

TEXASAAA



TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • AUGUST 2014

FROM THE VICE PRESIDENT

Cloudy skies and last week's rain didn't stop several airplanes from flying to Cedar Mills grass runway for Saturday's lunch meeting. It was great seeing Dana Gibbs flying in with the Funk that Jerry Pockrus had owned. I know it found a loving home. Good food and good company was on hand with several guests and lots of conversations filling the Pelican's Landing Restaurant. We had two door prizes given away with Matthew Dunn winning the gourmet dog biscuits, which Phil Cook claims to be a good weight loss program. You need to ask Phil about his program if you missed the meeting. Terry Wallace won the book titled Hidden Warbirds II. That book was donated to the club as promotion by the publisher and is offered to members at a discounted price. If anyone is interested in a copy, let me know and I can get the pricing information and where to order it. It tells the story of how many of the warbirds have been found, recovered and some have been restored. From what I read of it, it would make a great addition to your aviation library. Check with Terry to get a better book review. They also gave us the first book Hidden Warbirds that Phil Cook won several months ago. The next meeting will be at Northwest Regional airport at Jim and Betty Austin's hangar and will be a brunch between 9:00 and 10:00. Terry will be flipping pancakes and everyone else needs to bring their favorite breakfast-lunch dish. I will be working hard preparing my special store bought donuts. I hope to see everyone at the next meeting. Until then, keep flying and be safe.

Gary





Who is this famous woman pilot?

It seems the paintings of the women pilots are a little deceiving. So, I will use the actual photos of the aviators for clarity. Last month's woman pilot was Harriet Quimby, she was the very first licensed woman pilot.

Gene Morris was the first member to reply with the correct answer.

This month's mystery woman pilot was the first woman air mail pilot.

The first member that replies to my email with the correct identity of the aviator will win a cash prize at the next meeting and a free lunch!

Reply to:

wallacete@cs.com



WHAT EVERY AVIATOR KNOWSOR SHOULD KNOW!

Zero/Zero by Charles Svoboda

It happened sometime in 1965, in Germany. I was a copilot so I knew everything there was to know about flying, and I was frustrated by pilots like my aircraft commander. He was one of those by-the-numbers types, no class, no imagination, no "feel" for flying. You have to be able to feel an airplane. So what if your altitude is a little off, or if the glideslope indicator is off a hair? If it feels okay then it is okay. That's what I believed.

Every time he let me make an approach, even in VFR conditions, he demanded perfection. Not the slightest deviation was permitted. "If you can't do it when there is no pressure, you surely can't do it when the pucker factor increases," he would say. When he shot an approach, it was as if all the instruments were frozen - perfection, but no class.

Then came that routine flight from the Azores to Germany. The weather was okay; we had 45,000 pounds of fuel and enough cargo to bring the weight of our C-124 Globemaster up to 180,000 pounds, 5,000 pounds below the max allowable. It would be an easy, routine flight all the way.

Halfway to the European mainland, the weather started getting bad. I kept getting updates by high frequency radio. Our destination, a fighter base, went zero/zero. Our two alternates followed shortly thereafter. All of France was down. We held for two hours, and the weather got worse. Somewhere I heard a fighter pilot declare an emergency because of minimum fuel. He shot two approaches and saw nothing. On the third try, he flamed out and had to eject.

See Flight Engineer Panel C-124 below



We made a precision radar approach; there was nothing but fuzzy fog at minimums. The sun was setting. Now I started to sweat a little. I turned on the instrument lights. When I looked out to where the wings should be, I couldn't even see the navigation lights 85 feet from my eyes. I could barely make out a dull glow from the exhaust stacks of the closest engine, and then only on climb power.

When we reduced power to maximum endurance, that friendly glow faded. The pilot asked the engineer where we stood on fuel. The reply was, "I don't know -- we're so low that the book says the gauges are unreliable below this point. The navigator became a little frantic. We didn't carry parachutes on regular MAC flights, so we couldn't follow the fighter pilot's example. We would land or crash with the airplane.

The pilot then asked me which of the two nearby fighter bases had the widest runway. I looked it up and we declared an emergency as we headed for that field.

The pilot then began his briefing. "This will be for real. No missed approach. We'll make an ILS and get precision radar to keep us honest. Copilot, we'll use half flaps. That'll put the approach speed a little higher, but the pitch angle will be almost level, requiring less attitude change in the flare."

Why hadn't I thought of that? Where was my "feel" and "class" now? The briefing continued, "I'll lock on the gauges. You get ready to take over and complete the landing if you see the runway - that way there will be less room for trouble with me trying to transition from instruments to visual with only a second or two before touchdown."

Hey, he's even going to take advantage of his copilot, I thought. He's not so stupid, after all. "Until we get the runway, you call off every 100 feet above touchdown; until we get down to 100 feet, use the pressure altimeter. Then switch to the radar altimeter for the last 100 feet, and call off every 25 feet. Keep me honest on the airspeed, also. Engineer, when we touch down, I'll cut the mixtures with the master control lever, and you cut all of the mags. Are there any questions? Let's go!"

All of a sudden, this unfeeling, by the numbers robot was making a lot of sense. Maybe he really was a pilot and maybe I had something more to learn about flying. We made a short procedure turn to save gas. Radar helped us to get to the outer marker. Half a mile away, we performed the Before Landing Checklist; gear down, flaps 20 degrees. The course deviation indicator was locked in the middle, with the glide slope indicator beginning its trip down from the top of the case.

When the GSI centered, the pilot called for a small power reduction, lowered the nose slightly, and all of the instruments, except the altimeter, froze.

My Lord, that man had a feel for that airplane! He thought something, and the airplane, all 135,000 pounds of it, did what he thought. "Five hundred feet," I called out, "400 feet ... 300 feet ... 200 feet, MATS minimums ... 100 feet, Air Force minimums; I'm switching to the radar altimeter ... 75 feet nothing in sight 50 feet, still nothing ... 25 feet, airspeed 100 knots."

The nose of the aircraft rotated just a couple of degrees, and the airspeed started down. The pilot then casually said, "Hang on, we're landing." "Airspeed 90 knots....10 feet, here we go!" The pilot reached up and cut the mixtures with the master control lever, without taking his eyes off the instruments. He told the engineer to cut all the mags to reduce the chance of fire.

CONTACT! I could barely feel it. As smooth a landing as I have ever known, and I couldn't even tell if we were on the runway, because we could only see the occasional blur of a light streaking by. "Copilot, verify hydraulic boost is on, I'll need it for brakes and steering." I complied. "Hydraulic boost pump is on, pressure is up." The brakes came on slowly---we didn't want to skid this big beast now. I looked over at the pilot. He was still on the instruments, steering to keep the course deviation indicator in the center, and that is exactly where it stayed.

"Airspeed, 50 knots." We might make it yet. "Airspeed, 25 knots." We'll make it if we don't run off a cliff. Then I heard a strange sound. I could hear the whir of the gyros, the buzz of the inverters, and a low frequency thumping. Nothing else. The thumping was my pulse, and I couldn't hear anyone breathing. We had made it! We were standing still!

The aircraft commander was still all pilot. "After-landing checklist, get all those motors, radar and un-necessary radios off while we still have batteries. Copilot, tell them that we have arrived, to send a follow me truck out to the runway because we can't even see the edges." I left the VHF on and thanked GCA for the approach.

The guys in the tower didn't believe we were there. They had walked outside and couldn't hear or see anything. We assured them that we were there, somewhere on the localizer centerline, with about half a mile showing on the DME. We waited about 20 minutes for the truck. Not being in our customary hurry, just getting our breath back and letting our pulses diminish to a reasonable rate.

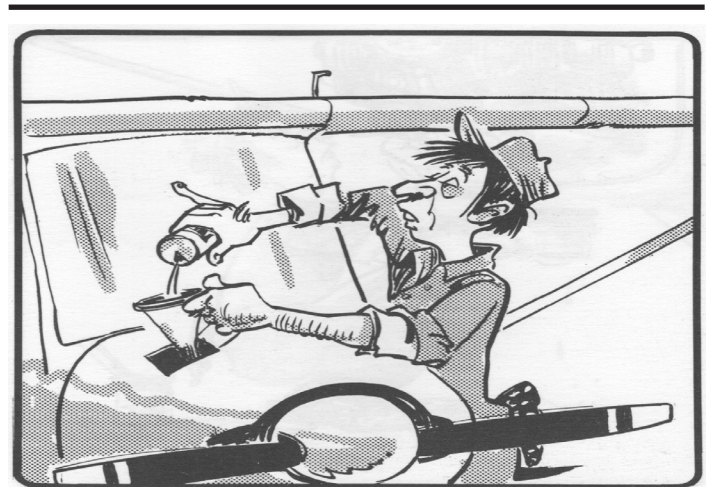
Then I felt it. The cockpit shuddered as if the nose gear had run over a bump. I told the loadmaster to go out the crew entrance to see what happened. He dropped the door (which is immediately in front of the nose gear), and it hit something with a loud, metallic bang. He came on the interphone and said "Sir, you'll never believe this. The follow-me truck couldn't see us

and ran smack into our nose tire with his bumper, but he bounced off, and nothing is hurt."

The pilot then told the tower that we were parking the bird right where it was and that we would come in via the truck. It took a few minutes to get our clothing and to button up the airplane. I climbed out and saw the nose tires straddling the runway centerline. A few feet away was the truck with its embarrassed driver

Total damage---one dent in the hood of the follow me truck where the hatch had opened onto it. Then I remembered the story from Fate Is the Hunter. When Gann was an airline copilot making a simple night range approach, his captain kept lighting matches in front of his eyes. It scared and infuriated Gann. When they landed, the captain said that Gann was ready to upgrade to captain. If he could handle a night-range approach with all of that harassment, then he could handle anything.

At last I understood what true professionalism is all about. Being a pilot isn't all seat-of-the-pants flying and glory. It's self-discipline, practice, study, analysis and preparation. It's precision. If you can't keep the gauges where you want them with everything free and easy, how can you keep them there when everything goes wrong? □



OVERHAUL - *Cleaning the top spark plugs and adding a can of upper lube.*

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 Ken at (314) 324-1804 7/14

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 Whitewright & Randolph on state Highway 11, TX. Call C.E., (Chuck) Jackson owner (817) 478-1658, Price \$85,000.

FOR SALE: (2) 0235 engine cores \$2000.00 each. G35 Bonanza \$28,500. (2) Cessna 195 projects \$20,000 for both. Pat Pockrus 940-325-5971 hillier@mesh.net. 3/14

WANTED: Looking for a Bowers Fly Baby someone is willing to sell or an abandoned Fly Baby project. Alan Arrow, 18911 Connie St., Magnolia, TX 77355 816-390-3447

TEXAS CHAPTER ANTIQUE AIRPLANE ASSOCIATION

Minutes of the General Meeting held: July 19, 2014

The General Meeting was held at The Cedar Mills Airport in the Pelican's Landing Restaurant and was called to order at 12:26 by President Gary Sublett. There were 32 members in attendance. The attendance list is in the Chapter Records.

AGENDA:

Announcements: It was announced that the next meeting will be Aug 16th, 2014 at Northwest Regional Airport, Roanoke, TX. Jim and Betty Austin's hangar. Terry Wallace hosting and cooking pancakes and bacon.

Treasurer's Report: The May Treasurer's Report was read by Joetta and accepted as read by the members.

Previous Meeting Minutes: Minutes from the June meeting were published in the July 2014 Newsletter and were voted on at this meeting.

Old Business: There was no "Old Business"

New Business: Stan Price discussed the Saturday lunch plans for the October fly in. Ken Robins announced that new name tags are available for \$10 Terry Wallace announced that Gene Morris named the mystery woman pilot. The fly in posters were handed out for distribution.

Door Prizes were drawn.

A motion to adjourn was made and seconded. The meeting ended at 12:50PM.

Respectfully submitted
Terry Wallace, Secretary
Texas Chapter AAA

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

CALENDAR OF EVENTS

AUGUST MEETING 2014

The August Meeting will be August 16, 2014 at Northwest Regional Airport (52F.) Terry Wallace will be our host for a 9AM pancake breakfast, just bring your appetite or other breakfast items if you prefer. Jim Austin has graciously offered the use of his hangar as Terry's hangar is full. Jim Austin's hangar is on the north west side of the runway. Follow the signs to aircraft parking.

For Flyers: Northwest Regional (52F) is about 3 miles Northwest of Roanoke, Texas. 33-02-59.44 N /097-13-56.05 W. Runway 17/35 is 3500 X 40 ft Asphalt in fair condition. Use 122.9 for advisories.

For Drivers: From IH 35W take Hwy 1171 exit and go East on 1171 to Cleveland- Gibbs Road. Turn South (right) on Cleveland- Gibbs Rd. The Austin's hangar is at 100 Stinson Way. As you come into the Airport on Cleveland-Gibbs Rd. take a right at the stop sign and go north to the dead end. Turn left and their hangar is the sixth one. Terry's cell phone # is 817-706-3173.

Schedule of Monthly Meetings 2014

August 16: Terry Wallace, In Jim Austin's hangar Northwest Regional Airport, Roanoke, TX (52F)

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.

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.
September 20th, 58th Annual Fly-In, Bartlesville, Oklahoma.

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

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



Are you looking for airport properties?

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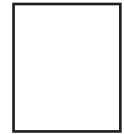
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website: ExpAircraft.com email: Walt@expaircraft.com

Cell: 972-746-5154 FAA CRS# 1E4R827B

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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