

# TEXASAAA



TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • SEPTEMBER 2011

## ICE CREAM AT THE AUSTIN'S

Another hot day at the Austin's hangar was made comfortable by the big fans and the great ice cream. There was plenty of good food and the ice cream was excellent. There were close to 50 members and guests in attendance and smiles all around. Thanks to Jim and Betty for another successful meeting.

Our next meeting will be held on September 17th at Tailwheel Acres (1XA6). Our hosts will be Bobby and Kathy Jones. See the calendar of events for info.

Hope to see everyone there.

Terry



## BLAKESBURG 2011

We made it! Dick and I flew up to the national flyin at Blakesburg, Iowa for the annual meeting of the National Antique Airplane Association. My Davis was well behaved as it started at every fuel stop and with tail winds going north and on the return trip coming home it was great fun.

The final count of aircraft is not in yet but there were over 300 aircraft of all types, some of which were there for the first time. Rain on Saturday may have held the count down a little but what a fun time inspecting all the excellent workmanship on these old aircraft.

We had about 25 members that made the trip and 5 aircraft that flew in, two of which won

awards. Jim Hays flew in his culver and won best culver and Don Pellegreno took home three awards for his beautiful Cloudster 8090.

We raised the Texas flag in front of the library and drank lone star beer and had a ball. Our chapter choice award went to Russell William's beautiful New Ryan.

I highly recommend everyone make plans to attend next year's flyin. There is no other place to see so many different and unusual antique aircraft than at Blakesburg.

Terry

*See Photo's on following page ...*





## 55th Annual Tulsa Regional Fly-In

Our member, Charlie Harris in Oklahoma asked that we include the information about the Fly-In at Bartlesville, OK. This will be held on September 16 and 17 2011.

This is the 55th Annual Tulsa Regional Fly-In for all Aircraft Types and the 2nd South Central USA Light Sport Expo.

It will also feature a Tour Stop for the EAA's Ford Tri-Motor.

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## AVIATOR

Once the wings go on, they never come off whether they can be seen or not. It fuses to the soul through adversity, fear and adrenaline and no one who has ever worn them with pride, integrity and guts can ever sleep through the `call of the wild` that wafts through bedroom windows in the deep of the night. When a good pilot leaves the `job' and retires, many are jealous, some are pleased and yet others, who may have already retired, wonder. We wonder if he knows what he is leaving behind, because we already know. We know, for example, that after a lifetime of camaraderie that few experience, it will remain as a longing for those past times. We know in the world of flying, there is a fellowship which lasts long after the flight suits are hung up in the back of the closet. We know even if he throws them away, they will be on him with every step and breath that remains in his life. We also know how the very bearing of the man speaks of what he was and in his heart still is. Because we fly, we envy no man on earth.

-Author Unknown

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## CALENDAR OF EVENTS SEPTEMBER MEETING 2011

The September Meeting will be held on September 17th 2011 at Tailwheel Acres (1XA6). Bobby and Kathy Jones have invited us to be their guests at their 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 will be Pot Luck. Chapter members are asked to bring a Main Dish, Sides, and a Salad or Dessert.

**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.

Chapter Election Process: To facilitate the Election of Officers and Board Members, the President shall appoint a Nominating Committee Chairperson at the September meeting.

### Schedule of Monthly Meetings 2011:

Sep 17: Tailwheel Acres, Valley View, TX. (1XA6)  
Oct 14 & 15: Gainesville Municipal, Gainesville, Texas. Annual Fly-In (GLE)  
Nov 19: Propwash Airport, Justin, TX. (16X)  
Dec 17: Gainesville Municipal, Gainesville, Texas. Annual Christmas Party (GLE)

If you have hosted a meeting this year or have scheduled to, THANK YOU. If you know you would like to sponsor a meeting in 2012, please get this information to Darrell Irby as soon as possible.

### FLY-INS OF INTEREST:

Sep 16-17: Tulsa Regional Fly-In and South Central USA Light Sport Expo  
Oct 14 & 15: "Fall Festival of Flight" TXAAA Annual Fly-In, Gainesville, TX.  
Oct 21-23: Flying M Ranch, Reklaw, TX. (Corrected Dates)

Submitted for Terry Doyle and Darrell Irby, Activity Coordinators, by Richard Ramsey.

□



# “A PILOT’S REWARD”

When I lived in Ohio I kept my Piper Pacer at the Waynesville, Ohio Airport. The airport was run by the Stewart Family. Red was the clan leader and a flight instructor both in aircraft and gliders. His wife kept the books. Son Emerson (Cub) Stewart was an A&P an AI and CFII, and son Steve built parachutes and instructed parachuting. Son David, the youngest did odd jobs around the airport. Cub and Steve were married, both to nice ladies named Cathy, though spelled differently.

The airport was a 2,000 foot grass strip with a county road abutting and perpendicular to the takeoff end, with power lines along the road across from the end of the runway. Needless to say you had to watch yourself on landing.

Flight instruction was offered in J-3 Cubs, and parachuting was accomplished from a Cessna 170. Cub and his wife Cathy converted my airplane from a Tri-Pacer to a Pacer and recovered it at the same time for a total cost of \$2,300. I furnished the conversion kit from Light Plane Components (\$800) and they furnished everything else. I had bought the airplane the year before (1974) for \$3,200 and flew it for 70 hours in the Tri-Pacer configuration.

One Sunday morning, very early, I drove out to the airport to go flying. Red Stewart had crashed a Cessna 180 some months before in a night takeoff (That’s why they only had the C-170 for jumpers at the time of this story). At first he was not expected to live and spent several weeks in the hospital. Then he was not expected to walk. Nonetheless, there was Red, sitting in a tied down J-3 with the dew still on the grass. When he saw me he asked, “Can you prop an aircraft?” I answered, “I’ve owned a few where that was the only way.” He said, “If you don’t mind untie me and prop me off.” Anxious to please, I did so.

As he taxied out I started over to my airplane when I noticed the entire family sitting on

benches in front of the office. They did not look happy. I had a rare flash of insight that I might have just done the wrong thing. I walked over to them and said, “Have I stepped into the middle of a family situation?” Cub was a very kind person and replied, “Oh well, he was going to do it sooner or later anyway.”

Apparently, Red had managed to crawl into the cockpit and had asked his sons to untie and prop the airplane and they had refused. It seems that the Doctor also said that Red would never/should never fly again. The family was in a stubborn contest with Red and not about to untie the J-3. I had broken the tie, in Red’s favor, much to my dismay.

With a surge of power the J-3 went charging down the runway and lifted off into the blue. (I always wanted to say that). Red took it up to pattern altitude and circled the airport a couple of times. Then he climbed about 500 feet higher and did two beautiful loops and a couple of rolls. In a J-3 yet! He then descended to pattern altitude and entered a downwind. The end of the runway was marked by a red cone at either corner. Land before the cones and you were in a small ditch. Most of us landed well beyond the cones just to make sure. Red turned base and final with picture perfect 90 degree turns. He was steady on final and his tail wheel touched down precisely between the two cones. I never made a landing that good in my two years there.

Red taxied over to the tiedown area and shut down. After several minutes he hollered out to his sons, “Are you going to come over here and help me out.” He could not get out of the airplane on his own. They walked over and lifted Red out of the airplane and helped him as he hobbled over to the benches with a big grin on his face.

Red got better after that. He was never 100 percent, but he could walk and ride a girls bicycle about the airport and fly the Cub. I’m not sure how, or if he ever subsequently passed a flight physical. When I saw him at the airport

later on he always spoke, but never referred to that Sunday morning. I know that I was the only one outside of the family that even knew of the incident unless one of them related the story.

As with all stories that are about "Once upon a time" there is a moral here. If you have something that you absolutely have to do to make

your life worth living you can do it. I know with absolute certainty if Red had loved flying any less he would have never walked again. Don't we all, as AAA members and part of the Texas Chapter, know why Red tried so hard. Keep 'em flying.

Don Staats



**"GROSS WEIGHT"**  
-Maximum permissible takeoff weight plus an extra suitcase, a case of bourbon, rifle, ammo, golf bag, bowling ball, and diving weights.

## 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: Treasurer, Texas Antique Airplane Association, 5209 Glen Canyon Rd., Ft. Worth, TX 76137

# CLASSIFIED

**FOR SALE** - 1950 Bellanca Cruisemaster 14-19. 190 Lyc., 80 hrs.. SCMOH. 2987 tt. \$20,000. 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** - 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** - 1941 Fairchild 24, 15 hours on a 185 Warner, with an Airomantic or Curtis Reed prop. Beautiful airplane, good fabric. Asking 85K with 185 Warner or 65K with 165 Warner. 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 45K. Contact Tom at 817-790-3190. 11/09

**FOR SALE:** Building site for house & or hangar 2.39 Acres - North-South 2400' grass runway New Residential Airport-FLATBUSH ESTATES-Decatur- \$49,900 Sharon Sanden, Owner/Realtor - Coldwell Banker Residential Brokerage ssanden@airmail.net - 817-676-7458 8/10

**FOR SALE:** 1959 Cessna 150 for sale. An inexpensive time builder that runs great. 230 SMOH, 4430 TT, always hangared, last annual 8/11 Original logs signed by Cessna test pilot on first flight. \$18,000.00 OBO. Terry Wallace, wallacete@cs.com or cell 817-706-3173. 4/17

**FOR SALE-** 1936 Taylor Aircraft Company (built before Piper changed name of Company) J-2 Cub, with a Cont 65 HP engine and Univair sealed struts. Air-frame has 2180 hrs and recovered with Stitts Polyfiber in 1977. Engine has 848 total hrs and 60 since overhaul. Last annual was in February 2011. EAA auto gas STC. Located in Westlake, Texas. \$25,000. Contact Gary Sublette at 817-791-6602. 5/13

**FOR LEASE:** 3 miles from Bird's Nest Airport/ Austin Executive Airport off FM 973: 2.11 acres with large workshop (25'x65') , and 3 bedroom, 1 1/2 bath mobile home for lease. Currently being renovated, will be available soon. Contact Bill and Shirley Girard: Shirley@mdufflap-aviation.com.

**Maybeth Nunn, Broker, REALTOR**

CROSS TEXAS REALTY

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



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

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Are you looking for airport properties?  
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**214-356-0383**  
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[www.haireaviation.com](http://www.haireaviation.com)  
Bus 940-458-4603 Fax 888-275-3149

**Wanted:** Continental A-40 or A-64 engine. Would like to trade a Spencer Marston Billiards Table plus cash. Table is worth \$2600 - \$2800. Will sell the table separately for \$995 cash. Contact John Greenlee 940-872-1359, or email [jmgreenlee@sbcglobal.net](mailto:jmgreenlee@sbcglobal.net).

Updated 7/26/2011



# TEXAS CHAPTER ANTIQUE AIRPLANE ASSOCIATION

## Minutes of the General Meeting held: 20 August 2011

The General Meeting was held at Jim and Betty Austin's hangar on Northwest Regional Airport and was called to order at 12:40PM by President Terry Wallace. There were 49 members and 4 guests in attendance. The attendance list is in the Chapter Records.

Terry thanked Jim and Betty for hosting the meeting and thanked those who helped with the set-up.

### AGENDA:

#### Announcements:

Next meeting will be 17 Sept 2011 on Tailwheel Acres at Bobby and Kathy Jones Hangar.

Fly-In t-shirts are in and Rex modeled one of them. Price \$15.00.

Members reminded that we will have a Fly-Mart at the Fly-In and are asked to bring Aviation related items they don't need any longer. 10% of sales goes to Chapter.

The Tulsa Fly-In at Bartlesville, Oklahoma is on Sept 16 and 17, 2011.

#### Treasurer's Report:

Joetta Reetz read her Treasurer's Report. Approved unanimously.

#### Previous Meeting Minutes:

Minutes from the meeting on 16 July 2011 were approved unanimously.

#### Old Business:

Table repair party will be decided at the next meeting and volunteers will be requested. Terry Wallace will head this repair effort.

#### New Business:

Kenneth Robbins has agreed to take on the job of ordering and sales of Chapter memorabilia such as hats, shirts, and name tags that Shirley did such a good job of in the past. Ken will have the fly-in shirts available at the next meeting.

Chapter members agreed unanimously to provide a \$500.00 check to National AAA, for whatever use they choose.

Door Prizes were awarded to 3 luck people.

A motion to adjourn was made by and seconded. The meeting ended at 1:00PM.

Respectfully submitted  
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](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 - 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](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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*open*

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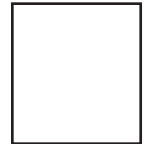
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**"KEEP THE ANTIQUES FLYING"**