

TEXASAAA



TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • DECEMBER 2013

PRESIDENT'S CORNER

The Bert Mahon 2nd annual cookoff was a big success!

The meeting was held at Maybeth and Randy Nunn's beautiful hangar on Propwash. (the one with a mock control tower).

They were gracious hosts as usual and a good time was had by all!

Randy won the award for the Best All Round Chili. Randy's name was added to the traveling platter plus gift cards from Chili's restaurants.

Runner ups were Michelle Daniel and Jack Parker who also won a 25.00 gift card each from Chili's.

We had plenty of side dishes and desserts besides the main crock pots of chili.

As Winter descends upon us, we again will have our December, January and February meetings at warm inside venues. The next one will be December 21st at Golden Coral, 7660 Grapevine Hwy., North Richland Hills. Please come and enjoy the food and camaraderie.

The January meeting will be at Don Cruz located at 3155 Denton Hwy. Haltom City (Hwy. 377). Our guest speaker will be Tim Hauter who portrays himself as Wiley Post at the Frontiers Of Flight museum at Love Field.

This is a don't miss meeting!

Both restaurants have nice meeting rooms. Our February 15th meeting will be at the Vintage Flight museum with special guest speaker Fiske Hanley. Fiske was shot down over Japan toward the end of WW2 in a B29. He was held as an American war criminal and was liberated before his trial. He has written a book (that I'm reading) about his experience and how

he was mistreated by the Japanese soldiers. Please come and hear his fascinating story. 93 year old Fiske just got remarried to a younger woman. (82)!

Please don't forget to pay your 2014 dues if you haven't already done so.

Send your \$25.00 check to our treasurer Joetta Reetz at 5209 Glen Canyon Rd. Ft. Worth, Tx. 76137.

I am writing this article for our president who was in Florida with his ailing father.

Many of us attended long time member Jerry Pockrus's memorial service last Sunday at member Al Hilton's hangar on Clark Airfield. Jerry and Barbara hosted many of our meetings in the past.

Jerry will be sorely missed by all that knew him.

See you next month at Golden Coral.

Phil Cook





Jerry Dale Pockrus

Jerry Dale Pockrus, 73, born August 21, 1940 to Nelson and Naomi Pockrus in Bartonville, Texas, passed away Sunday, November 10, 2013.

Jerry lived in the Justin area all his life. He attended Justin schools and owned and operated Jerry's Garage for 20 years. He retired from Jack Cooper Transport in 2005, after 25 years, and was a member of the Teamsters Union.

Jerry ran "Jerry's Aircraft Service" from the hanger in his backyard for 20 years. He loved flying and had lived on the airport for 28 years. He bought ugly airplanes and made them pretty to fly again. He has owned over 60 airplanes in the past 30 years. Jerry spent his life living and loving his family, friends and airplanes. He belonged to various airplane clubs and

was a member of the local and national chapter of Antique Airplane Association.



God speed J P - you will be missed!



CALENDAR OF EVENTS

DECEMBER CHAPTER MEETING

Christmas party at the Golden Coral
December 21, 11:30 AM
7760 Grapevine Hwy, North Richland Hills, TX.

FOR FLYERS: I don't recommend it!

FOR DRIVERS:

Take I-35W S, at exit 57A, take ramp left and follow signs for I-820 East -- (5.6) mi. At exit 22A, take ramp right for NE Loop 820 south service road -- (0.3) mi Turn right onto TX-26 S / Boulevard 26 / Grapevine Hwy -- (0.1) mi. Turn left onto Rodger Line Dr -- (0.1) mi

January 18:

Don Cruz Restaurant, 3155 Denton Hwy (Hwy 377)
Haltom City. 1130 AM



A MOMENT OF INATTENTION

A moment of inattention, the ball a bit out of center, airspeed sinking and angle of attack increasing. With enough altitude one of the best of the genre of vintage/ classic aeroplanes can bite you, and you may live to tell about it. Other times, with everything centered and the world is just perfect, circumstances can occur that would not be anticipated, and the definition of pilot, and the definition of passenger, blur in an instant. These things are not a fault of the Luscombe by any stretch of the imagination. Nor are they a fault of the pilot. They just are. Yes, these machines can kill you. And still, we love them.

Returning from Blakesburg this year, Cynthia and I were heading south, our usual two hour legs (personal desires, not aircraft limitations) shortened a bit by a slight five-knot tailwind. She in her 8E, and me in my 8A, our first leg from Blakesburg was the usual top-off at Centerville, having kept the airplanes light of fuel for flying in and out of Blakesburg.

Centerville to Fort Scott KS with full tanks found us bouncing along under puffy popcorn cumulus, a bit irritating, so we both climbed on top and enjoyed a smooth ride above the thermals to Fort Scott. An hour into the leg, Cynthia had pulled ahead of me by a couple of miles, the loose in-trail formation lost, she became a mere speck on the horizon occasionally visible against the white clouds. Smooth as glass we were cruising along, very much enjoying the ride. Cynthia pulled up the Fort Scott AWOS and reported light winds; three out of the north.

Descending to pattern altitude, I kept the boiler stoked and caught up with her on downwind, entering the pattern number two behind her as she announced "flight of two" on the CTAF. It was definitely a bit bouncy, but nothing to write home to Mom about. Cynthia noticed radio controlled model airplanes flying near the threshold, and I verified AMA pattern ships by their swept-back leading edge wings with straight trailing edges, and the long fuselage tail moments. Loops, Cuban eights, Immelmann turns. Electric powered, as there was no tell-tale stream of castor oil following their maneuvers. Looking at the airport, it was green trees, green grass, paved runway and taxiways, and metal hangars. The wind sock was limp, having rested in a position indicating the last little puff was out of the north. Perfect.

Short final, and Cynthia set herself up for a wheelie, while I slowed for a three-pointer so as not to risk overtaking her on roll-out. She squeaks it on, and I follow with a nice double chirp. We're rolling along, each smiling at one of the best landings we've both



made on this trip, and I see Cynthia's right wing go up, way up, then up even farther and she's swerving back and forth wildly across the runway. About the time I think through the "the" in "What the Hell?" it hits me. Right wing lifted way up and a slam 45° to the right. I'm pushing full left rudder and right aileron when the tail wheel breaks loose and starts to castor. No sooner than that, I was heading 90° to the left. Left wing up, tires squealing, and going off toward the left side of the runway. Full right rudder and a blast of the throttle and I'm coming back across the centerline in the opposite direction. Again.

As soon as it hit, it was over, and we were both ticking along straight ahead down the runway to the first exit, as if nothing happened. Yes sir, we always land like that. It's a Texas thing. Keeps you on your toes, so to speak.

I key the mic. "What the hell was that about?". "I don't know...is somebody running-up a jet engine or something...did it hit you?" "Damned sure did, I really thought I was going to lose it for good". We taxied back on the deserted airport at about two miles per hour...maybe one. It was a slow taxi. Very slow.

We secured the planes, talked about what just happened, and headed to the restrooms. Definitely not in that order.

The adrenalin started to kick in and we were babbling to each other and scratching our heads, looking around for what hit us. Limp windsock, model airplanes happily doing aero-

batics, deserted airport, quiet as a tomb...the Twilight Zone.

Epilog: In Texas we call them Whirlwinds or Dust Devils. They are thermal-generated mini-tornados that occur when thermal activity is high. Over arid land, they can be seen, and avoided, by the tan soil that is sucked up and spun around in the vortex, much like the dark debris that makes a tornado funnel visible. In Phoenix, I have personally seen them swirling along and moving across a galvanized steel fifty-gallon trash can, lift the lid off, suck out the garbage, and happily twirl it all around upward through the sky...steel lid and all, never to be seen again.

We encountered a perfect storm of conditions at Fort Scott. Thermal activity was high, there was great contrast between the green trees, lush grass, and hard (hot) pavement of the airport, and there was no wind to interrupt or dissipate any thermal activity. Those conditions rendered the whirlwind invisible, as no dust, bare soil, or debris could be seen. Compounding our situation, we were both in that no-mans-land between being "too fast to drive, and too slow to fly". We blindly rolled-out into an unseen whirlwind, and damned near paid the price of an NTSB report: "VFR, winds calm, failure to maintain directional control (I gotta laugh at that one!) on landing".
Live and learn.

Hardtimes Earl

***Lady, you want me to answer you
if this old airplane is safe to fly?
Just how in the world do you think
it got to be this old?***

TXAAA MEETING 11/16/13

Lunch 12:00 Noon

Thanks to the Nunns for hosting the November Meeting.

Recognize birthdays and anniversaries.

Welcome guests.

Dues status - Joetta Reetz.

Jerry Pockrus memorial announcement.

Next Meeting :

December - Golden Corral 7660 Grapevine Hwy.

January - Don Cruz Hwy 377 Haltom City -

Speaker: Wylie Post.

Febuary - Meacham Vintage Flying Museum -

Speaker: Fiske Hanley.

Chile Cook Off Awards - Darrell Irby.

The most different - Jack Parker

The Spiciest - Michelle Daniels

The Best overall - Randy Nunn

Treasurer's Report - Joetta Reetz

Fly-In Recap.

Motions.

Announce Officers.

Door Prizes.

Close at 1:09 PM.

Phil Cook

***CONE OF CONFUSION - An area about
the size of New Jersey located near the final
approach beacon at an airport.***

TEXAS CHAPTER ANTIQUE AIRPLANE ASSOCIATION Membership Application - Renewal Form

Name: _____ Spouse: _____

Address: _____

City: _____ State: _____ ZIP: _____

Phone: _____ Email: _____

Aircraft Type: _____ National
AAA No. _____

(Ownership of an aircraft is not required)

To start or renew membership in the Texas Chapter of the Antique Airplane Association please furnish the above information and send it with \$25.00 (payable to Texas AAA) to: Treasurer, Texas Antique Airplane Association, 5209 Glen Canyon Rd., Ft. Worth, TX 76137

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 1/13

FOR SALE - 1 Jacobs R-755-9 245 Hp 165 Hr smoh, 1 Stearman 220 Cont. motor mount, 1 Leise Nevill 50 amp gen, 1946 Cessna 120 airframe. Contact at (940) 367-4480 Bob Landrum 1/13

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. Also low time Warner and Ranger engines with some accessories. Contact Tom at (817) 790-3190 1/13

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 1/13

FOR SALE - Aeronca L-3B - 1942 Model 058B Serial 058B1782 N52169 total time airframe: 2319.31 Continental C-85 total time: 1622.31 SMOH 674.44 McCauley Prop Part No. 1B90/cm7143 Serial No. 34415 A/C logs from 1943 \$12,000.00 Lee Montgomery leemontgomery14@yahoo.com 1/13

AVIATION'S ENDURING CLASSICS - a new photo book by Texas Chapter member Dan Linn. I have been taking photographs of airplanes as long as I can remember. Now I am excited to share my photographs through books that people can enjoy with friends and family. My first work features vintage aircraft from the 1940's and 1950's. To preview the book and purchase a copy of Aviation's Enduring Classics go to www.dtlinn.com - click on the book cover to go to the bookstore. Texas Chapter members will recognize many of the aircraft featured in the book! Dan Linn 2/13

FOR SALE: Unique bi-plane. 1992 Rose Parakeet replica (experimental). Single place, tail dragger. TTSN: 290 hours. Continental O-200, 100 HP. SMOH: 80 hours. New cylinders from ECI. Starter & alternator. Mechanically a 9 or 10. Original Ceconite. Appearance a 7. Asking \$23,500. This is a gentle small bi-plane, but requires an experienced tailwheel pilot. Buyer to sign a release of liability. Call Don at 830-832-3031. Please--no tire kickers or lowballers.

T HANGER FOR RENT at Clark Airport, Justin, TX. \$75.00 per month. Contact Al Hilton 972-741-4520 I'm cleaning out my hangar and have a few items to place in the for sale section of our AAA news letter.

FOR SALE: 1947 Luscombe 8E 750TT O SMOH

C-85-12F 4 owners since new, polished needs reassembly, all logs from new, NDH \$15K Wright W-760-8 engine O SMOH 235hp \$17.5K Ham-Std ground adjustable props & Curtis-Reed make offer Cowlings, Stearman seats and engine mounts..... cheap 30X5 wheels and tires, old instruments & radios for displays 40 year collection call Reb Stimson 817-343-7556 av8reb@aol.com

FOR RENT - 45x50 hangar at Hicks Airfield (T67). Sold my 180 and have space to rent. \$350 month. West Sanders AAA life.... wrsanders_98@yahoo.com

FOR SALE: Twenty seven acres of flat land, 420 ft. wide, 2800 ft. long. Located between White-wright & Randolph on state Highway 11, TX. Call C.E., (Chuck) Jackson owner (817) 478-1658, Price \$85,000. □



A NOTE TO ALL MEMBERS:

As a reminder and according to the TXAAA bylaws all members dues expired on September 31, 2013. If you have not paid your 2013-2014 dues, Please send \$25.00 to the treasurer with a completed renewal application which you will find in this issue of the newsletter. If you have questions about your dues please contact any board member as they all have updated rosters. Thank you,

Terry Wallace, TXAAA Secretary □



MORE FALL FLY-IN AIRCRAFT

Courtesy Dennis Price



2230 Airport Dr.
Gainesville, Texas 76240

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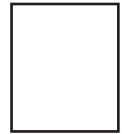
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website: ExpAircraft.com email: Walt@expaircraft.com

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NorthWest Regional Airport (52F), Roanoke, Texas

Texas Chapter
Antique Airplane Association
2417 Stonegate Dr. N.
Bedford, TX 76021



“KEEP THE ANTIQUES FLYING”

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 a printable Application Form. New Members Dues are PRO RATED, contact an Officer for correct amount.

NOTE: Membership expires on September 30 each year. Send dues and address changes to TXAAA Treasurer, 5209 Glen Canyon Rd., Ft. 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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