

TEXASAAA

TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • MAY 2015

PRESIDENT'S MESSAGE...

We had 30 people at our April 18, 2015 meeting. We would like to express our thanks to the Texas Regional Airport in Sherman, Texas. Their gracious hospitality in providing not only the beautiful room, but also their tables and chairs. Very nice accommodations.

Terry and brother Barry Wallace were celebrating their birthday. Twins, you know. We had eight guests as well. Thank you very much for joining us. Hope to see you at other meetings.

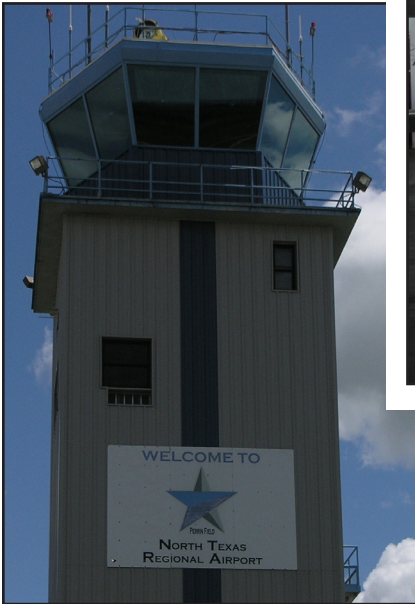
Member Darrell Irby, Department Chairperson in the Aviation Department of the Center of Excellence for Aviation, Transportation, and Logistics at Fort Worth Alliance Airport was our speaker. We are all invited to the unveiling of their Beech E18S to a group of interested WASP's. Lana Kraeszig has arranged for WASP aviatrix pioneers to visit the facility on May 22 at 1030 to see Jackie's Beechcraft with "N" number. They are asking everyone to arrive at 0930 in business casual. Please RSVP Darrell at carmen.wise@tccd.edu

Hope to see you all at our next meeting May 16 at 1200, at Don Pellegrino's hanger, Fairview Airfield.

God bless American! Look for blue skies and keep 'em fly'n.

Lee Truitt





AIRWORTHINESS RELEASE

It seems the level of responsibility attributed to professional people who sit behind a desk in a nice office is very high. Having occupied positions of “responsibility” I can tell you I have never felt the weight of responsibility more than when signing the airworthiness release for an aircraft destined to carry 150+ people. An airplane ready to go except for that small signature block that read “Airworthiness Release.” The person signing that small block is the authority stating the aircraft is in its certified configuration and is safe for flight. To the best of my knowledge nothing has been altered or worn beyond limits; everything my crew and I touched was reassembled and tested properly. Did I secure that oil cap? Did I safety wire all those fasteners? Did I forget something? These are all questions that go through your mind as you are getting ready to put your signature in that block.

In my experience, an intense situation occasionally occurred after the aircraft was pushed off the gate. It is full of cargo, and passengers ready to begin their journey. As the flight crew is completing the checklist they discover a fault. “Call the mechanic!” I get the call from the ramp tower and make my way to the aircraft. The pushback crew has communications with the flight crew and have lowered the airstairs at the tail. I run up the stairs and knock on the pressurized door to ensure the flight attendants have prepared the cabin for my entry.

With one engine running the door opens and exposes the passengers in the aft cabin to the outside noise and the cold temperature. I step in and close the door behind me significantly lowering the decibel level. Removing my headset and taking a moment to adapt to the nicer environment I begin to make my way down the aisle. My destination is the cockpit. This is a long journey as all the passengers turn to look. At this point it is not known if I will make their day or ruin it. Don't make eye contact. This is an invitation for the passengers to begin asking questions I don't have time to answer. If I make eye contact and hear the question I am obligated under some unwritten social contract to respond. If I hear the question but do not make eye contact I have deniability and will pretend I did not hear it and move on.

To see the flight attendant pull the cockpit door open is very inviting. I made it! Now it's time to get

down to business and talk to the flight crew. I am in my element. What is the problem? “While on push-back number two “B” loop would not test.” Before I go any farther I am on my portable VHF handheld radio calling for help. The maintenance office is already aware of my situation and a crew with a lift truck is standing by. I communicate with them asking they check the fire loops. Within minutes I hear over the aircraft service interphone system “Cockpit.” It is the crew opening number two engine. They plugged in a headset for more effective communication. “I need you guys to inspect the fire loops.” As they proceed with the inspection they do not see anything obviously wrong. “B” loop still will not test. This is the point in time I am approaching the go or no go decision. This is when I think about facing all those passengers as I walk down the aisle. Will it be cheers or jeers? The pressure is on. This journey could prove longer than the previous. I will exit facing them this time.



After configuring the fire warning system to “B” loop and briefing the flight crew to expect a fire warning I ask the crew on number two engine to apply a heat source to the loop. The number two engine fire warning sounds. This is a good thing! It is the test function that is inoperative. After checking the aircraft minimum equipment list I can dispatch the airplane. I “hang paper” (slang for a deferred maintenance item) on the test function of the fire warning system. I sign the maintenance item in the logbook. I get word from the ground crew number two is closed and they are pulling away. After all the drama to

this point my most significant hurdle is yet to come. It requires the least amount of effort. I am looking at the signature block labeled “Airworthiness Release.” This is where I take responsibility for the engine that was just closed up, the wheels, the wings, and all those souls on board. This is where I must be confident in my abilities and trust in the abilities of my peers who just closed the engine. I sign the release. Facing the passengers will be OK. I make it down the aisle with smiles and cheers. However, I have not yet reached a level of comfort at which I can enjoy the jubilation. I exit the aircraft and close the hydraulically operated airstairs. I look over number two engine to ensure all the latches are in their proper position and standby for the start. I want to witness its operation to satisfy myself that all is well. As the aircraft taxis away I stay tuned to the radio for any additional complications. I can begin to relax a little.

FROM DENNIS PRICE...

“Photos of most of the aircraft at the recent Cactus Fly-in at Casa Grande have been posted to Dennis’ facebook pages:

yahoo.com/grdprice/”

He always shoots perfect photo’s for the newsletter as well as for the members. Check them out! And also thanks to Mike Daniel for his photo’s used in this issue.

Continued from page 3.

Today I feel good about a job well done. In less than 15 minutes I experienced all the highs and lows of being an aircraft mechanic. I head back to the maintenance office. The crew is securing the lift truck. As I enter the office I get a slap on the back acknowledging good job. I feel confident and good about it. I worked all night before having a little excitement at the end of my shift. Now it is time to go home and to bed. I enjoyed working nights because I could go home and sleep until I was done. However, after a shower and crawling into bed on this day it takes a while to fall asleep. I know everything was done properly but can’t help playing it in my mind as reassurance. When I return to work the next night and for several days thereafter, I follow the aircraft to ensure there are no additional problems.

Many aircraft mechanics go on to achieve more, move to higher “positions of responsibility.” However, managing aircraft maintenance holds the responsibility for economic production. If I make a mistake as a manager, I am likely to breach a deadline, or the bottom line. As a manager, the decisions you make will generally have an indirect impact on the risk of life or property. When functioning as an aircraft mechanic you see the faces of the people who are about to fly on your airworthiness release. The direct impact on their safety is much more personal. I have not felt that level of responsibility in any other endeavor.

Darrell Irby □

OLD KINGSBURY AERODROME SPRING AIR FAIR 2015

Old Kingsbury Aerodrome is the home of the Pioneer Flight Museum [pioneerflightmuseum.org], an organization dedicated to the memories of aviation between 1910 and 1939. The museum owns a number of aircraft, some restored originals and others flying replicas. The collection includes: a Bleriot Model XI, Canuck, Fokker Dr.1, Fokker D.VII, Luscombe 8A, Meyers OTW, Piper J-3, Pietenpol Sky Scout, Rearwin Sportster, and at least two Thomas-Morse Scouts. A good number of vehicles, including WWI ambulances, are also owned and progress is being made on a new building to house them. There is also a large collection of early aircraft engines, now housed in their own hangar. Two fly-ins are held each year, one in the spring and one in the fall (November), with both attracting costumed re-enactors of WWI vintage and numerous vintage/antique cars.

This year’s spring event took place on May 2nd. It was a great weather day, with only a couple of wet patches on the runway after what seems like weeks of rain. Over three dozen visiting aircraft were in attendance to join with the dozen museum-owned aircraft and there were numerous vehicles, most unfamiliar to me, but undoubtedly recognizable to those raised in America.

The only based aircraft flying was the Meyers OTW [N34310]; however, the Fokker Dr.1 [N1917H] did an engine run up at lunch time, drawing quite a large crowd. Considerable progress had been made on the 1924 Dormoy “Bathtub” since the last fall fly-in. The engine was off the Canuck and the wings were off an Aeronca 7AC and I caught no site of the Thomas-Morse Scouts. However, the rest of the aircraft collection was parked outside for easy viewing as were the vehicles, many of which were giving rides. □





CALENDAR OF EVENTS 2015

MAY MEETING:

May 16th, 2015 will be held at Fairview Airfield, Rhome, TX. in Don and Ann Pellegrino's hangar 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. Our Host will be Don & Ann. We have a very special guest speaker!

We are so fortunate to have Jay Miller as our speaker that day.

Jay is a much in demand aviation speaker and world renown aviation photographer.

FOR FLYERS: Fairview Airport (7ts0) is about three miles NE of Rhome, and four miles W of Propwash Airport. The 17/35 runway is 2500 feet and a nice GREEN turf.

FOR DIVERS: From I-35W go west on 407 to the red light just over the railroad tracks. Take a left and go south to the next red light. Take a right and go west about eight miles as you enjoy the many curves. There is a Dillavou Ln. sign on the right side of the road. Take a left to the Pellegrino's hangar

June 13th. * - Kezer Airfield, Springtown, TX. Weiland's hangar. 9:00 am. brunch.

July 18th. - Pelican's Landing, Cedar Mills TX. Airport, Lake Texoma, TX. 12:00pm.

August 15th.- Northwest Regional Airport, Roanoke, TX. Jim Austin's hangar. 9:00am. pancake breakfast.

September 19th.- Bowie Municipal Airport, Bowie, TX. Mark and Megan Breeding's hangar. 12:00pm.

October 9th. and 10th. - AAA 52nd Annual Fly In, Gainesville Municipal Airport, Gainesville, TX.

* June meeting is one week early due to Fathers Day on the week ending June 20, 21.



MINUTES OF THE GENERAL MEETING

April 18, 2015

The General Meeting was held at the North Texas Regional Airport in Sherman Texas. The meeting was called to order at 12:30 by president Lee Truitt. There were 28 members and guests in attendance. The attendance list is in the Chapter Records. Lee introduced guests, birthdays and anniversaries were announced.

Agenda: It was announced that the next meeting will be at Fairview Airfield, Rhome, TX. in Don and Ann Pellegrino's hangar for our meeting and lunch at Noon.

Treasurer's Report: The Treasurer's Report for April will be presented at the May meeting. An annual audit of the chapter financial books was accomplished by members Joel Meanor and Gary Sublette as required by the chapter by laws.

Previous Meeting Minutes: Minutes from the March meeting were published in the April issue of the Newsletter and were approved as written by the members.

Old Business: None

New Business: Darrell Irby brought us up to date on the progress of the restoration of the beech 18 at the collage and announced that some of the surviving Wasps from WWII will be at the school on May 22 at 10:30 AM and invited members to be there.

The dates for our October 2015 fly in have been confirmed. It will be October 9th and 10th at Gainesville, TX.

A motion to adjourn was made and seconded. The meeting ended at 1:15.

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

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 1/15

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

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 1/15

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

FOR SALE: Wright W-760-8 engine O SMOH 235hp \$17.5K. Curtis-Reed prop, 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 1/15

FOR SALE: G35 Bonanza \$23,500 OBO. (2) Cessna 195 projects \$20,000 for both. Pat Pockrus 940-325-5971 hillier@mesh.net. 3/15

FOR SALE: Lycoming 0-360, new mags, new carb., skytec starter, Overhauled by Exel aviation. 20K. Contact Bill Teaff, 936-539- 2424 3/15

□

Basic Flying Rules: *“Try to stay in the middle of the air. Do not go near the edges of it. The edges of the air can be recognized by the appearance of ground, buildings,*



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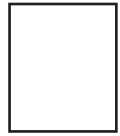
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Walt Aronow - Owner
A&P / IA / FCC GROL

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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