

TEXASAAA



TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • SEPTEMBER 2015

PRESIDENT'S MESSAGE...

Brunch was started after the prayer by Lee Truitt at 0905 on August 15, 2015. Thirty-two members and guests were on hand in Jim's hangar at Northwest Regional Airport. Thanks so much for the use of your super hangar, Jim. And thanks to Terry Wallace and crew for all the hard work and cooking for our pancake breakfast. I wanted to, but I did not eat three helpings-only two.

The treasure report was submitted by Joetta Reetz, then approved by all. Under old business, I reminded everyone to search their hangars for "stuff" to sell at our big fly-in October 9 and 10 at Gainesville Municipal Airport.

Under new business, I handed out the current "Committees and Chairpersons" list for the fly-in. We will have a fly-in meeting just following our member meeting on September 19th regarding the progress thus far. Please come to this meeting with a written summation of all you have done, and what needs to be done for our fly-in.

The next chapter meeting will be at Noon at Bowie Municipal Airport, Bowie, Texas (0F2). Brisket will be served so please bring sides and deserts. Also our November 21st meeting will be held in Mike and Lori Mitchell's hangar at Fairview airport instead of in Ken and Linda Robins' hangar.

Have a great month. Be safe up there.

Keep 'em fly'n.
Lee Truitt







TEXAS CHAPTER AAA COMMITTEES AND CHAIRPERSONS 2015 FLY-IN

ITEMS TO ACCOMPLISH

AIRCRAFT MAINTENANCE -----
BANQUET (Saturday) Dieters BB or Smoke House -----
BREAKFAST (Saturday) -----
DOOR PRIZES/CONTRIBUTORS -----
DRINKS (Available gaps between Vendor service) -----
ENTERTAINMENT (music, contests, fly-bys etc.) -----
FLY MARKET & TRAIN -----
FRIDAY HAMBURGERS -----
GOLF CARTS/PORTA POTTIES -----
HAPPY HOUR ACTIVITIES -----
INSURANCE ACQUISITION (Butler-Brown Ins.) -----
JUDGING -----
LIAISON (city/chamber/airport/etc.) -----
LODGING-CAMPING -----

LUNCH (Saturday) -----
PARKING -----
PUBLICITY/MEDIA, website tailoring -----
REGISTRATION & DUES -----
SHIRTS & HATS -----
SPONSORS -----
TRASH -----
TROPHIES (Done by Lathams @ Hicks) -----
VENDOR MANAGEMENT -----
WEATHER -----

COMMITTEE LEADERS

Terry Wallace
 Lee Truitt & Phil Cook
 Phil Cook & Gary Sublette start at 0800
 Phil & Margaret Cook
 Terry Doyle how many?
 Phil Cook \$250 is ok
 Harold Stieber, Terry Wallace/Jim & Maria
 Dougherty
 Stan Price
 Terry Wallace
 Stan Price, Bruce Putney & Jim Putney OK
 Bruce
 Joel Meanor city/chamber//Stan Price airport
 Gary Sublette & Terry Doyle
 Terry Wallace/Jim & Maria
 Dougherty
 Stan Price
 Terry Doyle & Joel Meanor
 Joetta Reetz & helpers
 Ken Robbins
 Lee Truitt & Phil Cook
 Shared responsibility
 Don Pelligreno
 Lee Truitt
 Terry Wallace

Volunteers needed for the fly in. if you want to help please pick an item and contact Terry wallace or the chairperson for the area of your expertise. Thanks.

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ANTIQUÉ AIRPLANE FLY-IN OCTOBER 9-10, 2015

GAINESVILLE MUNICIPAL AIRPORT, TX
www.texasantiqueairplane.org

THAT'S THE WAY IT WAS.

IN MIAMI in 1927, they had pretty well cleaned up the mess the hurricane had made of the place and I guess in the process had developed a good healthy thirst. My old friend had a couple of Curtiss F boats, OXX-6 powered, and was doing the best he could to alleviate the situation. He needed a pilot, I needed a job.

Ostensibly we were operating a passenger service to Nassau in the Bahamas if they wanted to go there, or Cuba. Also around Miami and the Keys if they wanted that. If we had a pair of passengers that wanted to go to Nassau we took them there. However it was not good business to come back a hundred miles empty, so we loaded a few sacks of Johnnie Walker or Teacher's Highland Cream aboard, just to keep the weight and balance figures right.

Now a case of Scotch in Nassau cost \$24 and they didn't care where it went nor who took it there. The nice part of it was that when we landed it in Miami it was worth \$124 a case, which paid us a little more than live cargo would for the trip across 94 miles of nice deep "blue water" that was the Gulf Stream. We used to carry a five gallon lard can, stocked with hard rations and a couple of quarts of fresh water. The top was soldered on and a can opener was soldered to the top of the can. This was just in case that the OXX-6 should get tired somewhere in the middle of the Stream and turn us into a surface craft. I don't know what we expected to do, if by any chance we went down on a rough sea and cracked up. We had no rubber boat and the life jackets we wore were pretty well oil soaked most of the time.

There were times when we left Miami in the rosy dawn and pointed the nose for Cat Key or Gun Key. Those trips were strictly for the relief of the thirsty, shacked up in the hotels like the Royal Palm or the Poinsetta.

There was a lot of fun and sometimes a little adventure, outside of flying across those miles of water in a leaky "F" boat.

One morning I remember in particular. The sun

hadn't got up yet. I had fired up the F boat and was shortly winging my way out across Biscayne Bay. There was a light morning fog rising. I was flying about 50 feet above the water, headed out through what was known as the Government cut and was actually the entrance to Miami harbor. At the cut proper a long sea wall extended seaward. The water was very shallow on both sides of the entrance.

I was soaring along like a pelican looking for a school of mullet. In fact I had a couple for "wing men." I was headed for Gun Key and a load of X X X.

As I passed over the sea beach proper and the shoal waters I saw a boat aground. She was listed to port. She looked to me like a "rummie" that had been chased into the shallows by a Patrol boat. I thought I

would take a gander and so flew a low 360 around her. There seemed to be nobody about. The sea being calm I put the F boat on the water and taxied up to her. I cut the engine, floated up to her and boarded with a mooring line.

She was about 40 feet long, with a fair sized cabin fairly forward. She was a "rummie" alright. She had that smoky smell of good Scotch and a few holes showed in the cabin bulkheads where some 303 cali-

ber per suaders had gone clear through. The stern well deck was empty. What liquid cargo had been there had probably gone over the side in an effort to lighten ship so the boys could negotiate the shallows and elude the Law.

I went through the cabin hatch and found that not all the pretty pinch bottles had gone into the briny deep.

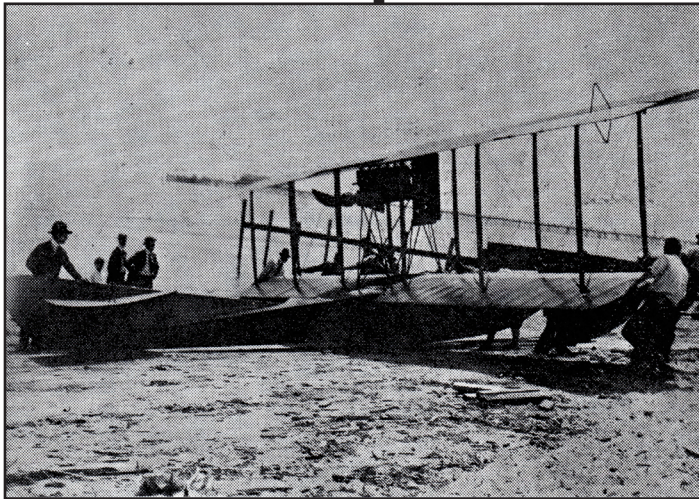
Stacked neatly on the cabin deck were twenty sacks of bonded Scotch, with Her Majesty's Crown and Seal affixed.

Well now, salvage is salvaged this was an abandoned ship!

Furthermore it was about 90 miles to Gun Key and I would have to pay for the elixir there. I didn't have to think very hard to figure out what to do.

I loaded ten cases of that liquor aboard the F boat in nothing flat and at the same time kept a weather eye open for the sea-going G men.

The F boat was near aground herself when I got the syrup aboard. When I fired up the OXX-6, she had a



hard push as the keel rode the sand until we floated clear. I gave her the gun, hoping that I could get up onto the "step" before we were out of that shallow water. The F boat felt like a submarine about to make a crash dive. I had a nice five knot wind now, out of the east, but even with that I had to pump her off. When I staggered into the air with that load, I flew a mile or two out to sea, two inches above the wave tops, which were now kicking up right smart.

Completing a long turn inshore, I headed back for our ramp in the city. I had about three hundred feet as I sailed back over the harbor entrance. What did I see but the Patrol Boat nosing through, headed out to sea. They were towing a dinghy and you didn't have to be very smart to know where they were going. Well, somebody was going to be short ten sacks of X X X. I hoped that they thought I was just out joy riding.

Back at the ramp my old friend said, "Just what in do you think you're doing? I thought you were at Gun Key by now."

Then before he sprung a seam I told him the story, dumped the sacks of Scotch nectar on him, topped off the gas tank and hit the blue for the Bahamas. Two loads in one day and the 50-50 split on that salvage wouldn't hurt me any either.

Webster says and I quote: "Salvage. The act of saving goods from the peril of the sea." Anyway, that's the way it was.

□

NANOSECOND - Time delay between the Low Fuel Warning light and the onset of carburetor icing!

MINUTES OF THE GENERAL MEETING

Aug 15, 2015

The meeting was called to order at 10:24 by president Lee Truitt. There were 32 members and guests in attendance. Thanks to Jim and Betty for lending us their hangar for this event. The attendance list is in the Chapter Records. Lee introduced guests, birthdays and anniversaries were announced.

Agenda: It was announced that the September Meeting will be September 19, 2015 and will be held at Noon at Bowie Municipal Airport, Bowie, Texas (0F2). Brisket will be served so please bring sides and deserts.

Treasurer's Report: The Treasurer's Report for July was presented by Joetta and approved as read.

Previous Meeting Minutes: Minutes from the July meeting were not published in the Aug issue of the Newsletter as the secretary was out of town during that meeting.

Old Business: Our annual fly in will be October 9 and 10th. Lee reminded everyone to scour their hangars for items to sell at the fly mart.

New Business: Lee handed out the current committees and chairperson list for the fly in and announced a meeting after the Sept. meeting to finalize plans for October .

A motion to adjourn was made and seconded. The meeting ended at 12:25.

*Respectfully submitted
Terry Wallace, Secretary
Texas Chapter AAA*

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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

CALENDAR OF EVENTS 2015

SEPTEMBER MEETING

The September Meeting will be September 19, 2015 and will be held at Noon at Bowie Municipal Airport, Bowie, Texas (0F2). Brisket will be served so please bring sides and deserts.

For Flyers:

FAA Identifier:0F2; From City:4 miles NE of BOWIE, TX
Dimensions: 3603 x 60 ft. / 1098 x 18 m - Good Asphalt

For Drivers:

Take US 81/287 North through Decatur to Bowie, TX and turn right (northeast) on US 59 to airport.

Remaining Monthly Meetings

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

November 21st: Fairview Airport, Rhome, TX. Mike and Lori Mitchell's Hangar. 12:00 Noon Bert Mahon Annual Chili Cook Off

December 19th: TBA

Fly-Ins of Interest 2015:

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 1/15

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

FOR SALE: G35 Bonanza \$23,500 OBO. Pat Pockrus 940-325-5971 hillier@mesh.net. 3/15



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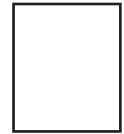
Walt Aronow - Owner
A&P / IA / FCC GROL

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 Web site 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 Web site at www.antiqueairfield.com or E-mail 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



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