

# TEXASAAA



TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • JULY 2012

## PRESIDENT'S CORNER

A Great Day At the Lake !

It was nice to get out of town and go to Cedar Mills at Lake Texoma for our June meeting!

We had a nice sized group of members with a few guests included.

Next month's meeting will be at Jim Austin's hangar at Northwest Regional and hosted by Terry Wallace. We are trying something different since July is such a hot month. Our meeting will be a breakfast meeting starting at 9:00 AM !

Please bring your favorite breakfast casserole, menudo, hueveros rancheros or coffee cake. (kidding about menudo).

We will also have a special speaker that most of you know. Jack Brouse will be telling us about his participation in restoring the Vought V-173 Flying Pancake currently on display at the Frontiers Of Flight Museum at Love Field.

It's a great story of one of history's most unusual aircraft. I Please be there for a fun time together with your friends. If you like the breakfast meeting idea then we can also have one in August and September.

Great news!

We are over halfway to our goal of 2,000.00 in member sponsorships to help defray some fixed costs of our October Fly In.

We're calling it 50 Bucks for 50 Years.

The AAA National Fly In at Blakesburg Iowa is just around the corner. It's Aug 29th to Sept 3rd. If you have never gone you have missed a treat!

It's my all time favorite fly-in (besides ours) and several from our chapter are going. Check it out at [www.antiqueairfield.com](http://www.antiqueairfield.com) and consider joining us.

See you at breakfast on 7/21.

Phil

***Please note: Our July Meeting is a breakfast meeting, please bring breakfast food. It starts at 9:00 AM. See you there!***

Photos By Dennis Price and Steve Sokolich



N6432J, Piper PA-28-180, cn" 28-4850, built in 1968, owned by Rex A. Lake



N7842S, Bellanca 7ECA, cn: 1173-76, built in 196, owned by Terry W. Doyle



N9211C, Vans RV-8, cn: 81579, built and owned by Michael J Clark, built in 1974



N2712M, Piper PA-12, cn: 12-1127, built in 1946, owned by John A. Weiland



## HELLO ALL,

At the most recent Texas Antique Aircraft Association chapter meeting I spoke about the AOPA and EAA initiative to request of the FAA an exemption to the current 3rd class medical requirements for private pilots. This is an opportunity for us to potentially no longer need to get a 3rd class medical in order to fly. Simply having a valid driver license, and assessing your own health to determine whether you're safe to fly, would allow you to fly. In my opinion this will keep many of us flying longer with a lot less hassle not having to contend with keeping and maintaining a 3rd class medical.

The below link will take you to the AOPA webpage which details the method for submitting a comment in support of the 3rd class medical exemption, currently under consideration by the FAA, along with suggestions on what to write. I hope you'll take the opportunity to submit your comments on this matter. The more people who submit comments will hopefully increase the chance the FAA will accept and enact this exemption.

You have until July 2, 2012 to submit your comment to the FAA. The FAA will not accept comments after this date.

The link to the AOPA Webpage:

<http://www.aopa.org/advocacy/120329tips-to-filing-comments-medical.html>

The link to actually submit your comment, accessible from the above AOPA link, is:

<http://www.regulations.gov/#!submitComment;D=FAA-2012-0350-0001>

You're allowed 2000 characters for your comment or you can also attach a separate file if you wish.

Regards,  
Steve Sokolich



## “ EXPIRED AIRCRAFT REGISTRATION ”

Phill Cook called me last night and ask me to send you a note on a discussion we had at the last meeting on “ Expired Aircraft Registration ”. This was not a problem until the FAA changed the registration rules. Thought the rest of the membership should be aware.

I have a friend who purchased an aircraft that was tied up in an estate for a time. He paid for the aircraft, had an annual performed, only by checking faa.gov he found out the Aircraft Registration had expired. When this happens you also lose the airworthiness certificate. Now you cannot legally fly the aircraft, annual the aircraft, or get a special flight permit. If this had gone on long enough, you would also lose the N-Number. All of this must be reapplied for and as of yesterday the FAA is running five weeks behind. So buyer aware, especially where the owner has died and someone else may not be familiar with the new rules and not keep up with the paperwork.

Will let you know on the outcome, when he gets it all taken care of.

Thanks,  
Jack Weiland



## Fall Festival of Flight Texas Chapter Antique Airplane Association Members,

As we plan our 50th anniversary Fly-in we are discovering the realities of the aviation business as it pertains to fly-ins of all types. Most fly-ins in the past few years have experienced decreasing attendance, reduced vendor participation, and fewer aircraft on the flight line. The difficulty is that the fixed costs are going up while revenue income is decreasing. Insurance costs are expected to again go up this year due to several aviation mishaps at various functions last year. Our 2011 fly-in was managed properly and still produced a loss of \$1453.16. This year's costs will be greater than last years.

We have a plan.

We recently met with the Gainesville Chamber of Commerce, the Airport manager, and a primary aviation manufacturer in the Gainesville area. Our hopes were to find some sponsorship moneys. We came away with the conclusion that most businesses are up to their ears with local organizations needing money and for a “Private” organization, such as ourselves, moneys were not available for sponsorship purposes. Basically we have very little to give back to them.

This idea then came to us. “Who would most likely benefit from our fly-in and who would most likely be willing to help sponsor this great activity?”

The answer, “Our own people.”

We are now asking our “Own members” to step forward and help with some financial sponsorship. The insurance costs alone for this year's event will probably be near \$1800.00.

Our hopes are that you, your business, or your buddies will individually or collectively donate some financial support and become our sponsors. In return we will insure that you receive proper recognition at the fly-in unless you desire to remain anonymous. We will be designing a sponsorship recognition board with the theme “50 Dollars for 50 Years” with a multiple sticker system to indicate your level of participation. Our thoughts are that even if you do not want to donate \$50.00 you can find a few buddies to collectively come up with a \$50.00 contribution in the name of your group, ie. “The Bird Dog Dogs” or “The Old Airplane

Lovers", or whatever.

You can also give your donation as an "In Honor of your favorite person." It would be great to have some Honorary donations to some of our Gone West members who enjoyed our fly-ins in the past.

Please help us with a contribution and let us know how you would like to have the card made out that will show on the appreciation board. Possible thoughts are:

Your individual name

Your company name

Your group name

In Honor of \_\_\_\_\_

Be creative and put whatever you like.

Contributions can be mailed to:

Phil Cook

1628 Fuqua Dr.

Flower Mound, Tx. 75028

or

Stan Price

3005 Creekview Dr.

Grapevine, Texas 76051

Thanks.

Phil Cook, President - Texas Chapter Antique Airplane Association

Stan Price, Vice President



## SECRETARY REPORT:

Pres Phil did the usual and called the meeting to order. There were two well behaved guests and no one admitting to a birthday or anniversary. The Treasures' and Secretary's report were approved. The discussions centered on next month's meeting, fly-in history, and fly-in cups. The group decided on a 9:00 July meeting in an attempt to beat the heat. Terry Wallace is hosting it at Northwest Regional Airport. Member are encouraged to bring breakfast and brunch type food. Those with information about past fly-ins and possible subsequent junk were encouraged to become involved. A fly-in commemorative cup comes with one's registration. One can also be purchased for five dollars. The sign in sheet listed 36 individuals, however, more arrived and did not sign in. CHEERS Ona B & don



## CHAPTER CHATTER JUNE 2012

The love affair of Gene Morris and his American Eaglet has come to an end after some thirty years. A few weeks ago after flying the Eaglet for the first time in five years, that stuff (s\*\*\*) just happens. The flight was only 10 minutes long because of low oil pressure. Towing the bird down the road to his hangar at Stagecoach, the right wing hit a tree. Being a lightweight parasol bird, the hit wing load was quickly transferred to the fuselage. So, the right wing needs some work and the fuselage uncovered to straighten some tubing.

It doesn't sound as if it is going to be Gene's next project. His last project was the Culver that Jess Shryack was working on. Jim Hayes presently owns the Culver. Don't let Gene cry in his own beer; buy him one at our fly-in.

The Eaglet was a product of the American Eagle Aircraft Company of Kansas City, Kansas. It is a two-place airplane with a 35 hp Szekely SR-3 engine. The SR-3 is a three-cylinder four-cycle engine with overhead valves, which develops 35 hp at 1750 rpm. It is most efficient between 1500 and 1800 rpm, and company officials concluded that slow rpm would result if longer life and better service. Gene can attest to the longer life, but not the better service.

With a wingspan of 34 feet 4 inches, it is big but lightweight at 467 pounds empty and 864 pounds gross. In comparison, my little 20-foot wing span single-place Rose Parrakeet has a gross of 860 pounds. It is rumored that Gene's son also has an Eaglet and a love affair with the bird. Could it be hereditary?

As many chapter members know, rebuilding an antique or classic airplane is not just about meeting the TC data and the FAA requirements. It is also about being a little bit of a nitpicker. Do you use the original type slot nose screws or succumb to Philips head screws? Do you use self-locking nuts when possible or stay with the castellated nuts with split pins (British for cotter pins). What I do changes from time to time and situation to situation. The one place I do not change, however, is with those darn engraver plastic labels. You know, those that indicate on/off or label something. Engraved plastic for nametags and such are not for airplane panels, especially for antiques, classics, and warbirds. Using those plastic engraved things is like committing a moral sin or flying drunk. Yes, the opinionated old guy is at it again.

So, take your plastic engraved labels out of your bird and go to a store that basically does trophies. Have them engrave on the metal they use for labels,

most likely some type of brass. Make sure they use the right type of letters and numbers for your bird. Request that they engrave a little deeper than normal. You could take some half-hard aluminum (5052) to use.

Take your newly engraved metal to the hangar and paint it the color that fits your bird. Don't paint too many coats. Next take something with a sharp point and scrape in the letter and number grooves if necessary. Then take the Sharpie Paint Pen you purchased (\$3.79) from Hobby Lobby, after making sure you bought the one that indicates it contains oil-based paint and rub it in the letter and number grooves. Once they are filled-in, take your good soft toilet tissue with mineral spirits and rub off the excess color not in the grooves. Easy does it. I hope you used paint not affected by mineral spirits. If you mess up, take all the paint off the label and start over. Who is to know the number of times you messed up?

On warbirds, the letter/number plates are painted black and the grooves filled with white. With your sexy antique/classic, you can pick the color for the plate(s) and a different color for the grooves.

Hope someone noticed the excellent "10" landing made at Cedar Mills by John Greenley in his Aeronca chief. It had to be a "10" because he had come a week earlier to practice. Right place, wrong date!  
cheers, don



Gene Morris' American Eaglet



# CALENDAR OF EVENTS

## JULY 21st 2012 MEETING

Set your alarm clock on the 21st. The chapter meeting (eating) starts at 9:00 not 12:00. Bring breakfast and brunch type of food. Terry Wallace, the host, will have the coffee ready at 8:00. The business part of the meeting will be extra short because Jack Brouse will talk about the Vought 173 restoration. I've heard one person call it the "long legged bitch."

**FOR FLYERS:** Northwest Regional (52F) is about three miles Northwest of Roanoke, and close to W35 and the Texas Motor Speedway. Uses 122.9 for advisories.

**FOR DRIVERS:** From 35W take Hwy 1171 exit and go east about a mile to Cleveland-Gibbs road. Go south to the stop sign and turn north. At the dead end go left to the sixth hangar.

## Schedule of Monthly Meetings: 2012:

**Jul 21:** Northwest Regional Roanoke TX. (52F) (Terry Wallace)

**Aug 18:** Northwest Regional Roanoke TX. (52F) (Terry Wallace)

**Sep 15:** Tailwheel Acres, Valley View, TX. (1XA6) (Jones)

**Oct 12 & 13:** Gainesville Municipal, Gainesville, Texas.

Annual Fly-In (GLE) (Tomlinson) (unconfirmed)

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

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

## Fly-Ins of Interest 2012:

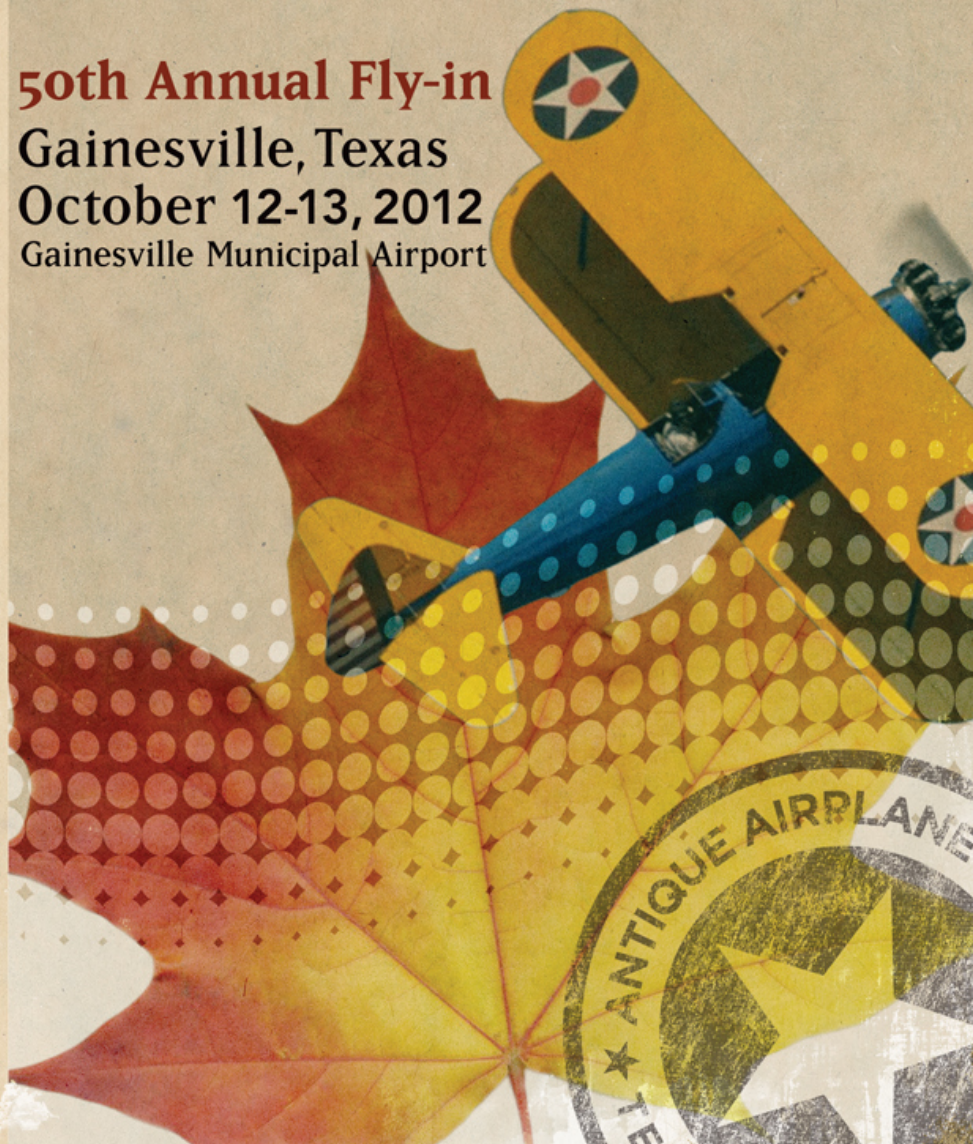
**Aug 29-Sep 3:** National AAA Fly-In, Blakesburg, IA.

**September 22:** 56th Annual Tulsa Regional Fly In, Bartlesville Municipal Airport, Bartlesville, OK

**Oct 12 & 13:** 50th "Fall Festival of Flight" TXAAA Annual Fly-

*Texas Chapter*  
**Antique Airplane  
Association**  
*Fall Festival of Flight*

**50th Annual Fly-in**  
Gainesville, Texas  
October 12-13, 2012  
Gainesville Municipal Airport



[www.TexasAntiqueAirplane.org](http://www.TexasAntiqueAirplane.org)



# CLASSIFIED

**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:** 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 LEASE: 3 miles from Bird's Nest Airport/ Austin Executive Airport off FM 973: Large workshop, 25' x 65', double doors, abundant windows for a good cross-breeze. Two separate rooms at one end for office/storage, Ideal for restoration projects, wing building, hobbies, etc. Contact Bill and Shirley Girard at Shirley@mudflap-aviation.com**

**FOR SALE:** CESSNA 170B - Call (985) 643-3587 for details.

**FOR SALE** – Project Nostalgia Pup, a single place E-LSA similar to a Cub. Needs Fabric & Engine. Has new wheels, Brakes, & Wing Tanks. Price \$4800.00. Contact: Trunk @ (972) 424-3434 in Plano, TX.

**FOR SALE :** Garmin GPS-296 It comes with many accessories and is in excellent condition and with original box included. Sale price \$550.00 plus shipping (if applicable). Contact Rex Lake. Phone # 817-431-4229

**Maybeth Nunn, Broker, REALTOR**

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## Need Aviation Hardware?

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## Fall Festival of Flight Fly mart 2012

This year we are again holding the fly mart at our October fly in and now is a good time to start collecting parts to make money for the chapter. Put a box by your hangar door and bring everything to Gainesville in October. The fly mart helps defray the cost of the fly in and puts cash in your pockets.

Terry

## 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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(None Appointed)

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*"KEEP THE ANTIQUES FLYING"*