocock. He served in Great Britain's Royal Air Force. He was Britain's top aerobatic pilot in 1962-1963, winner of the Pearl Hyde Trophy. In September of 1963, he came to Texas to fly an air show with Waco aerobat Frank Price, whom he had met at the World Aerobatics in Hungary. He married Alvena Prause Trull on Dec.7, 1963 in China Spring. He was injured in 1964 while flying for Delta Cropdusting. He was an Engineer for Certainteed Products in Hillsboro, Texas for 16 years. Then he was an engineering professor at T.S.T.C. for 20 years, retiring in 2005. Nick also wrote two books, "Grumman/Schweizer AG-CAT" and "Did W.D. Custead Fly First" and wrote in several magazines both here and abroad. He was a member of Institute of Mechanical Engineers-Great Britain, Antique Airplane Association, Experimental Aircraft Association-Waco Chapter 59, OX-5 Aero Club, Tigers Club-England and U.S. He attended and participated in air shows worldwide.

He is survived by his wife Alvena Pocock; sons, Stephen Pocock and Terry Trull; daughters Alicia Lucas and Neva Trull Casey; 2 grandchildren and 4 great grandchildren in the U.S.; and his brother David and wife Michelle and two nephews all of W. Sussex, England.

He was a true Aviator in every sense of the word. A humble and mannered gentleman in every respect, he will be missed greatly by those who knew him. □

*Dick Ramsey*

## PAPER AIRMAN CERTIFICATES NO LONGER VALID AFTER MARCH 31ST

New Plastic Certificate Will Take Its Place

A little less than two years ago, the FAA announced that it would be replacing all paper airman certificates with plastic certificate that will be much more difficult to counterfeit. The deadline for replacing that certificate is approaching fast.

The changes were made in response to concerns raised in the FAA Drug Enforcement Assistance Act. The purpose of this rule is to upgrade the quality of data and documents to assist federal, state, and local agencies to enforce the nation's drug laws.

The FAA reminds pilots that they will not be able to exercise flying privileges using an old paper certificate after March 31st, 2010, except for a temporary certificate issued under 61.17 or a student pilot certificate issued under paragraph (b) of CFR 61.19 (h).

There are two ways to replace an airmen certificate. You can request a replacement certificate online, which requires that you register with Online Services. Or you can mail an Application for Replacement of Lost, Destroyed, or Paper Airman Certificate form OR a signed, written request stating your:

- Name
- Date and place of birth
- Social security number and/or certificate number
- The reason you need a replacement

You must include a check or money order for \$2, made payable to FAA, for each certificate

you request.

FMI: [www.faa.gov](http://www.faa.gov) □



# BIRD 1116M

WALT WRIGHT  
2280 S. W. FERNWOOD CIRCLE  
LAKE OSWEGO, OREGON 97034

*"What kind of an airplane is it?"*

*"A Bird"*

*"I know, but what make is it?"*

*"A Bird"*

*Reprinted from Antique Airplane Association  
News magazine January-February 1969.*

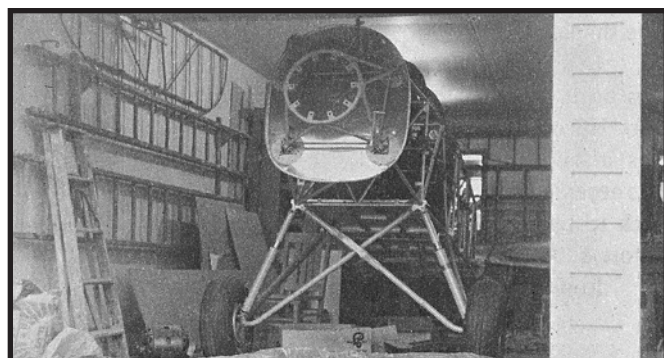
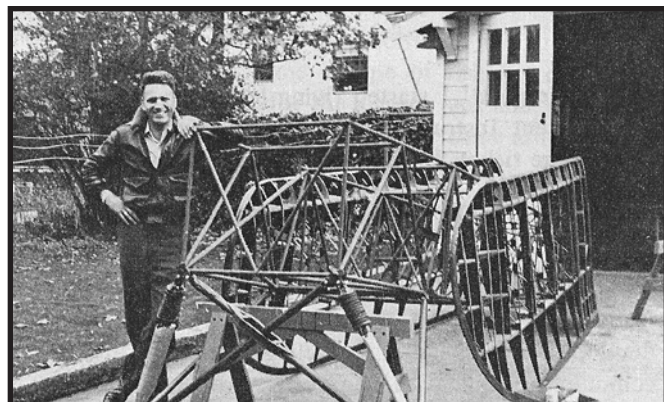
With this last answer there is the usual dirty look that goes with one's thinking what kind of a wiseacre is this and another curious individual wanders off muttering to himself. But after 18 years of owning what was generally considered a lost cause and beyond salvage, one is entitled to a little truthful fun and games with that group of general aviation enthusiasts known as spamcan drivers.

This particular Bird (N116M, now N1116M) began life in 1929 in Brooklyn, New York, and until 1937 spent its life as a trainer and barn-stormer in the east and midwest. In 1937 the plane was based at Walbrige, Ohio, and at this time was purchased and moved to Bremerton, Washington. This is quite a trip for a K-5 Kinner, one that I would not want to make. During the "big" war, 1941-1945, the plane was disassembled and in storage. Throughout this period it changed hands several times and then was recovered and reassembled in 1946. It flew for a period of time out of Bellevue, Washington, (located near Seattle, Washington, on the east side of Lake Washington) and then one fine day on takeoff the pilot forgot to turn the fuel on. Those old Kinnners would run quite a while on the fuel in the carburetor bowl and the Bird got some 50 feet in the air, and the engine quit. The termination of the flight was inevitable and sudden in the tree stumps at the end of the runway with both lower wings and the landing

gear totaled as well as a badly bent propeller and crankshaft.

It was in this condition when I first saw the airplane in December of 1950 and the owner said, "Make me an offer," I offered a ridiculous \$40.00, assuming it was so low and offer that he wouldn't even consider it, but his only comment was, "You just bought yourself an airplane." Much work and two weeks later I had the airplane disassembled and stored in half of a double garage. The lower wings were so badly broken up that I just stuffed them one at a time in the trunk of the car.

By 1953, I had the lower wings rebuilt from scratch about then the project kind of drifted into limbo as other personal and professional obligations were attended to. Three moves later, including one from Seattle, Washington, to Portland, Oregon, and the construction of two different shops to undertake the project,



*Continued from page 5*

the airplane again began to take on the look of a really serious effort in 1962. Even then it was a slow project and with the assistance of Cliff Krum the upper wings were rebuilt from the spars up by 1965 and by 1967 Cliff had the engine overhauled, installed and test-run. At long last the Bird was assembled in April, 1968, with the able assistance Bill Dessert and Cliff, and test flown the following May. In June of 1968 the Bird received its Standard Airworthiness Certificate and it has been flying since (40 hours by the end of September).

The airplane is a sheer joy to fly, being sensitive on the controls and having no bad habits. As far as this particular Bird is concerned, the old wives tale of being unstable at or near the stall and tending to a slow stall recovery in a tail-low position (flat spin?) is just pure bunk. The airplane does have a tendency to groundloop in a crosswind but is not difficult to control if one has learned to master a Stearman or any of the older narrow-g geared biplanes. It is, however, definitely now the airplane for any of the "new crop" of airplane drivers and this includes the instructors who have also not learned to "fly".

**CONE OF CONFUSION -**  
*An area about the size of New Jersey located near the final approach beacon at an airport.*

**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

**FOR SALE:**Garmin GPS-295 with 4" Diagonal Color Display. Like new and packed in the original box with the following accessories:Mounts for yoke or top of Instrument Panel Remote Antenna Cigarette Lighter Adaptor Fused Link Wiring for direct A/C Power 2 Sets of Owner's Manuals and a Specification Sheet Contact Clare Wright, Ph: 817-277-1596 12/09

**FOR SALE:**Two Headsets in excellent condition. One SoftCom and one Aviall. \$70.00 each or both for \$125.00 Contact Clare Wright, Ph: 817-277-1596 12/09

## CALENDAR OF EVENTS JANUARY MEETING

January 16th 2010 meeting will be held at Christie's Extreme Burgers, 5209 Rufe Snow Dr., North Richland Hills, Texas. Richard Eric Brown, who flew with the RAF during WWII, will be our guest speaker. A special Pot Roast Dinner, all inclusive has been arranged for \$7.95 each. See details elsewhere in this Newsletter.

**For Fliers:** Sorry Folks, you can't do it. Leave it in the nice warm, dry hangar.

**For Drivers:** Christie's is located on the Southwest corner of Rufe Snow Drive and Hilltop Drive, about 2 blocks North of IH-Loop 820. Go North on Rufe Snow from IH-Loop 820. Rufe Snow is about 3 miles East of IH-35W on the Northeast side of Ft Worth.

### Schedule of Monthly Meetings:

**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)

**Sept. 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)

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

### Other Fly-Ins of Interest:

**Mar 5th & 6th 2010: 52nd Annual Cactus Fly-In, Casa Grande, AZ.**

*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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Texas Chapter  
Antique Airplane Association  
2417 Stonegate Dr. N.  
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*“KEEP THE ANTIQUES FLYING”*