

TEXASAAA



TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • SEPTEMBER 2012

PRESIDENT'S CORNER

Our August meeting was another pancake breakfast event and the weather finally treated us with a little courtesy. Although the airplane count was down the fellowship was high. Since Phil had departed on a boat ride to Alaska I filled in for him as he enjoyed the coolness of the Alaskan cruise. Our hosts were two fold for this event. Jim and Betty Austin provided the hangar while Terry Wallace put together the pancake breakfast with the help of Joetta, Dean Hollis, and Dick Ramsey on the grill. Airplanes and pancakes somehow go together. Our primary business of this meeting was to begin the process of hopefully taking our newsletter to an e-mail delivery system, with those of you still desiring hard copy via the post office to still have it available in that venue. After a good deal of discussion, all of which seemed positive, we had a motion presented which would allow the Board to take the newsletter to an e-mail delivery mode, with those wishing to maintain hard copy via the postal system to stay status quo. The Board has reserved the right to implement this program on a schedule that is workable to all those involved. This motion was seconded, discussed, and by design tabled so as to be voted on at the next meeting. We wanted everyone to have a chance to know about this change and express your desires either privately to the board or publicly at the next meeting. The problem with keeping our newsletter in its current form is the cost. With the cost of postage, printing, and other newsletter expenses going up yearly our current process is taking up most of your dues moneys. We do not wish to raise dues or decrease the frequency of the publication so this will solve many problems. It also provides a much better product since it is in color and if you desire a hard copy just open it and print it. The down side is that we need to make sure we have a current e-mail address for each member. In this competitive age many folks frequently change their e-mail servers and keeping up with these changes will be a chore. Another problem which we are working on is coming up with a workable solution to let you know when your yearly dues are due. One

thought is to have everyone come due at the October fly-in date which would be a good time to renew. With everyone coming due on the same date it would help our volunteer group manage this problem. The Board will work on this issue, assuming we decide to take the newsletter to the e-mail mode. Don Pellegrino briefed us on our Chapter's plans for activities at Blakesburg and Darrell brought us up to speed on our own Fall Festival of Flight. Darrell has it under control and it should be a great fly-in. Our 50th anniversary T-shirts have arrived and Ken was busy selling shirts and hats at the meeting. They look sharp. The 50th Anniversary mugs are also available for early purchase and they are also a special collectable. All will be available at our next meeting which will be a 12:00 event at Bobby Jones's Tailwheel Acres on Sept. 15th. Remember, we're back to a lunch meeting. Our \$50.00 for 50 years fund raiser is coming along great. Thank you all for your support. We will keep the program going all the way to the Saturday night banquet. Our membership has stepped up to the plate and is doing fantastic. That's about it. Looking forward to our fall events.

Stan Price
AAA Vice President



Photos By Dick Ramsey



SECRETARY REPORT

Stan Price started the meeting without a joke. The anniversary question produced three long timers, Terry Wallace 42 years, Jim Austin 49 years, and Clare Wright 56 years.

The motion was made that we go to an e-mail newsletter. After some discussion it was tabled. It is to be voted on at the next meeting. This will provide time for comment from the members. It is presently costing \$22.50 per member per year.

A second motion made and tabled until the next meeting dealt with having a common renewal time for all members. October was suggested as the common renewal date.

The Treasurer's report noted an income of \$475, donation \$376, mugs \$175. Expenses of \$3085.90 were for postage \$99.73, insurance \$1700, chapter caps \$297.20, T-shirts \$818, and fly-in pens \$170.97. The Treasurer and Secretary's reports were approved.

Darrel Irby reported on the need for volunteers for registration, parking, and Friday night meal help. The Friday night meal is also in need of all chapter members to bring a desert. Mention was made of a visit to the Frontiers of Flight Museum and response to the Beech 18 needs.

The next meeting is the 15th of September at Bobby Jones' airstrip at 12:00.

CHAPTER CHATTER

Have you ever given a thought to the idea that there are number of characters in our chapter that “been there done that.” Yea, we also have lost some “been there done that” characters. Old boy Ramsey has a very nice “gone west” information link on the TXAAA web site. Ramsey is somewhat new to the Texas antique airplanenutz group, and thus, the oldest listed on the site is 2008.

The National Antique “gone west” is not a web site, but a physical memorial at AAA headquarters in Blakesburg. At the National fly-in, there is always a service at the “Gone West” memorial site. It may sound somewhat crazy, but many times at chapter meetings I listen and hear all kinds of “been there done that.” At our last chapter meeting as I listened to Jack Brouse talk about the Vultee V-173, I was also hearing a lot of “been there done that.” One of these days, I’ll get Jack and Susie talking about their aviation journey. Of course, I’m open to just gossip about Jack and his airplane love affairs. This would be a good time to do so because of him having a bum leg and thus running on one mag. This also is a good time to pick on little Joe Haynes. Tell me some gossip!

Terry Wallace is in the flight-testing phase on the Davis D-1-W, 1935, NC15785, S/N 801. He has made three test flights, and just about has it correctly rigged. It sure sounds good with the 165 HP Warner. The owner contacted Terry to do the rebuilding because of Terry’s “been there done that” status. It just so happens that Terry’s dad, Cal, made sure Terry could take care of their Davis D-1-K, 1931, NC 12476, S/N 701. Terry and Barry grew up with the Davis as another member of the family. The bird has undergone three recover jobs and an engine change, but, most importantly, it stayed in the family.

Take a good look at NC 15785. She is a beauty and looks like a 1930 bird. The engine speed ring is new to the engine. This means that the engine baffles had to also be made. Notice the speed ring attachment brackets. Terry used his Fairchild 24 as an information source for how to make them. What you won’t be able to see is the changes made to attach the Air-O-Matic propeller to the engine - only a couple of months of talking, thinking, and doing before it was correctly installed. Yes, it is the product of a “been there done that” kid. Terry has a nice notebook of information about the Davis lineage. Hope he takes it to Blakesburg with NC 15785. There is bound to be some writer desiring to write an article for a national magazine.

For those of you not going to Blakesburg, be sure to

attend the next meeting at Bobby Jones’ airstrip. Terry most likely will have it there. Speaking of the meeting, I really enjoy the visiting and the jabbing that takes place. This is when I hear all the “been there done that” junk and about airplane love affairs. In that the tables and chair are immediately placed on the trailer after the meeting, one needs to arrive early for the meeting to hear the good stuff.

It is hard to believe, but this is the twentieth year for flying our Fairchild. It has been in the family for over thirty years. Old boy Sockwell, how long has your bird been in the family? I think Doug may be the oldest “been there done that” with the same bird.

CHEERS don

This article is reprinted from the National AAA Newsletter. The article discusses the 2nd Annual Texas Chapter Annual Fly-In.

SECOND ANNUAL

Texas Antique Airplane Fly-In

By Bill Hodges, M-5695
President, Texas Chapter

Once again plagued by high winds the Texas Chapter’s 2nd Annual AAA Fly-In turned out to be a fine success. The Fly-In was held on the weekend of May 23-24, 1964, at the Grand Prairie Airport, Texas. AAA President Bob Taylor was our honored guest. Thirty-six antique and seven home-built aircraft attended the 2-day Fly-In, an increase of 8 antiques and 5 home-builts over last year. Approximately 60 modern types flew in also.

Early arrivals Friday night, to join the antiques based at Grand Prairie, included Jack Polk’s 2-tone blue 1938 Cessna C-38 “Airmaster”, and J.T. Roberts with his yellow and green 1943 Stinson V-77 “Reliant”. While Jack is from California, he is presently TDY to Convair at Fort Worth. J.T. Roberts brought the gull-wing in from Hart Field at Denton, its home base.

First arrival on Saturday was member Harry Susan of Euleless in his “Midget Mustang”. Harry and his dad, Byron, (V.P. Texas Chapter), have a 1936 Waco EQC-6 that just wasn’t quite ready to bring to the Fly-In. Later in the day, Byron brought in the 1942 Lockheed B-34 “Ventura”, which was a big hit, as not many Multi-engine antiques turn up at the Fly-Ins. Next arrival was a plane-load of Tulsa antiquers in Bob Ware’s red and white 1943 Beechcraft D-17S. Soon after, came member John Card of Pasadena in his yellow and black J-3 “Cub”. Followed by Owen Elliott of Irving in his clipped-wing “Cub”.

CONTINUED ON PAGE 5



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

TEXAS CHAPTER ANTIQUE AIRPLANE ASSOCIATION

Membership Application – New/Renewal Form

(Ownership of an aircraft is not required)

Name: _____ Spouse: _____

Address: _____

City: _____ State: _____ ZIP: _____

Phone: _____ Email: _____

National AAA No. _____ Please circle: New or Renewal

Please submit the above information with your \$25 payment to Texas Antique Airplane Association, 5209 Glen Canyon Rd., Fort Worth, TX 76137. If paying by check, please make payable to: Texas Chapter of the Antique Airplane Association. Rev: 9/30/11 Paid: Check No. _____ Cash _____

CONTINUED FROM PAGE 3

The slowly gathering crowd, (no advance public notice), was treated to the deep throated roar of twin Rolls-Royce Packard "Merlins" as Joe Truhill and Don Barrett arrived in their North American P-51D's. A short time later Herb Harkcom of Tulsa arrived in the 1927 Fairchild FC-2 bringing Russ Ball and his son Steve with him. Needless to say Herb's 1963 AAA National Champion trophy winner drew a large crowd. Unfortunately Herb blew a couple of stacks on the way down, one in the traffic pattern.

Arrivals became faster and it was difficult to keep track of the arrivals. Some of the more notable arrivals included M.H. Spinks' 1927 Driggs "Dart II" flown by Nick Komons, Marc Hill's 1937 E-17L Beechcraft, Jimmy Maris' 1942 stock Stearman, Bill Masters' 1934 Waco UKC, Bob Dedek's 1930 Great Lakes 2T1A flown in by his brother Frank, and L.M. Fredericks 1938 Rearwin "Speedster". The spot landing contest was held in the afternoon as well as buddy rides and demonstration flights. Nearly all the entries in the spot landing event were light aircraft, i.e., "Dart II", CW-1, 40 h.p. "Cub", etc. The event was won by Charles Crow from Ft. Worth in his Pietenpol B4A, replica, by touching down 24 feet from the mark.

Saturday night was climaxed by a banquet at the Ramada Inn, 2 blocks from the field. Dale Milford, local TV weathercaster and antiquer, was Master of Ceremonies and introduced our guest speaker, Bob Taylor, AAA President. We were proud to have Bob as guest and received a lot of encouragement from his visit. Bob presented the Texas Chapter with its charter which we were proud to receive. A special award was presented to Fred Maupin, museum curator of the Texas Aviation Historical Society, for his work in the authentic representation of the famous PL-51D. "Lou IV", on member Dr. Jim Almand's P-51D. The original "Lou IV", destroyed in combat, was flown by a U.S.A.A.F. officer from Texas. In connection with this, the "Maupin Memorial Perpetual Trophy" will be awarded annually at the Texas AAA Fly-In for the best restored WWII fighter aircraft. After dinner slides of antiques were shown from the collections of Fred Maupin, Jack Polk, and Dick Padgham. Later guests adjourned to Dr. Jim Almand's house for refreshments.

Sunday dawned windy and gustier, cancelling the flying events. Notable arrivals included E.A.A. Dallas Chapter President Jack Bullard in his original "Blackhawk" biplane, (Jack's ship unfortunately washed the gear out on take-off, in the gusty wind), Gene Turner, "Dallas-Worth" E.A.A. Chapter

CALENDAR OF EVENTS

September Meeting 2012

The September meeting will be held on the 15th at Tailwheel Acres (1XA6). Bobby and Kathy Jones have invited us to be their guests at their private airstrip. The airstrip is located on the west side of and near the north end of Lake Ray Roberts. Lunch will be at 12:00 and will be a potluck. Bring a Main dish, sides, and a salad or dessert.

For Fliers: Tailwheel acres (1XA6) is about three miles east of Valley View, Texas. Turf runway 18-36 is 2483 x 125. Elevation 702. Right traffic 18. Left traffic 36

For Drives: Take i-35 to Valley View and exit at FM922. Proceed east on FM922 to CRT235/Richey Rd. Turn south on Richey Rd and proceed to first road that intersects CR240 and turn right going south. The airfield is on your left side.

Schedule of Monthly Meetings: 2012:

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. □

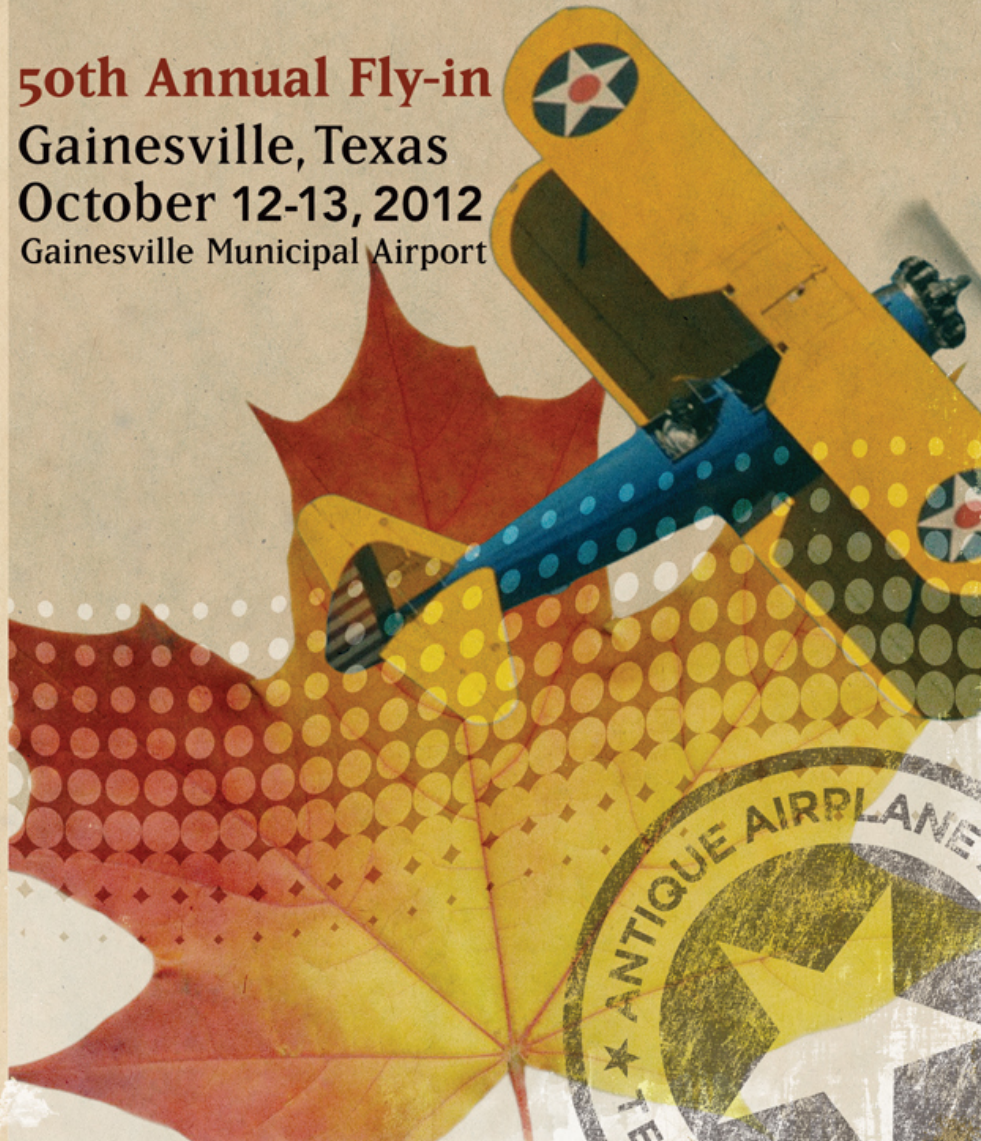
President with his T-40, R.B. Kingston with his 1931 Kadiak biplane, Ken Green and his 1937 Ryan SCW, Bob Cox and his 1946 Fairchild 24W, and Tommy Meeker with his 1940 Cessna C-165. Bob Taylor presented the trophies to the winners at noon, including an award to the Tulsa Chapter for the largest group attendance. The field was closed at 1 p.m. as Harry Susan in the "Midget Mustang" and Jimmy Maris in the Stearman PT-13D put on an aerobatic demonstration, both pilots doing a marvelous job. Byron Susan also thrilled the crowd with his single-engine fly-bys in the Lockheed B-34 "Ventura". Formal activity was then ended, though buddy rides continued for some time, the antiquers not ready to leave. Bob Taylor hitched a ride to Tulsa in Herb's FC-2, which started the movement home.

Tired and weary, but highly pleased, the Texas Members "folded the tent" and went home, also. The interest displayed in the antiques was quite

CONTINUED ON PAGE 7

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.

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encouraging and plans for a bigger and better Fly-In for 1965 are already being started.

In conclusion, the Texas Chapter thanks the local unit of the Army National Guard for its help, the Great Southwest Flying Service for the use of the airport; our Judges, Monte Cragtree, Fred Maupin, and Stan Cichon, and each and every member of the Texas Chapter that did so much, especially: Ed Sanders, (Activities Chairman), Byron Susan, (V.P.), Stan Cichon, and Art Senato; but also the AAA members that flew their planes to Grand Prairie, without which there would not have been a Fly-In. Thank you all in helping to "KEEP THE ANTIQUES FLYING".

2230 Airport Dr.
Gainesville, Texas 76240

BILL MORROW
E-mail: billm@tomlinsonavionics.com



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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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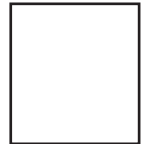
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"KEEP THE ANTIQUES FLYING"