

# TEXASAAA



TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • DECEMBER 2015

## PRESIDENT'S MESSAGE...

Our lunch started at 1200 on November 21, 2015. Thirty-eight members and guests were on hand in Jim Austin's hangar at Northwest Regional Airport. Thanks so much for the use of your beautiful hangar, Jim. The Treasure report was approved. As was the Secretary report.

We talked about the upcoming officer elections will be at the December meeting. The will take office on January 1, 2016. We are also looking forward to starting work on our annual fly-in for next year. It will be at Gainesville Municipal Airport in October of 2016. Joel Meanor will be our new fly-in chair. Our fly-in for 2015 was a big success, and Joel is looking forward to the task. I invite you all to mark your calendar for October 7 and 8, 2016 for another great fly-in. We will keep you up-dated many times during 2016.

The December, 2015 Christmas meeting of the TAAA will be Saturday the 19th at the Golden Coral, 1801 South Main St. in Keller, TX. We have the private dining room reserved from 11:00 until 1:00. Members are requested to bring items for door prizes if they wish and Margaret will have Christmas games to play! It's always fun! Y'all come!

*Have a great month. Be safe up there.*

*Keep 'em fly'n.  
Merry Christmas!  
Lee Truitt*







# SR-71 "THE FASTEST GUYS ON THE BLOCK!"

There were a lot of things we couldn't do in an SR-71, but we were the fastest guys on the block and loved reminding our fellow aviators of this fact. People often asked us if, because of this fact, it was fun to fly the jet. Fun would not be the first word I would use to describe flying this plane. Intense, maybe, even cerebral. But there was one day in our Sled experience when we would have to say that it was pure fun to be the fastest guys out there, at least for a moment.

It occurred when Walt and I were flying our final training sortie. We needed 100 hours in the jet to complete our training and attain Mission Ready status. Somewhere over Colorado we had passed the century mark. We had made the turn in Arizona and the jet was performing flawlessly. My gauges were wired in the front seat and we were starting to feel pretty good about ourselves, not only because we would soon be flying real missions but because we had gained a great deal of confidence in the plane in the past ten months. Ripping across the barren deserts 80,000 feet below us, I could already see the coast of California from the Arizona border. I was, finally, after many humbling months of simulators and study, ahead of the jet.

I was beginning to feel a bit sorry for Walter in the back seat. There he was, with no really good view of the incredible sights before us and tasked with monitoring four different radios. This was good practice for him for when we began flying real missions and when a priority transmission from headquarters could be vital. It had been difficult, too, for me to relinquish control of the radios, as during my entire flying career I had controlled my own transmissions. But it was part of the division of duties in this plane and I had adjusted to it. I still insisted on talking on the radio while we were on the ground, however. Walt was so good at many things, but he couldn't match my expertise at sounding smooth on the radios, a skill that had been honed sharply with years in fighter squadrons where the slightest radio miscue was grounds for beheading. He understood that and allowed me that luxury. Just to get a sense of what Walt had to contend with, I pulled the radio toggle switches and monitored the frequencies along with him. The predominant radio chatter was from Los Angeles Center, far below us, controlling daily traffic in their sector. While they had us on their scope (albeit briefly), we were in uncontrolled airspace and normally would not talk to them unless we needed to descend into their airspace.

We listened as the shaky voice of a lone Cessna pilot who asked Center for a read-out of his ground

speed. Center replied: "November Charlie 175, I'm showing you at ninety knots on the ground." Now the thing to understand about Center controllers was that whether they were talking to a rookie pilot in a Cessna, or to Air Force One, they always spoke in the exact same, calm, deep, professional tone that made one feel important. I referred to it as the "Houston Center voice." I have always felt that after years of seeing documentaries on this country's space program and listening to the calm and distinct voice of the Houston controllers, that all other controllers since then wanted to sound like that and that they basically did. And it didn't matter what sector of the country we would be flying in, it always seemed like the same guy was talking. Over the years that tone of voice had become somewhat of a comforting sound to pilots everywhere. Conversely, over the years, pilots always wanted to ensure that, when transmitting, they sounded like Chuck Yeager, or at least like John Wayne. Better to die than sound bad on the radios.

Just moments after the Cessna's inquiry, a Twin Beech piped up on frequency, in a rather superior tone, asking for his ground speed in the Beech. "I have you at one hundred and twenty-five knots of ground speed." Boy, I thought, the Beechcraft really must think he is dazzling his Cessna brethren.

Then out of the blue, a navy F-18 pilot out of NAS Lemoore came up on frequency. You knew right away it was a Navy jock because he sounded very cool on the radios. "Center, Dusty 52 ground speed check." Before Center could reply, I'm thinking to myself, hey, Dusty 52 has a ground speed indicator in that million-dollar cockpit, so why is he asking Center for a read-out? Then I got it, ol' Dusty here is making sure that every bug smasher from Mount Whitney to the Mojave knows what true speed is. He's the fastest dude in the valley today, and he just wants everyone to know how much fun he is having in his new Hornet. And the reply, always with that same, calm, voice, with more distinct alliteration than emotion: "Dusty 52, Center, we have you at 620 on the ground." And I thought to myself, is this a ripe situation, or what? As my hand instinctively reached for the mic button, I had to remind myself that Walt was in control of the radios. Still, I thought, it must be done in mere seconds we'll be out of the sector and the opportunity will be lost. That Hornet must die, and die now. I thought about all of our Sim training and how important it was that we developed well as a crew and knew that to jump in on the radios now would destroy the integrity of all that we had worked toward becoming. I was torn.

, 13 miles above Arizona, there was a pilot screaming inside his space helmet. Then, I heard it the click of the mic button from the back seat. That was the very

moment that I knew Walter and I had become a crew. Very professionally, and with no emotion, Walter spoke: "Los Angeles Center, Aspen 20, can you give us a ground speed check?" There was no hesitation, and the replay came as if it was an everyday request.

"Aspen 20, I show you at one thousand eight hundred and forty-two knots, across the ground." I think it was the forty-two knots that I liked the best, so accurate and proud was Center to deliver that information without hesitation, and you just knew he was smiling. But the precise point at which I knew that Walt and I were going to be really good friends for a long time was when he keyed the mic once again to say, in his most fighter-pilot-like voice: "Ah, Center, much thanks, we're showing closer to nineteen hundred on the money."

For a moment Walter was a god. And we finally heard a little crack in the armor of the Houston Center voice when L.A. came back with, "Roger that Aspen. Your equipment is probably more accurate than ours. You boys have a good one." It all had lasted for just moments, but in that short, memorable sprint across the southwest the Navy had been flamed, all mortal airplanes on frequency were forced to bow before the King of Speed, and more importantly, Walter and I had crossed the threshold of being a crew. A fine day's work. We never heard another transmission on that frequency all the way to the coast. For just one day, it truly was fun being the fastest guys out there.

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## EDITOR'S NOTES

A few items of importance to the members in this issue of the Newsletter, and via e mail.

1) We will vote on the board member nominees at the December meeting and new board members will start in January 2016

2) The Christmas party/meeting will be on Saturday the 19th at the Golden Coral, 1801 S. Main St. Keller, Tx. Please bring an unwrapped toy for the Denton Salvation Army toy drive.

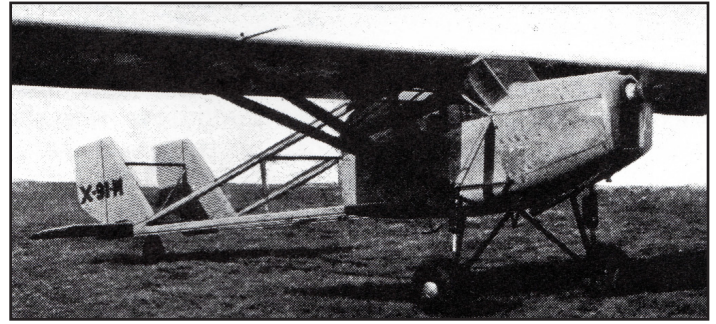
3) Phil and Margaret Cook are lining up meeting places for next year and they need to hear from anyone that wants to be our host. Please let them know soon at [jpcookie1@verizon.net](mailto:jpcookie1@verizon.net)

4) I have updated the roster and will send it to any member that requests one via e mail. [wallacete@cs.com](mailto:wallacete@cs.com)

See you all at the Golden coral on the 19th.

Terry

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## RINEHART - WHELAN MONOPLANE

The Rinehart-Whelan Company operator of the Municipal Airport at Dayton Ohio is developing a new all-metal high wing cabin monoplane with folding wings. It is built to accommodate two passengers in a side-by-side seating arrangement.

The power plant is a four-cylinder, in-line inverted engine developing 110 horsepower. It is air cooled and has an all steel cylinder head integral, with overhead cams running in oil. It is geared at a ratio of two to one, the engine turning at 2,200 revolutions per minute.

It is expected the performance figures will be improved with minor work now underway will be completed. Present figures are: High speed, 120 miles per hour; landing speed, 40 miles per hour; climb; 800 feet the first minute with a full load.

The manufacturers claim for the planes unusual flying characteristics, both as to stability and maneuverability, exceptional visibility and perfect ground control. Brakes on the plane are connected with a steering device on the tail wheel.

Mr. Howard Rinehart has been engaged in the aeronautical industry from its beginning. As one of the pupils of the Wright brothers, he learned to fly on the original Wright commercial planes. He instructed many of the pioneer pilots at the Wright school in Dayton. During the war he tested and demonstrated the Liberty-motored DeHaviland planes which are produced by the Dayton-Wright Company. His extensive experience in cross-country work, which has taken him to landing fields of every description, places him in a position to direct the design of a ship to meet the requirements of practical every-day service.

(March 1931 Aero Digest)

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# MINUTES OF THE GENERAL MEETING

*November, 2015*

Lunch was started after the prayer by Lee Truitt at noon on November 21st, 2015. Fifty four members and friends were on hand to enjoy chili made for our annual chili cook off. Thanks Again to Jim and Betty Austin for the use of their hangar for our meeting.

**Agenda:** It was announced that the next meeting will be at the Golden Coral in Keller Texas. Members were asked to bring a unwrapped toy for donation to the Toys for Tots campaign. John Ziegler talked about his air car that was at the October fly in. Ona B Reed told us about the Bert Mahon chili cook off and its history. Phil Cook awarded the Cook off plate to first place winner, Luke Bruns, and second place winner Becky Sublette took home a Chili's restaurant gift card.

**Treasurer's Report:** The Treasurer's Report for October was presented by Terry and was approved as read.

**Previous Meeting Minutes:** No minutes were recorded at our October fly in as there was not an official meeting.

**Old Business:** none

**New Business:** The Nominees for the TXAAA board was presented by Stan Price and nominations from the floor was opened. No other nominations were made. The list of nominees are printed elsewhere in this issue. A vote by the members at the December meeting will be taken.

A motion to adjourn was made and seconded. The meeting ended at 1:04.

*Respectfully submitted  
Terry Wallace, Secretary  
Texas Chapter AAA*



***Pilots are people who drive airplanes for other people who can't fly. Passengers are people who say they fly, but really just ride.***

# TEXAS ANTIQUE AIRPLANE ASSOCIATION 2016 DIRECTOR ELECTION SLATE

The Following individuals have been nominated for the 2016 Director Positions of the Texas Chapter, Antique Airplane Association

President -- Lee Truitt  
Vice President -- Steve Sokolich  
Secretary -- Terry Wallace  
Treasurer -- Joetta Reetz  
Activities Coordinator -- Phil Cook  
Historian -- Dennis Price  
Newsletter Editor -- Barry Wallace

By Appointment --- Not to be voted on ---  
Appointed or by definition

Fly-in Chairman -- Joel Meanor  
Past Presidednt -- Gary Sublette

Slate Submitted by: Stan Price  
Nominating Committee Chairman



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## CALENDAR OF EVENTS 2015

**December 19th:** the Golden Coral, 1801 S. Main St. Keller, Tx. 11:00 AM

We have the private dining room reserved from 11:00 until 1:00. Members are requested to bring items for door prizes and an unwrapped toy for the Denton Salvation Army toy drive.

Now is the time to contact Phil and Margaret Cook to host a member meeting for 2016. Please call me at 972-989-3234 or email me at jpcookie1@verizon.net.

### 2016 Meetings:

**Saturday the 19th** at the Golden Coral, 1801 S. Main St.

**January:** Vintage Flight Museum, Meachum Airport.

**February:** Al Hilton's hangar, Clark Airport, Justin.

**March:** Bobby and Kathy Jones hanger, Tailwheel Acres, Valley View.

### Fly-Ins of Interest 2016:

March 4-5: Arizona Chapter AAA Annual Fly-In, Casa Grande, AZ

September 1 - 5: National AAA Fly-In, Blakesburg, IA.

October 7- 8: "Fall Festival of Flight" TXAAA Annual Fly-In, Gainesville, TX.

October 21 - 23: Flying M Ranch, Reklaw, TX



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**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 1/15

**FOR SALE:** 1941 Fairchild 24, 15 hours on a 185  
Warner, with an Airomantic or Curtis Reed prop. Beautiful  
airplane, good fabric. Asking 65K with 185 Warner. Also low  
time Ranger engines with some accessories. Contact Ken at  
(314) 324-1804 1/15

**T HANGER FOR RENT:** At Clark Airport, Justin, TX.  
\$75.00 per month. Contact Al Hilton 972-741-4520 1/15

## TEXAS CHAPTER ANTIQUE AIRPLANE ASSOCIATION Membership Application - Renewal Form

Name: \_\_\_\_\_ Spouse: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ ZIP: \_\_\_\_\_

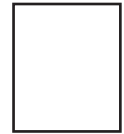
Phone: \_\_\_\_\_ Email: \_\_\_\_\_

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

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 Web site 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 Web site at [www.antiqueairfield.com](http://www.antiqueairfield.com) or E-mail [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 web site at [www.txaaa.org](http://www.txaaa.org)**



## Board Members

### President:

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### Fly-In Chairman:

OPEN

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