

TEXAS AAA



TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • JUNE 2010

RANGER FLY-IN AND MEETING

The May meeting of the Texas Chapter was held at Ranger Airport in conjunction with the Memorial Day Fly-In and Air Show on May 29th 2010.

Texas Chapter member Jared Calvert organized the Fly-in and Air Show and by all indications it was a huge success with over 125 planes and several hundred people in attendance. I don't know if anyone got an accurate count of folks, but besides pilots and passengers a large portion of the local population showed up and seemed to really enjoy the planes and the air show.

30 members of the Texas Chapter signed in on the meeting list, so by all rights it was a good showing.

Jared and his volunteers seemed to have things well organized and moving smoothly. The lunch on Saturday was brisket with all the trimmings and it not only was good, but there appeared to be plenty of it for all. Maybe this will become a go to fly-in for that area of Texas, as it seemed everyone indicated they thought it was worth the trip. We hope it will continue, as it helps to create interest in aviation.

Dick Ramsey ☐



Jim Hayes and Harold Stieber with their 75 hp Pietenpol.



Harold Stieber and his friend Bobbie Jo Sims standing in front of Harold's J 3 Cub.



Jim Putney and his Tri Pacer



NEW CHAPTER TREASURER

Due to the resignation of Georgina Edgington from both the Treasurer position and the Texas Chapter, the Board of Directors has appointed Joetta Reetz to the unexpired term, effective May 1, 2010. The appointment was by a unanimous vote of the Directors. Please welcome and assist her as she takes over these duties for our Chapter.

Richard Ramsey, Secretary



1946 COMMONWEALTH SKYRANGER,

In the latest newsletter, I read of your appeal for articles about members and their aircraft. I would like to share a bit about my most recent acquisition. For the past twenty one years, Mr. Richard Chase of the Fairview Airpark has owned and operated a 1946 Commonwealth Skyranger like the one his father owned and he learned some of his flying in.

For some time now I have had a desire to take on a fabric covering/restoration project. I started looking for a relatively economical project because I'm not ready to sell my Citabria (I still want to fly while I do this). I didn't want an experimental; I wanted something that has bit of history and one that not everyone else has. I have been taking care of Dick's airplane since he first purchased it and decided another Commonwealth in the neighborhood would be just fine. I started my search in earnest last summer having sought a couple just to find that they had been sold long ago and a couple others that I had just missed. Sharing my search story with Dick, he said he rarely flies his anymore since he enjoys flying his Stearman more and that he was interested in selling his Commonwealth. Being an airworthy and largely original airplane, it just fit the bill exactly so now I own a Commonwealth.

The Skyranger began as a 1940 product of Mr. Rae Rearwin as the Rearwin model 165. Eighty two Skyrangers were built by Rearwin in Fairfax, Kansas before materials were turned to WWII support. In 1942, the company was sold and became the Commonwealth Aircraft Company. After the war, about 14 model 75 and 85 Skyrangers were produced in Fairfax before the company was moved to Valley Stream, Long Island, New York where this particular Skyranger 185 was built in 1946. 276 more Skyrangers were built in its Long Island facility before the line came to an end in mid-1947. N92941 and many other Skyranger's were shipped by rail to a dealership in California. This airplane spent 43 years bouncing up and down the west coast through 20 different owners until Dick brought it to Texas in 1989 where it has lived with him ever since.

For this project, I have decided to use the SuperFlite cover process out of Granite City, Illinois. I have never used it before, but I have discussed it with others who recommend it in high favor. It promises great results and longevity plus they can provide the off key BMW colors that I intend to finish with. If anyone has any other experiences with SuperFlite, I would appreciate hearing about them.

I am very very fortunate to have my girl friend Karin to help with this endeavor. She isn't as afflicted with aviation as I am, but she's close and not a total stranger to aviation. Her father went through flight training during WW II then flew as a bombardier on B-26's in Europe. She also has an uncle that often would take her flying years ago. She is quite talented and patient, qualities it takes to be around me much less work with me. I'm looking forward to our working together to bring more life to this airplane.

I would like to thank Mr. Chase for letting me become the new custodian of this little jewel of an airplane and I promise to take good care of her.

Daryl T. Johnston



Bob Baas Memorial Service

On May 11th, 2010 at 3:00PM, family, friends and members of the Texas Chapter of the Antique Airplane Association gathered at Northwest Regional Airport for a Memorial Service for our departed member Bob Baas. His body had previously been donated for medical research and when that was completed his ashes had been returned to his family. On the morning of the 11th, Military Honors were rendered at the Dallas/Fort Worth National Cemetery with internment of part of his ashes there. In accordance with his wishes, his remaining ashes were scattered over the runway at Northwest Regional Airport, where he had been based for many years. His Widow Joan was in attendance and immediately following the scattering of his ashes a five plane missing-man formation was flown. Afterward, all gathered at a nearby hangar to toast his memory and wish him strong tail winds and fair skies on his flight west.

Dick Ramsey



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 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 \$15,000. For additional information, please contact me on my cell phone Joetta Reetz @ 817-253-7295. 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.Airportsoftexas.com 11/28

FOR SALE: Brand new set of Whelen Strobe and Nav lights. Never installed. All wiring and connectors are included. For more info call 817-596-3344 or 817-994-1546. \$300.00 Thanks, Charles Percy. 2/10

FOR SALE: 1948 Stinson 108-3 Station Wagon. \$29,000 S/N 108-4618 TTAF 1964 Engine: Franklin 165HP Model 6A4-165-B3, 386SMOH. Fresh Annual Inspection-always hangared covered with STITS fabric and dope. Boston Maroon and Diana cream award winner. New Cleveland brakes, Whelen beacon, Scott 3200 tail wheel, new windshield, Genave GA 1000 radio, King KI 78A transponder, auto fuel STC, new concord RG35 AXC battery, wheel pants. Contact: Richard Zipperer 817/431-6960 5/10



2230 Airport Dr.
Gainesville, Texas 76240

BILL MORROW
E-mail: billm@tomlinsonavionics.com



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CALENDAR OF EVENTS JUNE 2010

The June Meeting will be held on June 19th 2010 at Tailwheel Acres (1XA6). Bobby Jones has invited us to be his guests at his private turf field. The field is located on the west side of and near the north end of Lake Ray Roberts. Lunch will be at Noon and Bobby will be providing Barbeque. Chapter members are asked to bring complimentary Sides, Salads and Desserts.

For Fliers: Tailwheel Acres (1XA6) is about 3 miles East of Valley View, Texas. Coordinates are: 33-28-25.4200 N / 097-07-20.7600W. Turf Runway 18 – 36 is 2483 X 125 Ft. Elevation 702 ft. Right Traffic 18, Left Traffic 36.

For Drivers: Take I-35 to Valley View, Texas (it is north of Sanger / south of Gainesville) and exit at FM922. Proceed east on FM922 to CR235/Richey Rd. Turn south on Richey Rd. and proceed to CR240. Turn east and proceed to first road that intersects CR240, and turn right, go south and Tailwheel Acres Airfield is on your left (east) side.

Schedule of Monthly Meetings 2010:

- Jun 19** Tailwheel Acres (Turf), Valley View, TX (1XA6)
- Jul 17** Cedar Mills Airport (Turf), Gordonville, TX (3T0)
- Aug 21** Northwest Regional, Roanoke, TX (52F)
- Sep 18** Northwest Regional Airport, Roanoke, TX (52)
- Oct 8 and 9** Gainesville, TX (GLE) Texas Chapter Annual Fly-In
- Nov 20** Propwash Airport, Justin, TX (16X)
- Dec 18** Gainesville, TX (GLE) Christmas Party

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

FLY-INS OF INTEREST:

- Sep 1 thru 6:* National AAA Fly-in Blakesburg, IA (IA27)
- Sep 17 and 18:* Tulsa Fly-In Bartlesville, OK (KBVO)
- Oct 8 and 9:* Texas Chapter Fly-In, Gainesville, TX (GLE)
- Oct 21 thru 24:* Flying M Ranch, Reklaw, TX (7TA7)

Submitted for Rex Lake, Activities Coordinator, by Richard Ramsey

Are you looking for airport properties?
Contact Texas Chapter Member
Maybeth Nunn, Broker
The Real Team/Argyle
214-356-0383
nunn3@verizon.net

SHE'S A PROUD OLD BIRD

BY CHARLES E. WENDT JR.

"Of course, I'd be happy to have you see it." The friendly farm wife said. We wandered across the yard to a hulking barn. With its doors ajar, I tried vainly to see into the darkness in spite of a bright Texas sun.

I was on a mission. A personal mission. I had heard there was an old biplane parked in a barn on this farm, located in the cotton belt of West Texas. No one had been able to tell me what it was...no one seemed to know anything about it, other than the fact that it was there, was old, and had two wings.

As we walked across the large area, I wished the barn doors were opened wider so I might catch a glimpse of the old bird...and perhaps prepare myself.

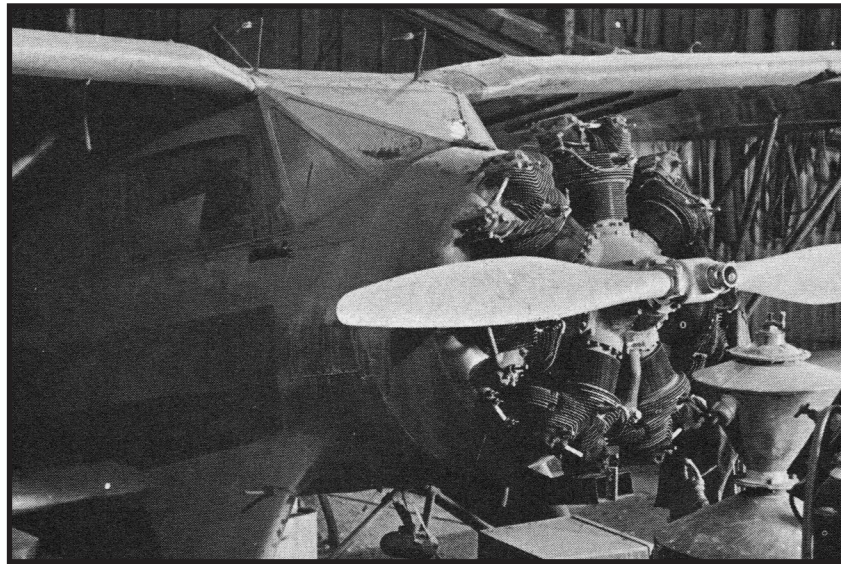
Entering the barn my first sight was of a grain truck obviously in the shop barn for repairs...but then a slight turn and there she sat, cornered and surrounded.

Yes, it was a biplane...a rather old one both in age and style according to modern standards.

Her big radial engine spoke of power and the two wings said, "lift, lift!" She looked almost ready to go. A few hours of cleaning up was all that first appeared to be needed to put the old girl in the air again.

She was proud in spite of perhaps 16 years accumulation of dust. The old girl was covered with dust --- she couldn't see out of her windows because of a thick layer of dust. The airfoil of the beautiful wings was spoiled by a thick layer of dust. Small foot prints ... perhaps of field mice ...decorated the wing surfaces. It was impossible to see the color of the wings and trim until some of the dust was removed.

Her struts supported cobwebs besides her wings. Both tires were flat and a pair of coveralls hung from one of the seven cylinders. Her prop stood at horizontal "ready" and



apparently in good condition. I didn't notice any nicks or rock bruises. Her power plant seemed to be all there and reasonably clean and in good shape.

I was later told that the engine had only about 50 hours on it and a second set of jugs were packed away in a box under some other boxes.

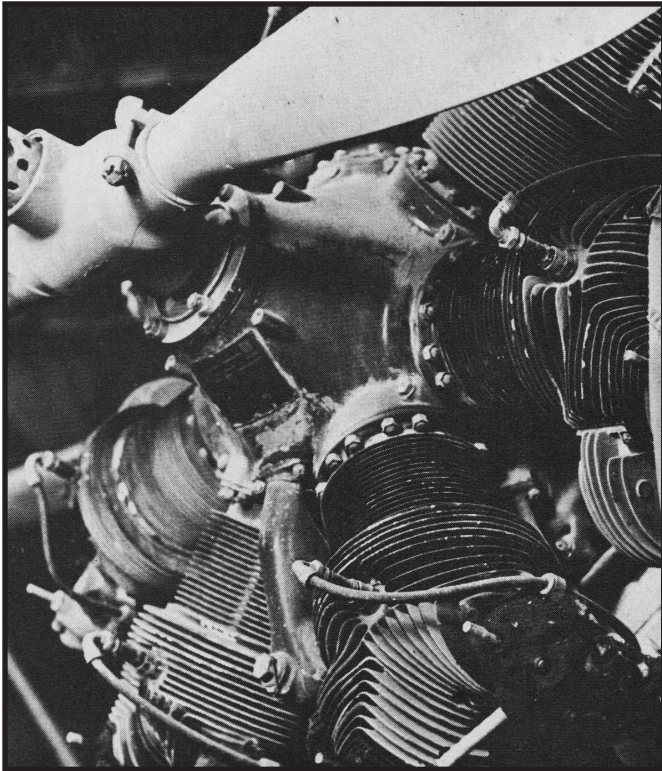
I walked around this proud old veteran and wondered what stories she might tell about flying over the plains of Texas or the reason she has been locked up nearly 16 years. Why wasn't she enjoying the sun, fresh air and the freedom of flight? A great deal went thru my mind...oh I'd love to own you. I muttered as I tenderly touched her dusty skin. I'd treat you better than this. With a little work, old girl, you'd again be a beauty.

As I continued to climb over boxes, bicycles and work benches, I noticed that all the bolts and nuts were in the right places and tight: only one small hole in the fabric of the lower left wing appeared. A slight job of patching would cure this ill, I thought.

No doubt all the glass would need to be replaced and the door would need readjustment. But other than these things she seemed ready to take to the airways.

I brushed away some of the dust and found that her last airworthiness certificate was dated October 12, 1950. Her license number was on the tail, where it should be, and carried the old "NC."

When I opened her door I was greeted by darkness. A heavy coat of dust failed to admit



TEXAS CHAPTER ANTIQUE AIRPLANE ASSOCIATION

Minutes of the General Meeting held: May 29th 2010

The General Meeting was held at Ranger Airport during the Memorial Day fly-in and air show and was called to order at 1:00PM by President Phil Cook. There were 30 members in attendance. The attendance list is in the Chapter Records.

AGENDA:

Announcements

- a. The next meeting will be held at Tail Wheel Acres on June 19th.
- b. Welcome to the new Treasurer, Joetta Reetz

Treasurer's Report

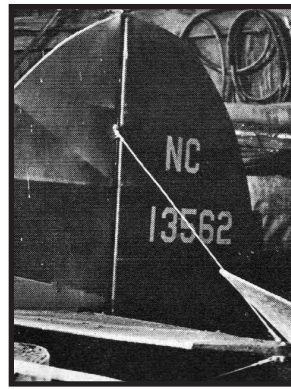
None. The Treasurer Documents have just been transferred and have not been reconciled yet.

Previous Meeting Minutes

- a. The meeting minutes from April 17th 2010, having been published in the Newsletter, were accepted as printed.

With the Air Show starting, there was no other business brought forward and the meeting was adjourned at 1:30PM.

Respectfully submitted
Richard Ramsey



any light into the cabin. It wasn't until I secured a flashlight that I could inspect her interior.

This I thought would need to be cleaned and redone. Obviously she had seen some service. The upholstery was worn ...but not torn. The instrument panel was scratched and much of the paint had peeled off. The headliner seemed to be in pretty good shape.

Beaming the flashlight around I discovered for certain who she was. Her name was WACO UIC serial number 3816, NC13562. She was born in Troy Ohio in 1933. Her age ...going on 34 years. Perhaps she had been forgotten ... but she was not yet dead.

It was hot in the barn and I felt dirty, but I hated to leave her sitting there alone in the corner under that blanket of dust. She was not for sale, the owner planned to restore her.

Maybe someday we will meet again under the bright sun, out in the open where airplanes and men are meant to be. Until then I will never forget you ---there may be others but I'll always remember your proud appearance under that blanket of dust.

This airplane is currently owned by Thomas J. Hurley in Seminole, Florida. □

Connor Lucas

It is with regret that we bring the news of the passing of Connor Lucas, son of Greg Lucas, a Texas Chapter member and Treasurer of the Oklahoma AAA. Glen Smith, another Texas and Oklahoma Chapter member advised that Connor was enjoying the evening of the May 29th with friends and had a 4 wheeler accident and was killed instantly. Please keep Greg and his family and our other Oklahoma friends in your prayers.

*Richard Ramsey, Secretary
Texas Chapter, AAA* □

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 or 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 - 5209 Glen Canyon Dr., Fort Worth, TX 76137

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 or Email 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** □

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“KEEP THE ANTIQUES FLYING”