

TEXASAAA



TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • AUGUST 2012

PRESIDENT'S CORNER

Pancake Breakfast and the Flying Pancake !
That was the focus of our July meeting.

A nice group of us gathered at Jim Austin's hangar Sat. 7/21 on NW Regional for breakfast and a good presentation by Jack Brouse on his participation in restoring the V-173 Flying Pancake. If you missed it, this unusual aircraft is on display at the Frontiers of Flight Museum at Love Field. Jim Austin played a major role in the restoration by supplying the grade A cotton fabric that was required by the Smithsonian Museum to cover it.

There were some very tasty egg casseroles (I counted six) and pastries to make the breakfast complete. Most everyone there voted to also have the August meeting in the morning to beat the summer heat. It will be at Jim's hangar starting at 9:00 Sat. 8/18. Terry Wallace will also host this one. He, Joetta and Dean Hollis might be called on again to prepare the pancakes. Everyone else is encouraged to bring a dish.

Please continue to spread the word about our Oct. 12th and 13th 50th anniversary Fly-In! Special flyers will again be available at our Aug. meeting for us to post around the area. Fly early and high to beat the heat!

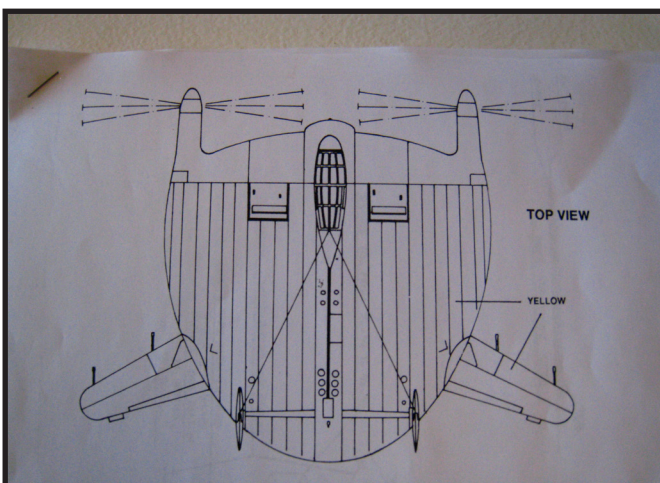
Phil



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

Photos By Steve Sokolich





TCC'S FAMOUS BEECH E18S

Curt Landrum, Adjunct Associate Professor Aviation, and recipient of the coveted FAA Charles Taylor award is currently heading up the restoration of Tarrant County College's Beech E18S N444GR. TCJC (as it was known then) acquired the aircraft in the mid 1980's for the Aviation Technology program. The aircraft has served diligently as a training aid for close to 30 years. It is in remarkable condition for its age and experience. Mr. Landrum realized the significance of this aircraft and began the odyssey to return it to an image of its' former glory. N444GR is a historically significant aircraft with the records to support it. It was once owned by Merv Griffin and carried many famous names. The aircraft was also used in movie production according to the records.

Mr. Landrum has reviewed the flight log for this aircraft and the following names are recorded (plus more – just a sample):

1. Merv Griffin (owner)
2. Clint Eastwood

3. Doug McClure
4. Dinah Shore
5. Gene Hackman
6. Bert Reynolds
7. Joe Flynn
8. And many more!

"As you can see this aircraft is in a class of "star" quality;." Wrote Mr. Landrum.

In consideration of the aircraft's ownership there is little money for restoration. Mr. Landrum has diligently put a team of volunteers including students together to perform most of the work. He has sought dona-

tions of resources from current owners, repair stations, and even airlines. I am hoping this notice may reach some of you that may have some extra parts or consumables laying around you may be willing to part with.

Thank you,
Darrell Irby □



KEEPING OPTIONS OPEN

There are a number of older pilots who request having their FAA medical examination completed and passed before filling out the required FAA paper work (form 8500-8). They request this approach to safeguard their ability to continue the possibility of flying as a Sport Pilot. Some may do this because of a new medical condition. So once they are sure they can pass the medical, they fill out form 8500-8.

The question confronting older pilots with the new FAA Medical Application Online October 1st is, what can one do to have the same option as with the previous procedure? You most likely have considered I do not have a computer or I don't know how to use one. Well, the medical examiner's staff will then undertake the task. They will "import" the form with no turning back.

The FAA is highlighting "Speed up Your Certification," while in reality they are pushing their own paperwork responsibility onto the medical examiner and staff. The medical staff wants to be as efficient as possible, and may view a deviation as cheating or unlawful. What to do?

First of all, select medical examiners who are pilots, were pilots, and ones who do not pride themselves on the number of rejects. Ask if they will do the examination working from a copy of the form you filled out online rather than "importing" the form onto their computers before the physical. If the answer is yes, go online to <https://medxpress.faa.gov>. You enter your medical history (page 1) on FAA form 8500-8. You can leave items blank if you are unsure of how to answer. VERY IMPORTANT! Make a copy and take it with you to the medical examiner's office.

Discuss what is on the form with the medical examiner. You want to deal with the copy of the FAA form you bring to the office as the medical examination is performed. You DO NOT want the examiner or staff to "Import" form 8500-8 until you pass the examination. Once "Imported," your medical examination is official. Not "Imported," it will go away in 60 days and leave no record. When "Imported," the medical examiner has 14 days to complete ALL parts of the physical including letters, special reports, and medical records. This is seven days for new student pilots and persons of questionable citizenship.

The medical examiner and staff did not create this "new" approach. So, don't shoot the messenger. CHEERS Jim Hays, AME, Texas Antique Airplane Chapter. □

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?"

SECRETARY REPORT:

The meeting was delayed because there was a good joke to be shared. The fly-in cup situation was briefly reviewed, and it was noted that many members were purchasing cups at the meeting. Chapter member sponsors are stepping forward. To date, member sponsors have provided \$1426, and this does not include monies given at the meeting. Aileen Morgan was identified as a guest, the wife of the chapter's oldest member, George Morgan, who recently died.

Jack Stanton was introduced as the character that sends out the excellent e-mail information encouraging all pilots to go get high. He just happens to arrive in a great looking Ercoupe.

The Treasurer reported income of \$1340 for dues (475) and donations (870), and an outflow of \$645.46 for printing (186), postage (63.98), post cards and flyers (489), and office supplies (6.48).

A friendly show of hands was requested for doing another early meeting next month, and the majority indicated support. Darrell Irby told of good progress being made with the fly-in plans.

Jack and Susie Brouse focused the remainder of the meeting on the Vultee V-173. □

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

□

CHAPTER CHATTER

JULY 2012

One of the nice things about airplanes is that there is always something new to learn. Yes, there also is that thing called relearning. Adjusting the valves on my Lycoming R-680 is a once every two or three year's activity. Out comes the manual, and the old guy has to read the section on adjusting the valves.

This is the type of thing that happens when I attempt to recall information about particular airplanes. Does this happen to you? Okay smarty, identify the post WWII four-place tail draggers made before the companies made nose draggers! Check your answers with me at the fly-in, and, if correct, I'll buy you a beer.

The three post war four place tail draggers that always catch my attention are the Luscomb Sedan, the Taylorcraft Sedan, and the Aeronca Sedan. I've never had the opportunity to fly or even get a ride in one of the Sedans. (Hint Tom Richards). Of the three, I've

heard more positives about the Aeronca Sedan than the other two. It is roomy, easy to get into, and will haul everything you can load in it. Those that install floats would like flaps.

Old boy Ronny Rozzell has been talking about owning one for years. Kid Billy Copeland had one for a year or so and hasn't said too much about it. He just started a new affair with the Cessna L-19, and, of course, continued the affair with his boss Jana. "One wife many airplanes." Tom Richards has one. It is his boss, Penny, however, who has the love affair. She likes the room and the wide door for getting in. So, what does a slave, husband, do when the boss has a love affair with an airplane? He makes sure it is airworthy. Easily done in most cases, but a little more difficult when the friendlies come out with a wing AD for the Aeronca Sedan.

Some say there was not enough evidence for the AD, and others say it was thirty years in the making. In any case, Tom Richard has been casting around for someone to help fan the fires of his wife's love affair. Louis (Mitch) and Mike Mitchell over the year have expressed an interest in the Aeronca Sedan. They actually thought about buying Billy Copeland's bird. So, it naturally followed for Mike to succumb to undertaking Tom Richard's project. Tom was patient enough for Mike to complete some other projects. At present, Mike is deep into the project, and his Dad, Mitch, keeps making the same comment. "If God had wanted airplanes to have aluminum spars, there would be trees growing aluminum spars."

On Tom's Sedan a good case of corrosion was found in back of the landing light on the left wing. Opening the wing up by removing all the top skins between the front and rear spars, changed repair plans two or three times. The front spar consists of an aluminum web of .032 six inches by fifteen feet with top and bottom spar caps. Each spar cap is a 90 degree extruded aluminum angle fifteen feet long. One side of the 90 degree angle is riveted the spar web, and the other to the top and leading edge wing skins. There are no compression ribs or drag and anti-drag wires. So once the top skins and spar cap are removed, we have a wing wanting to do the Mambo. The real trick is going to be match drill the new spar cap to match the present holes in the spar web and top skins.

The going pay for consulting on this project is having a place to park and watch. Mitch takes the best place, a soft chair. Please come and wake Mitch up and look at the nice tin project. When I think of this whole mess, I cannot help repeating the Antique Airplane motto with a little twist. Keep the antiques flying and the airplanes too.

CHEERS don



CALENDAR OF EVENTS

August 18th 2012 MEETING

Set your alarm clock on the 18th. 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.

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:

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)

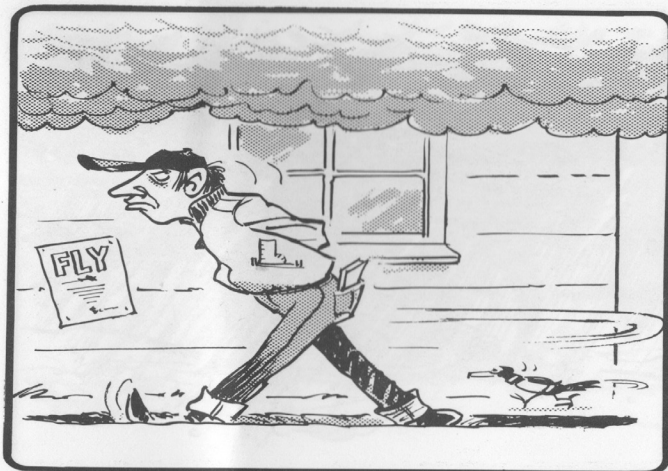
Fly-Ins of Interest 2012:

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-In, Gainesville, TX.

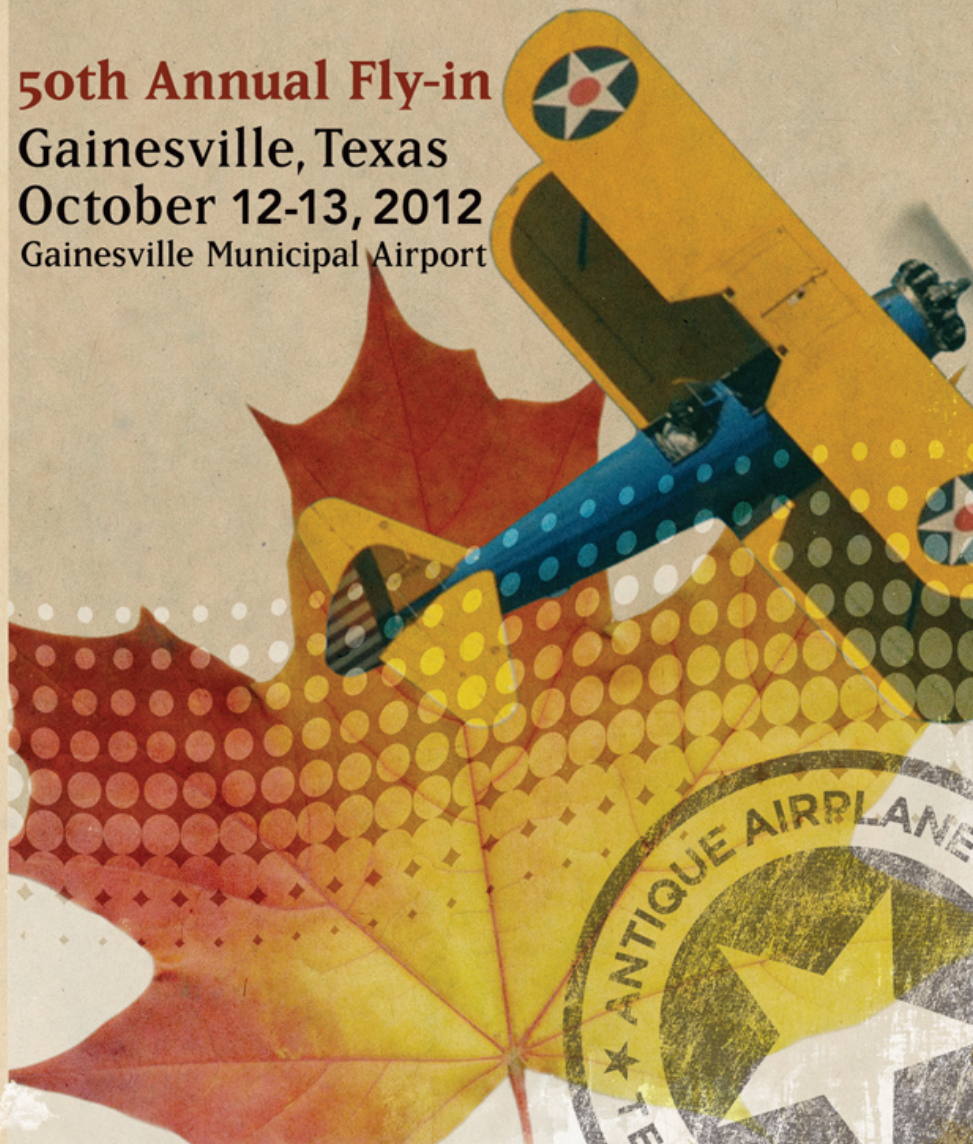
Oct 26-28: Flying M Ranch, Reklaw, TX.



WALKAROUND - What you do when waiting for the weather to clear!

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

CLASSIFIED

FOR RENT T-HANGARS available at Bird Dog Airfield (TE58). One 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 nevell 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.

Maybeth Nunn, Broker, REALTOR

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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 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"