

# TEXASAAA



TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • APRIL 2014

## PRESIDENT'S CORNER

Low clouds and a stormy forecast kept the airplanes on the ground for our March meeting, but the weather didn't keep the members away. We had thirty-seven members and guests show up at Al Hilton's hangar at Clark Field, with lots of good food. Thank you Al for allowing us to use your hangar and thanks to all the Ladies for setting up the food for the luncheon.

As you know, we have had an unusual winter for Texas with snow, sleet, ice storms and windy conditions. Because of the weather, most of us have not been able to fly as much as we would have liked. With the spring comes good flying weather and we need to make sure our airplanes are ready for the flying season. My 170 is down for the annual and hopefully will be back in the air for the next meeting. Just as important as checking out our airplanes is to make sure we are ready for the flying season. Brush up your flying skills and go over the airplane's flight manual, if it has one, to make sure you are proficient with your airplane. I know I have to brush up on short field takeoffs and landings every now and then to remember the procedure and speeds. I like to practice power off landings to gain confidence in emergency landings. I know I tend to get complacent if I don't challenge myself to improve my flying skills. Keep flying safe.

The next meeting will be at the Texas Regional Airport at Sherman, Texas. I hope to see everyone there.

Gary



# ARIZONA ANTIQUE AIRPLANE ASSOCIATION CACTUS FLY-IN, FEB 28 AND MARCH 1, 2014

by G R Dennis Price

The start of my fly-in/airshow year is the Arizona Antique Airplane Association's Cactus Fly-in, which this year took place on February 28th and March 1st. As usual I drove out, with the intent of taking the bus tour of AMARG at Davis-Monthan Air Force Base before heading on over to Casa Grande. While walking up to the doors at the Pima County Museum (well before they opened), I heard my name called and there were Jim Austin and Sherman Oxford, also on their way to Casa Grande, and waiting for the museum to open. Arriving at Casa Grande fairly early on Thursday afternoon, I took the opportunity of photographing early arrivals: Cessna 170A N170WS, Bellanca 14-13-3 N6504N; Luscombe 8F N9927C, Howard DGA-15 N999WT, Beech D17S Staggerwing NC80312. Consolidated PB4Y-2 Privateer, N2871G, has been refurbished since last year (by Gosshawk, who have a hangar on the field) and now sported a code of "6302" and a "Star and Bars" insignia on the nose of the otherwise shiny bare metal aircraft. An escorted tour of the Gosshawk hangar revealed an F-51D Mustang and a T-28 Trojan, as well as a Nakajima Ki-43 II Oscar and a Focke-Wulf Fw 190D that were undergoing reconstruction. The stored remains of an A-20 Havoc, recovered from a Newfoundland bog between 2004 and 2009, were also present.

Friday was a sunny day with the presence of a number of antique aircraft, including New Standard N930V that was selling pleasure rides, WACO RNF NC110Y, WACO UPF-7 NC29926, Commonwealth 185 NC90683. WWII aircraft included: Boeing Stearman N5045V & N9923H, North American NA.64 Yale N64FL in Luftwaffe marks, Ryan ST3KR N56017, and Stinson L-5 N8369H. A gaggle of Warbirds passing through included six T-34s, three Nanchang CJ-6As, a Yak-50 and a North American TB-25N. Other post-war aircraft

included a Cessna 120, two Cessna 140s, as well as later Cessna products, a DHC-1 Chipmunk in Royal Canadian Air Force markings, an Ercoupe, a Globe Swift, a Luscombe 8A, and a Navion D. Modern home-built aircraft included the usual assortment of RVs (one RV-4, seven RV-6/6A, three RV-7/7A, two RV-8/8A, and two RV-12) along with both a Kit Fox and a Eurofox, a Hummellbird, a RANS S-19, and a Varieze. Present day builders Arion exhibited a Lightning and Cub Crafters exhibited a CC-11 Carbon Cub.

Unfortunately Saturday started with thunderstorms and the weather stayed pretty wet and misty until almost noon, when the wind picked up. Thus, there were few new aircraft present of which the most notable were a Christen Eagle II and a Piper J3C-65. A check of the Arizona Antique Airplane Association website to check on the fly-in winners before writing this article revealed that the name has been changed



*Grand Champion and People's Choice Award - Stinson L-5, N8369H, ex USAAC 1944-17504, winner, as well as Best Military aircraft.*

to the Classic Airplane Association of Arizona. This may be due to the rarity of real antiques and reflect the fact that aircraft built in 1964 are now 50 years old! How times fly, I remember when a 1964-built aircraft was new and exciting. At any rate, the Grand Champion, Peoples Choice, and Best Military aircraft was the Stinson L-5, N8369H, ex USAAF 1944-17504, which has just been renovated. General Aviation Post-1945 Award went to Cessna 140, N170WS, and the General Aviation Pre-1946 Award went to Beech D17S, NC80312. Photos of these and some of the other aircraft mentioned are shown.

□



WACO UPF-7, NC29926.



Aeronca 7AC, N2722E.



WACO RNF, NC110Y.



Ryan ST3KR, N56017, "164".



Beech D17S Staggerwing, NC80312, winner of the General Aviation Pre-1946 award, was on delivery from Idaho to a new owner in Kentucky.



Commonwealth 185, NC90683.



Howard DGA-15P, N999WT.



New Standard D-25, N930V, giving joy rides.

Has anyone owned one of these?

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## CALENDAR OF EVENTS 2014

### APRIL MEETING:

April 19th, 2014 on North Texas Regional Airport, Sherman/Dennison, Texas (KGYI).

We are invited to the Main Terminal at the North Texas Regional Airport/Perrin Field for our Meeting and Lunch at Noon. The lunch will be pot luck. Members are asked to bring a Main Dish and a Salad or Dessert to share.

**For Fliers:** (KGYI) is on Sectional and Terminal Area charts about 4 miles west-northwest of Sherman, TX. NTR is a towered airport. After landing tell controller you are going to the terminal building.

**For Drivers:** From Gainesville go East 35.5m on US-82 to Tx289. From US-75 in Sherman, go West on US-82 about 4m to Tx289. Go North on Tx289 to Refuge Rd. Turn right (East) on Refuge Rd. about 1m to Airport Dr. Turn right (South) on Airport Dr. and enter terminal parking.

### REMAINING MONTHLY MEETINGS - 2014:

**May 17th, Noon:** Fairview Airfield, Rhome, TX. Don and Ann Pellegreno's hangar.

**June 14th, 10:00 AM:** Brunch: Kezer Airfield, Springtown, TX. Jack and Sharon Weiland's hangar. (This meeting is the second week rather the 3rd because of Father's day on the 21st).

**July 19th, Noon:** Cedar Mills Airstrip, Lake Texoma, Ok. Pelican's Landing Restaurant.

**August 16th, 9:00 AM:** Brunch: Northwest Regional Airport, Roanoke, TX. Jim and Betty Austin's hangar. Terry Wallace hosting and flipping pancakes and sausage.

**September 20th, Noon:** Bowie Municipal Airport, Bowie, TX. Mark & Megan's Hangar. October 10th and 11th, Noon: AAA annual fly-in: Gainesville municipal airport. Gainesville, TX. (tentative location).

**November 15th, Noon:** Propwash Airfield, Justin, TX. Maybeth and Randy's hangar.

**December 20th, Noon:** Location TBA

### FLY-INS OF INTEREST - 2014:

**August 27-31:** National AAA Fly-In, Blakesburg, IA.

**October 10-11:** "Fall Festival of Flight" TXAAA Annual Fly-In, Gainesville, TX.

**October 24-26:** Flying M Ranch, Reklaw, TX. □

# FOLDED WINGS

Florene Miller Watson, 93, of Borger, Tex., died February 4, 2014. Celebration of Life services were held on February 10, 2014, at Faith Covenant Church in Borger. Florene Miller Watson was born on December 7, 1920, in San Angelo, Tex., to Thomas L. and Flora Theis Miller. Her father was a watchmaker and owner of a jewelry store chain in the Odessa, Tex., area. Florene became fascinated within a WWI Barnstormer's open-cockpit plane at Big Lake. "My father and I shared our exhilaration for airplanes." When she was a college sophomore, her father purchased a Luscombe airplane so his family could learn to fly. He anticipated the United States going to war with Germany and wanted his eldest children to contribute to the war effort as aviators. By age 19, Florene had finished flight school and completed her first solo flight. During the next two years, Florene obtained her commercial license, trained in aerobatics, and earned ground-school and flight instructor ratings. She was teaching men enrolled in the government-sponsored Civilian Pilot Training Program to fly in Odessa, Tex., when the Japanese attacked Pearl Harbor on her 21st birthday. Soon afterward she and her younger brother volunteered for service in the Army Air Corps.

Florene was one of only 25 women who qualified for the original Women's Auxiliary Ferrying Squadron (WAFS), later known as the Women Air Force Service Pilots (WASP). In January 1943, Florene became Commanding Officer of the WASP stationed at Love Field, Dallas. In 1944, she served as a test pilot in a highly secretive program to develop radar equipment for planes. By the time the war was over, Florene had flown every type of training, cargo, fighter and twin and four-engine bomber that the Air Corps used including: Aeronca, Waco, Taylor former flight-training craft, Piper Cub, BT-13, PT-17, PT-19, AT-6, AT-9, AT-10, AT-11, AT-17, A-20, A-26, P-38, P-39, P-40, P-47, P-51, SB2C, C-47 (DC-3), B-17, B-24, B-25, and her favorite, the North American P-51D Mustang.

After the war, Florene married Chris Watson, her former flight-training student who was a Phillips Petroleum engineer. They raised two daughters while being frequently relocated by Phillips. Florene returned to college earning a BA at Lamar Tech University and a MBA at the University of Houston and then taught college for 30 years at the University of Houston, Howard College in Big Spring and Frank Phillips College in Borger. Florene was a member of Faith Covenant Church, belonged to many community organizations and did much volunteer work. She was also a National

Flower judge, a swimming instructor, a real estate and insurance salesperson, a mutual fund representative and a test cook for Betty Crocker. Florene maintained close ties to aviation with memberships in the Texas Aviation Historical Society, the Ninety-Nines, the Air Force Association, the Commemorative Air Force, the Women's Military Aviators and the Women's Air Force-Service Pilots WWII and others. She was featured in numerous newspapers, magazines and books with photos and write ups and frequently interviewed for television programs plus video and audio histories for university archives and aviation museums. She was also featured in the nationally-broadcasted TV documentary Women of Courage explaining the role of WASP in WWII. Florene also served as national WASP chaplain for many years.

Some of her most cherished honors include the Distinguished Flying Corps Membership in the Kritzer Aviation and Space Museum, Amarillo, Tex., 1988; induction into the Ninety-Nines International Forest of Friendship, Atchison, Kan., (Amelia Earhart's home) for exceptional contributions to aviation, 1995; first woman inductee into the Panhandle Veterans Hall of Fame,



August 1996; "Distinguished Veteran" honoree at the Air Force Military Ball in Dallas, Tex., 1997; the Daughters of the American Revolution's highest honor -- their National Medal of Honor, 2002; designation as an Eagle four separate times at the Air Force's annual Gathering of Eagles celebration; the National Air Force Association's Lifetime Achievement Award, 2004; induction into the Galveston Aviation Hall of Fame, 2004; the renaming of the airport in her hometown of Big Lake, Tex., the Florene Miller Watson Airport, 2003; and most importantly in 2010 the Congressional Gold Medal, the highest award Congress can present to a civilian. Florene was preceded in death by her husband of 68 years, G. Christie Watson, and two brothers, LaMonte Miller and Dolph Miller. She is survived by two daughters, four grandchildren, and two great grandchildren. Florene lived her life cheerfully giving to others and always believing the best in everyone she met. She lived Mark 12:30, 31 . . . 'You shall love your neighbor as yourself.' The photo above shows Florene Miller Watson in her favorite aircraft, NAA P-51D.



# CLASSIFIED

**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

**T HANGER FOR RENT:** At Clark Airport, Justin, TX. \$75.00 per month. Contact Al Hilton 972-741-4520

**FOR SALE:** 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 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.

**FOR SALE:** (2) 0235 engine cores 2500.00 each. (2) Stinson 108-2 projects, enough to build one aircraft \$7500 for both. G35 Bonanza \$28,500. Funk B85C \$18,500. 7GCAA Citabria \$29,500. (2) Cessna 195 projects \$20,000 for both. Pat Pockrus 940-325-5971 hillier@mesh.net. 3/14

# TEXAS CHAPTER ANTIQUE AIRPLANE ASSOCIATION

*Minutes of the General Meeting held:*

**March 15, 2014**

The General Meeting was held at Clark Airport in Al Hinton's hangar and was called to order at 1240 by President Gary Sublette. There were 37 members in attendance. The attendance list is in the Chapter Records.

## **AGENDA:**

**Announcements:** It was announced that the next meeting would be held at Texas Regional Airport in Sherman in the terminal building. Birthdays, and anniversaries, were announced. Guests were introduced.

**Treasurer's Report:** The Feb Treasurer's Report was presented by Joetta Reetz and a motion was made and seconded to accept the report as read.

**Previous Meeting Minutes:** Minutes from the March meeting were in the newsletter and a motion was made and seconded to accept the minutes as printed.

**Old Business:** There was no "Old Business"

**New Business:** Dennis Price announced he has post-cards for the October flyin and would like everyone to take some to distribute. Ken Robins announced we have last year's flyin T-shirts for sell at \$10.00.

**Door Prizes were drawn.**

*A motion to adjourn was made and seconded.*

*The meeting ended at 2:05PM.*

*Respectfully submitted*

*Terry Wallace, Secretary*

*Texas Chapter AAA*



***A Special thanks to Barbra Pockrus for her generous donation to TXAAA in honor of Jerry. We miss him.***

## 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

## SOME OBSERVED DIFFERENCES IN ROUND ENGINES VS. JETS

- 1... To be a real pilot you have to fly a tail dragger for an absolute minimum of 500 hours.
- 2... Large round engines smell of gasoline (115/145), rich oil, hydraulic fluid, man sweat and are not air-conditioned.
- 3... Engine failure to the jet pilot means something is wrong with his air conditioner.
- 4... When you take off in a jet there is no noise in the cockpit. (This does not create a macho feeling of doing something manly)
5. Landing a jet just requires a certain airspeed and altitude --- at which you cut the power and drop like a rock to the runway. Landing a round engine tail dragger requires finesse, prayer, body English, pumping of rudder pedals and a lot of nerve.
- 6... After landing, a jet just goes straight down the runway.
- 7... A radial tail dragger is like a wild mustang --- it might decide to go anywhere. Gusting winds help this behavior a lot.
- 8... You cannot fill your Zippo lighter with jet fuel.
- 9... Starting a jet is like turning on a light switch --- a little click and it is on.
- 10... Starting a round engine is an artistic endeavor requiring prayer (curse words) and sometimes meditation.
- 11... Jet engines don't break, spill oil or catch on fire very often which leads to boredom and complacency.
- 12... The round engine may blow an oil seal ring, burst into flame, splutter for no apparent reason or just quit. This results in heightened pilot awareness at all times.
- 13... Jets smell like a kerosene lantern at a scout camp out. 14... Round engines smell like God intended engines to smell and the tail dragger is the way God intended for man to fly. □



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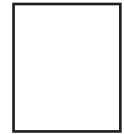
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Texas Chapter  
Antique Airplane Association  
2417 Stonegate Dr. N.  
Bedford, TX 76021



*“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](http://www.texasantiqueairplane.org) or [www.txaaa.org](http://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](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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