

# TEXASAAA



TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • NOVEMBER 2014

## PRESIDENT'S CORNER

The 2014 October Fly-In is over and I would like to thank all the members who helped make this year's Fly-in an enjoyable weekend. I would like to especially thank Darrell Irby, our Fly-in Chairman, for all the hard work he did this year, and for the well-organized and smooth running weekend. Darrell had another commitment and couldn't be at the fly-in, but his hard work made our jobs so easy. The weather didn't cooperate again this year with a cold front Friday night bringing with it thunderstorms and temperature changes from the 80s to the 50s. Saturday's weather was low clouds in the morning with slow improvement so that a few airplanes were able to get in. We had 15 airplanes fly in total, and lots of drivers.

Saturday's breakfast was a huge success thanks to Phil Cook and his crew, and the hot pancakes, sausage and coffee were what we needed on such a cool and windy morning. We all had a great time visiting with each other. We had several people come out to see the Fly-in and became new members. I received several compliments from them on how friendly our organization was to them. Thanks to all of you that made them feel welcome.

Saturday night's banquet was another success with Texas barbeque and great door prizes. Margaret Cook did an excellent job collecting the door prize donations from the many contributors for our fly-in. Thank you Margaret for your hard work! If you were a winner, make sure you send a thank you note to the contributor that made that donation. Make sure you also thank Margaret the next time you see her. I know I didn't get to thank everyone, but the fly-in was a success because of all the hard work by our terrific members --- even those who worked in the background. Thank you!

The next meeting will be at Al Hilton's hangar at Clark Airfield in Justin, Texas. This will be a pot-luck lunch at noon, so bring your favorite dish to share, and enjoy the company of a great group of aviation enthusiasts. See you next time.

Gary. □







**N9836A**, Cessna 195, cn: 7529; built 1950; owned by Richard A Pulley, Grand Champion.



**N999WN**, Vans RV-6, cn: 24521; built 1999; owned by Ross W Burgess. Best Experimental Kit-built.



**N194TX**, Cessna O-1A, cn:23139; built 1951; owned by Thomas J Schad, Best Military.



The Ed Parrott Award.

**THE PLANE TRAIN**, Built in 2013; Owner Harold Stieber, best experimental built from plans.







**N9003V**, Beech V35A, cn: D-8907; built 1968; Best Neo-Classic 1956-1970.



**N5765C**, Cessna 170A, cn: 19719; built 1950; owned by Robert L Jolley; Best Classic 1942-1955.



**N1617N**, Funk B85C, cn: 403; built 1947; owned by Dana B Gibbs. National HQ Award



**NC34791**, Culver LCA, cn: 243; built 1941; owned by James B Hays; Antique Closed Cockpit.



Tom Richards, youngest at heart pilots award.



Frank Bray's Dixie Swing Band, look for our member Bob Sims playing the trombone in the group.



# FLYING THE FORD

I had a rare opportunity to fly in a 1929 Ford Tri-Motor operated by the EAA. It was on a tour stop at Fort Worth Meacham Airport, sponsored by EAA Chapter #34. I was on my way to a radiator shop south of Meacham to pick up a rebuilt radiator for my son's MG Midget when I saw the signs for the Ford rides. I wanted to see the airplane, so on my way home I stopped by to check it out. In the old terminal building,

I ran into Tony Crawford, who was at our last Antique Airplane Association's fly-in. He was selling his book, "The Search for Miss Deal and the Early Raiders on The Third Reich". Tony introduced me to the volunteers of Chapter #34, and I took the opportunity to promote the Antique Association and recruit new members. Of course they were trying to recruit members also. I was offered a chance to buy a ticket to ride in the right seat and get the flight time recorded in my log book as dual received. The EAA doesn't normally sell the right seat unless approved by the Pilot. Since I didn't have my log book with me, I told them I would be back on Saturday to accept their offer.

Saturday morning was busy for me and I wasn't able to get to Meacham Airport until 1:00. Unfortunately for me, one of the EAA's Tri-Motor pilots, who had flown in from Alaska, was needed in the right seat for landing currency, so I was bumped. There was a possibility that if I waited, there might be a chance to get into the right seat on one of the flights. I waited most of the afternoon, but didn't get my chance. Another opportunity was offered: to help ferry the Ford to the West Houston Airport. I would have to find a way back home, so I figured I could get home by American Airlines or a rental car--- either way I didn't want to miss this opportunity of a lifetime.

A couple of days later, I was put in touch with Cody Welch, who was to ferry the Ford to Houston. Cody was the Head of the Fly the Ford program for the EAA, and was extremely friendly and was willing to allow me to fly with him on the ferry flight. Of course, I accepted. The plan was to take off Wednesday morning--- and what a beautiful morning it was! Just a light haze. It took about 45 minutes for Cody to complete the preflight and check the oil quantity with the ladder.

The fueling process consisted of opening the hatch in the top of the fuse-

lage, climbing up on top, and using a rope to pull the fuel nozzle up to the fuel tanks.

The last procedure on the preflight was to pull each propeller through at least 9 compressions on each engine to make sure there would not be a hydraulic



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lock in a lower cylinder. Radial engines can leak oil into the bottom cylinders while sitting idle for several hours and can damage the engine if started in this condition. Once all the equipment was stowed, we were ready for the start.

The left engine was first to start---Check List: make sure the fuel valve was on, prime the engine with fuel, fuel mix on, throttle just off of idle, magnetos off, and starter engaged. After letting the propeller rotate a couple of times, the magneto switch was



turned on. The engine coughed and sputtered blue smoke before finally settling down to running smoothly. The same procedure was accomplished for the center engine, then the right engine. The engine instruments for the left and right engine, mounted on the engine strut, had to be checked by looking out the left or right windows. The center engine instruments were mounted conveniently on the instrument panel.

After allowing the engines to warm up, ground control was called and we were cleared to taxi to runway 16. Like most tail wheel airplanes, forward visibility was a challenge and S-turning was required. The brake system on this airplane had been converted from the Johnson bar system to rudder peddle brakes (on the left side only). Rudder brakes make it easier to taxi rather than trying to operate the Johnson bar, located between the pilot's seats, and having to work the throttles all at the same time. Using the brakes during take-offs and landings were also a lot easier and safer because of this conversion.

After taxiing to the end of the runway, Cody finished the engine run-up, magneto check, flight control check and completed the checklist. The tower cleared us onto the runway, and then for takeoff. The throttles were advanced and as the tail wheel lifted, I glanced at the airspeed just passing 40 MPH. As it passed 60 MPH, I felt the airplane gently float off the ground. Cody quickly accelerated through 80 MPH, which was the engine out minimum control speed, and began climbing out at 90. We cruised at 2500 feet until we were cleared into DFW's airspace, and then cleared to 5500 Feet. When we reached 5500 feet, Cody turned the controls over to me and told me the right wing was always heavy and that aileron had to be held to the left. It was hard to maintain a heading because every time I looked left at the GPS, the airplane would turn right. Inside the cockpit there was a large amount of noise and vibration. Luckily, the headsets cancelled out most of the noise.

After a while, I got use to the left aileron input and could hold the proper heading. The Ford felt like I was driving a large truck, and I got use to that until we started the descent into the Houston. Once we got down below the scattered cloud layer and into some light

turbulence, I had my work cut out for me. If one wing got into a thermal, it took a lot of aileron and rudder to keep the plane level. By the time we got close to the West Houston Airport and Cody took over the controls, I was worn out. Cody circled the airport and made a great landing, even though it was gusty. The traffic pattern was flown at around 90 MPH and the final was at 80 MPH, slowing down as we crossed the end of the runway and touching down again around 60 MPH. The total flight time from Meacham to West Houston Airport was two and a half hours. Because Cody was

a flight instructor, I got to log the flight time as dual received. I felt like I was a kid in a candy store.

I am very grateful for this unique experience in the Ford Tri-Motor!

The EAA's Tri-Motor was a 4 ATE built in 1929 by the Ford Motor Company and was number 146 on production line and first flown on August 21, of the

same year. It was sold to Pitcairn Aviation, a division of Eastern Air Transport. According to the Instruction Manual For Ford Tri-Motor, the maximum gross weight was 10,130 pounds, cruise speed of

90 MPH, and a stall speed of 58 MPH. This Tri-Motor was converted with three 450 HP Pratt and Whitney Wasps instead of the original 300 HP Wright J-6 engines. There were 18 Tri-Motors in existence with 8 of them with a current FAA Airworthy Certificate. Because of the all metal construction, the Ford Tri-Motor was also known as the "Tin Goose".





# CALENDAR OF EVENTS

**NOVEMBER MEETING:** November 15 on Clark Airport, TX (3T6) just north of Justin, TX.

We are invited to Al Hiltons' hanger for our Meeting and Lunch at Noon for the annual Bert Mahon chili cook off. Prizes will be awarded so bring your best recipes. Members are asked to bring their best chile receipe or a side dish and a salad or dessert to share. Got spare junk in your hangar, bring it as a door prize.

**For Fliers:** (3T6) is on Sectional and Terminal Area charts about 3 miles north of Justin, Texas. Elev. 705ft, runway 17-35 is 1800x22 ft asphalt. Use 122.9 to announce.

**For Drivers:** Halfway between Ponder and Justin on FM156 turn West on Eakin Cemetery Road and go 1/2mile west to the Airport. Turn South (left) on Clark Airfield Road and follow it to the (second hangar) on left.

## **Remaining Monthly Meetings: 2014:**

**December 20:** Golden Coral, 1724 S.Loop 288 in Denton

**January 17:** to be announced

**February 21:** to be announced

## **Fly-Ins of Interest 2015:**

**March 6 -7:** Arizona Chapter AAA Annual Fly-In, Casa Grande, AZ

**September 3 - 7:** National AAA Fly-In, Blakesburg, IA.

**October 9 - 10:** "Fall Festival of Flight" TXAAA Annual Fly-In, Gainesville, TX.

**October 21 - 24:** Flying M Ranch, Reklaw, TX. □

# 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:** (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:** Wanted, Stits Flut-R-Bug SA6-B flying or abandoned project. Call Alan Arrow 816-390-3447 or al-anc4184h@comcast.net.

**FOR SALE:** LSA-Aeronca 7-AC Complete Restoration 75HP Cont. 35hrs. SMOH. Aux wing tanks. New wood spars, control cables, interior & glass. Position & strobe, xpdr, I-CON 210 radio & Intphone. AirTech Covering & Paint \$29500 Richard Zipperer A&P/IA Owner Hangar 2-2NW NW Reg. Apt. (52F) 817 431 6960

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## 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

## RANDY NUNN

It is with sadness I tell you that our long time TXAAA Chapter member and friend Randy Nunn went west on Thursday October 30th after a short battle with cancer. He will be missed. Our thoughts and prayers go out to Maybeth and thier family.

Terry



## ALLIANCE AIRSHOW

I attended the recent AFW air show and was able to fly both Davis' to the event. Good crowd and much interest in the TX chapter. Signed up three new members and handed out applications to many others. Sold a few cups too. I was amazed at how little the younger generation knows about fabric covered airplanes of the past. The promoters of the show would like to extend

an invitation to our members for next year. Free food and beer so put it on your agenda for 2015.

Terry



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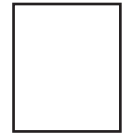
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website: ExpAircraft.com email: Walt@expaircraft.com

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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)**

## Chapter officers and board members

### President:

Gary Sublette  
5970 Stagecoach Cr.  
Westlake, TX 76262-9610  
(817) 430-1311 (H)  
(817) 791-6602 (C)  
[garysublette@charter.net](mailto:garysublette@charter.net)

### Vice President:

Stan Price  
3005 Creekview Dr.  
Grapevine, TX 76051  
[stanpricetexas01@verizon.net](mailto:stanpricetexas01@verizon.net)

### Secretary:

Terry Wallace  
2417 Stonegate Dr. North  
Bedford, TX 76021  
(817) 706-3173 (Cell)  
[wallacete@cs.com](mailto:wallacete@cs.com)

### Treasurer:

Joetta Reetz  
5209 Glen Canyon Dr.  
Fort Worth, TX 76137  
(817) 253-7295 (Cell)  
[joetta.reetz@yahoo.com](mailto:joetta.reetz@yahoo.com)

### Activities Coordinator:

Terry Doyle  
2946 Oak Forest  
Grapevine, TX 76051  
(817) 488-6662(Home)  
(817) 637-8732(Cell)  
[res05093@msn.com](mailto:res05093@msn.com)

### Website:

Marianna Sokolich  
4308 Lavaca Drive  
Plano, TX 75074

### Newsletter Editor:

Barry Wallace  
197 Sandridge Drive  
Collinsville, IL 62234  
(618) 409-2090 (Cell)  
[bcw1@charter.net](mailto:bcw1@charter.net)

### Historian:

G.R. Dennis Price  
P.O. Box 141219  
Austin, TX. 77712-1219  
(512) 873-7259  
[grdprice@yahoo.com](mailto:grdprice@yahoo.com)

### Past President:

Phil Cook  
1628 Fuqua Dr.  
Flower Mound, TX 75028  
(972) 874-1117 Home)  
(972) 989-3234 (Cell)  
[jpcookie1@verizon.net](mailto:jpcookie1@verizon.net)

### Fly-In Chairman:

Darrell Irby  
(817) 909-2257

### National Director:

Joe Haynes  
4544 Royal Lane  
Dallas, TX 75229  
(214) 351-5845  
[txdoublejranch@gmail.com](mailto:txdoublejranch@gmail.com)

### Texas State Director:

Terry Wallace  
2417 Stonegate Dr. North  
Bedford, TX 76021  
(817) 706-3173 (Cell)  
[wallacete@cs.com](mailto:wallacete@cs.com)

