

TEXASAAA



TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • APRIL 2012

PRESIDENT'S CORNER

Great fun, food and fellowship at the Pockrus's ! It was a near perfect day for our March meeting at Jerry and Barbara Pockrus's great hangar on Clark Airfield.

About 60 of us gathered there for some great food and camaraderie. Before the meal there were pockets of members and guests talking about aviation and airplanes. (what else!)

Barbara prepared at least five delicious dishes to add to our bountiful buffet! She claimed two of these were for Al Hilton and her bro-in-law Pat Pockrus.

Pat made an interesting statement during the meeting that got me to thinking. He mentioned that if we looked around at those in attendance, he was probably the youngest one there and he was 58! I think his point was that we need to attract and bring in new and younger members in order to keep our chapter growing and viable. Someone else made the statement that fewer young people were interested in aviation and even fewer loved old airplanes.

My challenge to all of us is to encourage our grandkids, nephews and nieces and other young people to get involved in aviation. The best way to do this is to give them rides and invite them to one of our meetings.

Please read the USA Today article below to see why there is a need for more pilots.

If you haven't been to a meeting lately, please plan to join us at the Robbin's April 21st at Fairview. It is one of the best grass runways in the area.

See you there!

<http://travel.usatoday.com/flights/story/2011/06/Demand-for-airline-pilots-set-to-soar/48661596/1>

Phil

Airplane Photos By Dennis Price



N125AZ



N986TX



N645V



N2309A



N2981K



N64099



People Photos By Dick Ramsey



EAA Mourns Loss of Leonard Eaves



Leonard Eaves flying in his Skeeter 1M – “He liked that photo,” said Sparky Barnes Sargent, who took the photo.

March 6, 2012 – EAA extends its deepest sympathy to the family and friends of Leonard R. Eaves, EAA Lifetime 2194, who lost his life in the crash of his Skeeter 1M homebuilt on Saturday, March 3. He was reportedly en route to a pancake breakfast in Ponca City, Oklahoma, when the crash happened on the Clarence E. Page Airport near Yukon, Oklahoma. Leonard was 92, and is survived by his wife, Rita.

Leonard, along with Rita, was a long-time EAA volunteer, helping with the fly-in starting during the Rockford days and long after the event moved to Oshkosh. They were awarded the EAA President’s Award for Outstanding Contributions to EAA in 1973 and 1998. Leonard was a lifetime EAA member, a charter member of EAA Chapter 24, held many offices in the chapter, and received that chapter’s Outstanding Member Award twice.

A veteran, Leonard was proud of serving his country during World War II as communications personnel in North Africa. Afterward, Leonard returned to Oklahoma City and continued working at his family’s automobile repair shop. Leonard made his career there for more than 50 years, and that skill and expertise facilitated his hobby of designing, building, and maintaining airplanes.

When Leonard experienced his first flight in a Piper Cub more than six decades ago, he became “sold” on airplanes and flying. He and Rita soon earned their private pilot certificates, and Leonard also acquired his commercial ticket. In January 1957, they began building a Nesmith Cougar 1 experimental airplane. Their workshop was just behind their home, and neighbors and friends of all ages were intrigued by watching their progress on the plans-built Cougar.

In 1963, Leonard won third place in an EAA de
Continued on page 6

PARROT REPORT

Congratulation, to all of us, for a safe and successful fly-in last year! What is to follow is the product of the reports of Joetta Reetz, our treasurer, Dennis Price, our historian and photo taker, and Darrel Irby, the chairperson for the 2012 fly-in. Thus, I call this the “Parrot Report.” Parroting other members’ materials, and I hope correctly, my intent is to provide all of our volunteers and members an information overview of the fly-in. It will focus on money and airplanes, and also the need once again for the excellent support of volunteers and members.

The fly-in is not viewed as a moneymaking affair for the chapter. Rather, the event is to provide a means for airplane nuts to share our aviation heritage. Breaking even money wise is the goal. So, here we go with an overview of the 2011 fly-in in terms of expenses.

	IN	OUT
REGISTRATION	\$560.00	\$.00
FRIDAY MEAL	265.99	338.33
SAT. BREAKFAST	533.00	268.27
SAT. LUNCH&DR	332.20	214.14
SATURDAY MEAL	630.00	606.20
FLY-IN STORE	872.00	909.36
FLY MARKET	139.00	.00
VENDOR SPACE	465.00	.00
INSURANCE		1466.00
TROPHIES		633.83
WASP SPEAKER		255.50
FLY-IN POSTERS		245.67
TAYLOR’S MOTEL		146.80
COPY/SIGNS		144.52
POSTAGE		23.76
POSTER BOARD		5.41
TOTALS	\$3866.20	\$5319.36

LOST \$1453.16

Sorry to say we lost money. The amount is just about the cost of the fly-in insurance. We do have some fly-in merchandise to be sold that could reduce the total lost by a couple hundred. Hey, buy a fly-in T-shirt and give it to an in-law.

From Joetta’s report, there were 102 member and 76 airplanes registered. The Dennis Price report provides a different view of aircraft. You didn’t see much of him at the fly-in because he was out by the runway taking pictures of aircraft landing at GLE Friday afternoon and Saturday.

Not satisfied with just taking pictures of the aircraft,

he went to the FAA aircraft registry and recorded the type, year, owner, city, county, and state. He did this for 214 aircraft! What is to follow comes from his report to the chapter's officers.

Of the 214 aircraft, Dennis concluded that 188 aircraft were present because of the fly-in. Of the 188 on the field, 153 were from Texas, 16 Oklahoma, 3 Arkansas, 2 Florida, 1 Iowa, 1 Missouri, and 3 Delaware and Nevada finance companies.

The 153 Texas aircraft were mostly from Denton, Collin, and Tarrant counties. Yes, the fly-in was a Texas affair. Looking at the type and year of aircraft was most interesting. Bonanzas, the V-tail type were the largest group of factory built (14) which had been attending a fly-in at Caddo Mills. However, there were 16 RV's of various types, 9 Luscombes, 7 Cessna C-140s, 12 Cessna C-172s, 3 Piper J-3s, and a Piper J-2.

The 1940 and older group included a 1928 Monocoupe 113, 1930 Fleet, 1931 Davis D-1-K, 1936 Piper J-2, 1938 Stinson SR-10J, 1939 Naval N3N, and a 1939 Rearwin Cloudster.

A total of 31 homebuilts were on the field, included 2 Thorp T-18s, a BD-4, a Starduster Two, 2 Baby Aces, a Waco, a Rans 565, a Little Toot, a Sonex, 2 Skybolts, a Stagger EZ, a Mustang II, a Volocity XL-RG, and 16 RVs.

The actual number of aircraft Dennis identified was 214. Of this total, he concludes that 188 aircraft came to the fly-in at GLE. This old guy would place the total aircraft for the fly-in at 206 after examining Dennis' rejects.

So, according to Dennis we have 40% of those landing for the fly-in registered. Remember, Joetta indicated 76 aircraft registered. On the other hand, using this old guy's interpretation of the number of aircraft (206) for the fly-in, things change and become worse (money lost). With 76 registered and the total of 206, the percentage drops to 36% registered. Nice to know the fly-in is attracting a good number of airplanenutz

Dennis did make recommendations basis of his analysis. No aircraft attended from the airports at which he placed fly-in posters. This had him conclude that Post Cards to past attendees are more cost effective. Reklaw, Elm Creek, and Casa Grande use Post Cards. The Casa Grande antique group sends two Post Cards. One thanking people for attending and a second one inviting them to the next fly-in. Dennis also concluded that there were two groups attending, those coming for breakfast and those for lunch.

All of the above brings us to our next fly-in. Darrel Irby has been busy outlining what needs to be handled by chapter volunteers. If your name does not appear

General Aviation



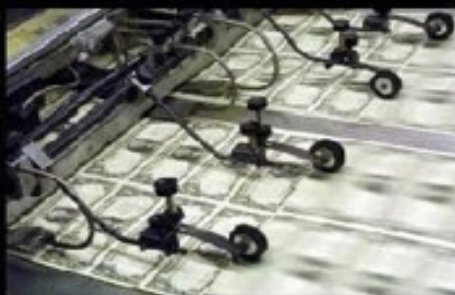
What my friends think I do.



What my spouse thinks I do.



What the TSA thinks I do.



What my mechanic thinks I do.



What I think I do.



What I really do.

on the list below, be prepared to step forward or be asked for your assistance. Notice the blank spaces. Your name would look good in one of those spaces.

PARKING	Stan Price
SAFETY OFFICER	Darrel Irby
CANOPY STATIONS	_____
GOLF CARTS/ICE	Stan Price
SHUTTLE TRANS.	_____
JUDGING/TROPHIES	Don Pellegrino
HAPPY HOUR	_____
REGISTRATION	Joetta Reetz
INSURANCE	Joetta Reetz
PUBLICITY/MEDIA	Terry Doyle
DOOR PRIZES	Margaret Cook
VENDORS	_____
LODGING/CAMPING	Lorraine Irby
PORTA-POTTIES GLE	_____
LUNCH/SAT.	Maria Dougherty
FLY MARKET	Jerry Pockrus
AIRCRAFT REPAIRS	Pockrus/Pellegrino
CHAPTER GOODS	Ken Robbins
PUBLIC AID	_____
ENTERTAINMENT	_____
LIAISON	Phil Cook

If Darrel doesn't get you on the above list, each of the indicated individuals will also be after you to step forward and be a volunteer.

PARROT REPORT CONCLUSIONS: The major conclusion this old guy comes up with is the need for more money to break even with the fly-in expenses. Looking at the OUT expenses for the 2011 fly-in, there are three nonrecurring expenses - the WASP speaker (\$255.50), fly-in posters (\$243.67), and Copy and Signs (\$144.52) for a total of \$633.69. Thus, assuming that all of the expenses stayed the same for the 2012 fly-in, the chapter loss would be reduced to \$719.47. How to do this is a chapter problem and not that of just the officers. So, step forward with your two cents worth.

The avenues for increased monies are 1. Registration; 2. Friday Night meal; 3. Saturday breakfast; 4. Saturday lunch; 5. Saturday night meal; 6. Fly-Market; 7. Chapter Merchandise.

CHEERS ed & don

CALENDAR OF EVENTS

APRIL 2012 MEETING

The April 21st meeting will be held at Fairview Airport (7ts0). Ken and Linda will be our hosts. The Noon lunch will be Potluck. So, you are asked to bring a Main Dish, and a Salad or dessert to share. A smile and a few kind words are always welcome

FOR FLYERS: Fairview Airport (7ts0) is about three miles NE of Rhome, and four miles W of Propwash Airport. The 17/35 runway is 2500 feet and a nice GREEN turf. Do not lock a brake when you turn.

For Drivers: From I-35W go west on 407 to the red light just over the railroad tracks. Take a left and go south to the next red light. Take a right and go west about eight miles as you enjoy the many curves. There is a Dillavou Ln. sign on the right side of the road. Take a left to the Robbin's place. If you did not buy Justin boots for the wife, try the idea of a western shirt.

Schedule of Monthly Meetings: 2012:

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

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

Jun 16: Cedar Mills Airport, Gordonville, TX. (3T0)

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:

May 4-5: Oklahoma Chapter AAA Fly-In, Pauls Valley, OK.

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

Oct 12 & 13: 50th "Fall Festival of Flight" TXAAA Annual Fly-In, Gainesville, TX.

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





Continued from page 3

sign competition for his modified Cougar with its efficient folding-wing design. He, Rita, and Chigger were featured on the cover of EAA Sport Aviation in February 1963. Leonard designed and built Skeeter, a two-place composite airplane, in the early 1960s, and test-hopped Skeeter in September 1966 at Wiley Post Airport. Rita enjoyed flying Skeeter as well. Leonard was well respected as a test pilot for local homebuilders.

Leonard designed and built several more airplanes throughout the years. Leonard and Rita were joyfully involved with aviation for the better portion of their lives, and volunteered at EAA fly-in conventions for more than four decades. (Rita continues volunteering for her local chapter of the Ninety-Nines.) A sharp-witted and fun-loving aviator, Leonard enthusiastically shared his passion for flying with countless people for more than 60 years - and will be deeply missed. — Sparky Barnes Sargent

□

Casa Granda N78103

Chapter choice: Karl & Donna Johnson
Globe Swift GC-1B San Diego, Calif.

Trophy being delivered by guy flying twin beech from SEE. CHEERS don

SECRETARY REPORT:

MARCH MEETING

President Phil had a little trouble stopping the members' gabbing to start the meeting. Guest introductions and birthdays took a little more time than usual. There were four or five members hitting the age 39 this month. Three future fly-ins were mentioned, the Oklahoma Chapter May 5th, the Armed Forces Day May 19th, and the Vintage Museum Fly-in at Meacham March 31st. Most important was the mentioning of the Robbins' hosting the April 21st meeting at Fairview (7ts0).

Darrel Irby reported on the fly-in preparations and had a few volunteer slots open. No, he does not need a beer tester, but someone to arrange for getting the beer

President Phil introduced Jared Calvert who made a plea to use the chapter's tables and chairs for the Ranger Fly-in. The vote was 16 in favor, and an uncounted number against. The total against was not counted but carried the majority. Fifty-eight members signed in. I concluded that with 16 members in favor, there could have been a total of 42 against if all voted. Thus it is safe to say the vote was two to one against.

There was no treasurer's report or approval of the minutes in the February Newsletter.

CHEERS don □



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Peoples Choice
Awards*



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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: 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 SALE- Tail Wheel Transporter Tail dragger Tow-bar. Use it for moving an Aeronca7 AC Champ, a Citabria, a Piper J3 Cub or most any other tail dragger airplane. Original price \$349.99 plus tax and shipping-Sale price is \$200.00. If you are interested or have any questions just call me at 903-436-0474. It's located at the North Texas Regional Airport, (kgyi), at Denison, Texas. Jack Stanton

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.

FOR SALE: CESSNA 170B - Call (985) 643-3587 for details. Updated 7/26/2011

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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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