

TEXASAAA



TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • FEBRUARY 2012

PRESIDENT'S CORNER

Our January meeting at The Beacon Cafe on Hicks Airfield got 2012 off to a great start! We had Maxine Capua a volunteer at the Frontiers of Flight Museum at Love Field as our guest speaker. She portrays Amelia Earhart down to the helmet, goggles and leather jacket. We had standing room only in the back meeting room of the cafe. Christie and Gene Bingham cooked up some good Mexican food and were great hosts!

Your 2012 officers had our first meeting two weeks ago at V.P Stan Prices's hangar. We had a productive meeting and focused primarily on our October Fly-in.. Since this will be our 50th anniversary, we want it to be our best ever! We really want it to be something that will attract more airplane owners and especially antiques. If you have any ideas that will make it more attractive, please give our fly-in Chairman Darrell Irby a call 817-379-1728 or email him at darrell@avcontx.com. Darrell will be laying out our plans in the coming months. An event like this will require many volunteers so please be willing to help if you get a call. He has already arranged for meeting places this year for our monthly meetings except July, August and September. If you would like to host a meeting one of these months, give him a call. We also discussed having a fly-in breakfast during the hot summer-months instead of a lunch. One last request is that Terry and Barry Wallace need articles of interest for our newsletter. Please send them anything that you think might be of interest to our members. I am looking forward to 2012 as your president and urge everyone to invite people to our meetings that might be interested in joining us. It was great to have great attendance plus adding four new members. Keep it up!

See you at the Vintage Flying Museum at Meachum Airport on February 18th.

Phil



JANUARY MEETING

Minutes: The business meeting room at Hicks was jam packed with 49 signed in people. Guests and new members were introduced. The February 18th meeting is to be held at Fort Worth Meacham Airport (FTW) in the Vintage Flying Museum. Pot Luck of course! Irby indicates there are three open dates for hosting of this year's chapter meetings. He is ready to start discussing the October chapter fly-in needs at each meeting from now until the fly-in. Stan Price mentioned the idea of the chapter newsletter being received by e-mail. Excellent response to the Amelia program!

Treasure's Report: Income \$590. Luncheon meeting: \$165. Clothing sales; \$400. Dues. Out Flow \$587.26 Luncheon meeting: \$181.80 Newsletter.

CHAPTER CHATTER

Amelia is not dead! She was alive and well as she appeared as the program for the chapter meeting. As a 39 year old, Amelia related her activities from age 6 to 39. What a busy lady. Speculation from age 39 to 110 drew many comments and questions from members. Cannot recall the chapter members staying in place for over an hour on hard chairs in a small, but adequate room.

Forty-nine individuals were recorded on the sign-in sheet. A goodly number, however, we guaranteed 40 meals and only 35 took the deal. Fourteen or more ordered off the menu. The chapter lost fifty bucks. The arrangements for eating and the meeting were much better than this old guy expected. Thanks to Phil and the Beacon Restaurant staff.

The weather was not too bad for a January meeting. The wind was basically down the runway (32). Expected more members to fly. There were only 4 or 5 fly ins. Hats off to Pat Pockrus. He flew his copter from Weatherford without the door. It sure was cold shaking his hand!

This old guy does a ranking of each meeting. The items used are food, people, flying. This meeting, for me, had them ranked people, flying, and food. It was really a nice arrangement for visiting with members. A little gossip here, and a little there. Really liked the wedding pictures of Joetta's daughter, viewable while we waited in the food line. The flying time was too short to list first, and to make matters worst, my slow bird made the VP pull up his gear and go around. Sorry about that, Stan. Non-fat deserts are always on the top of my food list, especially chocolate.

The tower folks at Meacham are friendly, and flying helps keep your non-fat Pot Luck junk fresher.

CHEERS don ☐



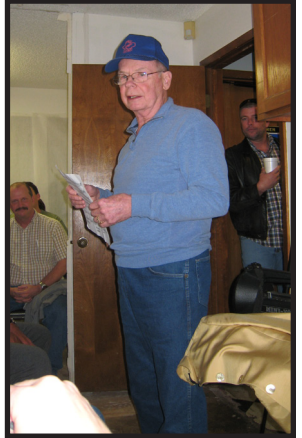


SPECIAL GUEST SPEAKER FOR OUR FEBRUARY 18TH MEETING.

We are so fortunate to have Lee Swofford speaking at our February meeting! Lee flew B-17's, B-24's and B- 25's during WW II. He has some "hairy" stories to tell about bombing missions including when he was flying back from Berlin with two engines out on the same side.

He managed to get the B-25 back to England but ran out of fuel and put it down in a farmer's field. He and the crew walked away!

You will enjoy his colorful presentation and visiting with him. Please come and make him feel welcome! □



CENTRAL TEXAS

Fort Parker Flying Field - Groesbeck, TX

FLY-IN

March 30-31, 2012

ZERO TO ZERO LANDING

A must read for all you aviation types! This is about a Zero-Zero landing in a C-124 which was a very large 4 engine troop transport/cargo airplane that had 4 reciprocating, I think R3400, like a B-29, engines. They were called "The Crowd Killing Crash-Master" by those who rode in them. (We called them "The Aluminum Over-cast", and I believe the name stuck.....Leon)

Leon's Comments: The C-124 is a HUGE 4 engine airplane. They were at my base in the state of Washington. The plane is so big I could walk along the wing spar out to the first engine without even crouching. The engine had a screen platform around it, so that a Starter, Generator, or Mags could be serviced.....during flight!! Continuing our walk to the furthest out engine, required a bit of a crouch to reach it. It had the same screen platform as well. The tailcone had Men and Womens bippy's. Now that's BIG. The fuselage had a second story floor that folded against the walls if one needed the whole depth of the fuselage for cargo. The plane was equipped with a traveling crane like one sees in factories, to load the cargo. Otherwise, for personnel, the second story floor hinged up level, and supported a whole second story of seats for troops.

Zero/Zero by Charles Svoboda

It happened sometime in 1965, in Germany. I was a copilot, so I knew, everything there was to know about flying, and I was frustrated by pilots like my aircraft commander. He was one of those by-the-numbers types, no class, no imagination, no "feel" for flying. You have to be able to feel an airplane. So what if your altitude is a little off, or if the glideslope indicator is off a hair? If it feels okay then it is okay. That's what I believed.

Every time he let me make an approach, even in VERY conditions, he demanded perfection. Not the slightest deviation was permitted. "If you can't do it when there is no pressure, you surely can't do it when the pucker factor increases," he would say. When he shot an approach, it was as if all the instruments were frozen - perfection, but no class.

Then came that routine flight from the Azores to Germany. The weather was okay; we had 45,000 pounds of fuel and enough cargo to bring the weight of our C-124 Globe master up to 180,000 pounds, 5,000 pounds below the max allowable. It would be an easy, routine flight all the way. Halfway to the European mainland, the weather started getting bad. I kept getting updates by high frequency radio. Our destination, a fighter base, went zero/zero. Our two alternates followed shortly thereafter. All of France was down. We held for two hours, and the weather got worse. Somewhere I heard a fighter pilot declare an emergency because of minimum fuel. He shot two approaches and saw nothing. On the third try, he flamed out and had to eject. We made a precision radar approach; there was nothing but fuzzy fog at minimums. The sun was setting. Now I started to sweat a little. I turned on the instrument lights. When I

looked out to where the wings should be, I couldn't even see the navigation lights 85 feet from my eyes. I could barely make out a dull glow from the exhaust stacks of the closest engine, and then only on climb power. When we reduced power to maximum endurance, that friendly glow faded. The pilot asked the engineer where we stood on fuel. The reply was, "I don't know--- we're so low that the book says the gauges are unreliable below this point. The navigator became a little frantic. We didn't carry parachutes on regular MAC flights, so we couldn't follow the fighter pilot's example. We would land or crash with the airplane. The pilot then asked me which of the two nearby fighter bases had the widest runway. I looked it up and we declared an emergency as we headed for that field.

The pilot then began his briefing. "This will be for real. No missed approach. We'll make an ILS and get precision radar to keep us honest. Copilot, we'll use half flaps. That'll put the approach speed a little higher, but the pitch angle will be almost level, requiring less attitude change in the flare." Why hadn't I thought of that? Where was my "feel" and "class" now? The briefing continued, "I'll lock on the gauges. You get ready to take over and complete the landing if you see the runway - that way there will be less room for trouble with me trying to transition from instruments to visual with only a second or two before touchdown." Hey, he's even going to take advantage of his copilot, I thought. He's not so stupid, after all. "Until we get the runway, you call off every 100 feet above touchdown; until we get down to 100 feet, use the pressure altimeter. Then switch to the radar altimeter for the last 100 feet, and call off every 25 feet. Keep me honest on the airspeed, also. Engineer, when we touch down, I'll cut the mixtures with the master control lever, and you cut all of the mags. Are there any questions? Let's go!" All of a sudden, this unfeeling, by the numbers robot was making a lot of sense. Maybe he really was a pilot and maybe I had something more to learn about flying. We made a short procedure turn to save gas. Radar helped us to get to the outer marker. Half a mile away, we performed the Before Landing Checklist; gear down, flaps 20 degrees. The course deviation indicator was locked in the middle, with the glide slope indicator beginning its trip down from the top of the case. When the GSI centered, the pilot called for a small power reduction, lowered the nose slightly, and all of the instruments, except the altimeter, froze.

My Lord, that man had a feel for that airplane! He thought something, and the airplane, all 135,000 pounds of it, did what he thought. "Five hundred feet," I called out, "400 feet.....300 feet.....200 feet, MATS minimums.....100 feet, Air Force minimums; I'm switching to the radar altimeter75 feet nothing in sight.....50 feet, still nothing....25 feet, airspeed 100 knots." The nose of the aircraft rotated just a couple of degrees, and the airspeed started down. The pilot then casually said, "Hang on, we're landing." "Airspeed 90 knots....10 feet, here we go!" The pilot reached up and cut the mixtures with the master control lever, without taking his eyes off the instruments. He told the engineer to cut all the mags to reduce the chance of fire. CONTACT! I could barely feel it. As smooth a landing as I have ever known, and I couldn't even tell if we were on the

runway, because we could only see the occasional blur of a light streaking by. "Copilot, verify hydraulic boost is on, I'll need it for brakes and steering." I complied. "Hydraulic boost pump is on, pressure is up." The brakes came on slowly---we didn't want to skid this big beast now. I looked over at the pilot. He was still on the instruments, steering to keep the course deviation indicator in the center, and that is exactly where it stayed. "Airspeed, 50 knots." We might make it yet. "Airspeed, 25 knots." We'll make it if we don't

run off a cliff. Then I heard a strange sound. I could hear the whir of the gyros, the buzz of the inverters, and a low frequency thumping. Nothing else. The thumping was my pulse, and I couldn't hear anyone breathing. We had made it! We were standing still! The aircraft commander was still all pilot. "After-landing checklist, get all those motors, radar and un-necessary radios off while we still have batteries. Copilot, tell them that we have arrived, to send a follow me truck out to the runway because we can't even see the edges." I left the VHF on and thanked GCA for the approach. The guys in the tower didn't believe we were there. They had walked outside and couldn't hear or see anything. We assured them that we were there, somewhere on the localizer centerline, with about half a mile showing on the DME. We waited about 20 minutes for the truck. Not being in our customary hurry, just getting our breath back and letting our pulses diminish to a reasonable rate. Then I felt it. The cockpit shuddered as if the nose gear had run over a bump. I told the loadmaster to go out the crew entrance to see what happened. He dropped the door (which is immediately in front of the nose gear), and it hit something with a loud, metallic bang. He came on the interphone and said "Sir, you'll never believe this. The follow-me truck couldn't see us and ran smack into our nose tire with his bumper, but he bounced off, and nothing is hurt." The pilot then told the tower that we were parking the bird right where it was and that we would come in via the truck. It took a few minutes to get our clothing and to button up the airplane. I climbed out and saw the nose tires straddling the runway centerline. A few feet away was the truck with its embarrassed driver.

Total damage---one dent in the hood of the follow me truck where the hatch had opened onto it. Then I remembered the story from Fate Is the Hunter. When Gann was an airline copilot making a simple night range approach, his captain kept lighting matches in front of his eyes. It scarred and infuriated Gann. When they landed, the captain said that Gann was ready to upgrade to captain. If he could handle a night-range approach with all of that harassment, then he could handle anything. At last I understood what true professionalism is. Being a pilot isn't all seat-of-the-pants flying and glory. It's self-discipline, practice, study, analysis and preparation. It's precision. If you can't keep the gauges where you want them with everything free and easy, how can you keep them there when everything goes wrong?



CALENDAR OF EVENTS

FEBRUARY 2012 MEETING

The February meeting will be held on 18th of the month at the Vintage Flying Museum (KFTW, www.vintageflyingmuseum.org). The Museum is located on the south end of the airport. Lunch will be at 12:00, and will be Pot Luck (low fat junk only). Chapter member are asked to bring a Main Dish, Sides, and a Salad or Dessert.

DRIVERS Take your best route to I35W. Get off on Meacham Blvd and head west to Main Street and go South to 38th Street, just past Fire Station take a right. 505 NW 38th St. Hangar 33. Easier to fly!

FLYERS The Museum is on the south end of the airport (KFTW). Tower 118.3, Ground 121.9, Request taxiing instruction for the Museum. Enjoy getting high.

Schedule of Monthly Meetings: 2012:

Jan 21: Christies Extreme Burgers

Feb 18: Meacham Field, Fort Worth TX. (FTW) (Vintage Flying Museum)

Mar 17: Clark Airport, Justin, TX. (3T6) (Pockrus)

Apr 21: New Fairview Airport, Rhome, TX. (7TS0) (Robbins)

May 19: New Fairview Airport, Rhome, TX. (7TS0) (Pellegreno)

Jun 16: Northwest Regional Roanoke TX. (52F) (Terry Wallace)

Jul 21: Open

Aug 18: Open

Sep 15: Open

Oct 12 & 13: Gainesville Municipal, Gainesville, Texas. Annual Fly-In (GLE) (Tomlinson)

Nov 17: Propwash Airport, Justin, TX. (16X) (Nunns)

Dec 15: Gainesville Municipal, Gainesville, Texas. Annual Christmas Party (GLE) (Tomlinson)

FLY-INS OF INTEREST

March 2/3 Arizona Chapter AAA Annual Fly-in Casa Grande, AZ.

May 19 Brady Texas (KBBD) Annual Armed Forces Day Celebration and Fly-in. Hamburger Lunch, WWII Hangar Dance. www.morganmilitaryaviationmuseum.com

May 4/5 Oklahoma Chapter AAA Annual Fly-in Paul's Valley, OK

August 29/September 3 National AAA Fly-in Blakesburg, IA

October 12/13 Texas Chapter AAA Annual Fly-in Gainesville, TX

October 26/28 Flying M Ranch Fly-in Reklaw, TX



MILD PANICS IN FLIGHT (EVENTS TO LEARN FROM)

In 1958, as a student pilot, I was making my triangle solo flight from Park Cities Airport (no longer there) in Dallas to Kickapoo airport in Wichita Falls and to Durant Ok. and back to Dallas. I was in my 1946 Taylorcraft which I was one fifth owner.

It was a beautiful sunny Sunday and Margaret packed me a sack lunch and a thermos of milk. I remember climbing out to about 3000 ft. over Grapevine Lake and looking down at the sail boats. (before DFW.) I took a sandwich out of the sack, took a bite and reached for the thermos. I unscrewed the cap and as it reached the last thread, the milk exploded and was all over me, the inside of the cockpit and on the windscreen! I only had one napkin and used it to wipe the milk off of the windscreen. As you might know it was smeared and was like looking through it in IFR conditions.

I finally found my way to Wichita Falls and found what I thought was Kickapoo Airport. I had no radio and thought I was on final and looked to my right and saw an Air Force jet landing on the next runway! As you might know, I aborted and finally found Kickapoo where I landed and finished cleaning up the windscreen and me. I also found out that I nearly landed at Shepherd Airforce Base! I wondered what the guy in the tower thought but never heard from them.

I proceeded on to Durant and then to Park Cities without further incidents. Being a hot sunny day, by the time I got back, the inside of the airplane and I smelled like the inside of a dairy.

Panic #2

In about 1985 I was in a rented Cessna152 leaving Addison Airport headed for Mineola Weisner. I took off on runway 15 and as I turned East over the office buildings on the South end of the runway, I heard a loud banging coming from the outside of the airplane. I was about to tell the tower that I was having problems and needed to return and then realized that the end of my seat belt was hanging outside the door banging on the fuselage. My heart finally started beating normally again and I continued my trip without further incidents.

I have had other flying adventures as most of you have had.

Phil □



JANUARY BOARD MEETING

The Board met in Stan Price's hangar, and the following items were discussed. 1. January meeting arrangements, 2. E-mailing list. 3. Money in and out (\$280) newsletter, 4. February at Mecham. 5. Meeting locations for the year. 6. Breakfast meeting for July, August, or September. 7. Membership requirements. 8. Historian position. 9. State Director. 10. October fly-in, registration, date, auction, T shirts, posters, advertising, posters, chairperson.

□

DEAR ANTIQUE AIRPLANE ASSOCIATION - TEXAS CHAPTER,

We would love to invite you to our 2nd Annual Armed Forces Day Celebration & Fly-In in Brady, TX, at Curtis Field (BBD) on May 19, 2012. We had such a great day last year that we decided we were crazy enough to do it all over again! The day will include a great exhibit by the Morgan Military Aviation Museum, the fly-in including a PT-19 like those flown when flyers were being trained at Curtis Field during WWII, a hamburger lunch, a WWII Hangar Dance, and much, much more. We would very much appreciate it if you would put us on your calendar and in your newsletter. For more info. and updates, please visit us at www.morganmilitary-aviationmuseum.com and like us on Facebook. You may also e-mail me at mpostoak@hotmail.com or call (325)456-6726. We look forward to meeting you and your beautiful planes on May 19th!

Sincerely,
Nanette Morgan
Morgan Military Aviation Museum □

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. Airframe 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@mudflap-aviation.com.

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Updated 7/26/2011



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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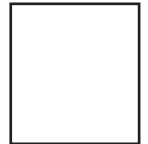
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"KEEP THE ANTIQUES FLYING"