

# TEXASAAA



TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • AUGUST 2017

## Presidents Corner!

I would like to thank Tim Hautier and The Frontiers of Flight Museum at Dallas Love Field for hosting our meeting. We had 31 members and guests in attendance. Congratulations to Joel and Kathy Meanor's 26 year anniversary, and to Gary and Becky Sublette, 44 years. Also, in August Phil and Margaret Cook celebrate 64 years together.

Joel gave a fly-in update, and as a reminder on Aug 12 at NWR we are holding a board meeting to make final plans for our October fly in. Please plan to be there if you are a board member or chairperson. As always board meetings are open to all members.

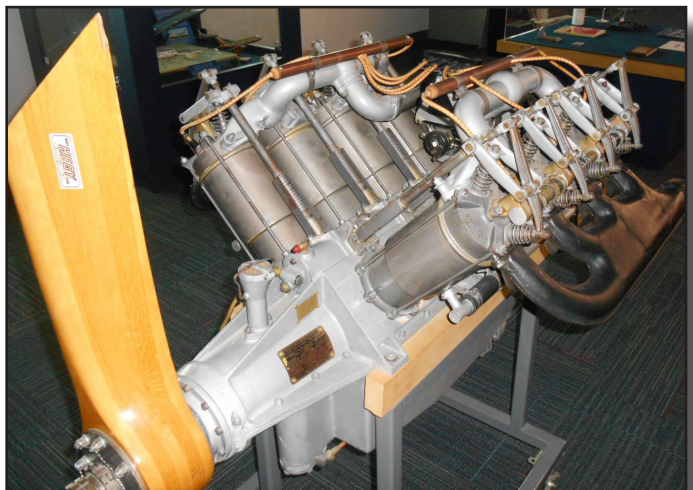
I'm still talking to some members in our south Texas region about starting a new chapter down that way, no progress yet but we'll see.

My thanks to Matthew Hood for heading a new scholarship committee with Joel Meanor and Travis Ferguson to study the feasibility of our chapter sponsoring a young person's private pilot's license.

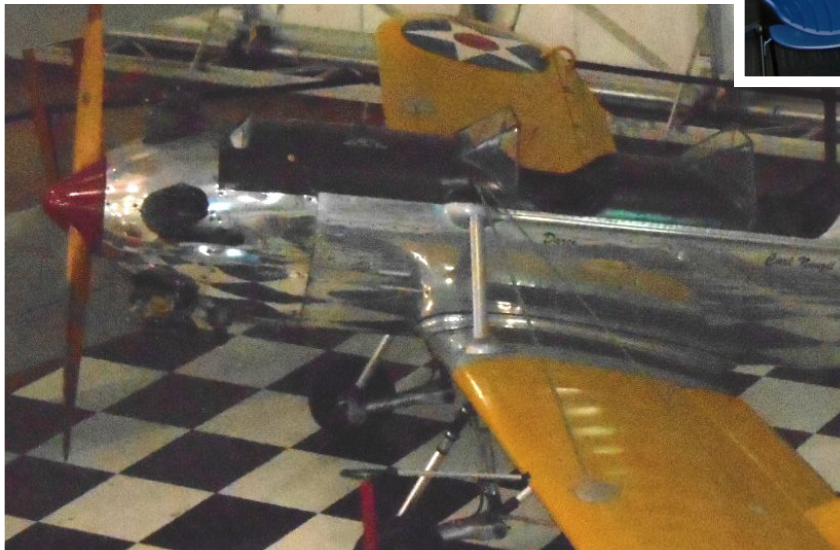
Next meeting will be Aug 19 at Jim Austin's hanger on Northwest Regional Airport, I will be making pancakes early the meeting will start at 9am. Unfortunately the runway will still be closed for repaving so driving directions are in the calendar of events in this issue

**See y'all at Jim's Hangar on the 19th!  
Keep the antiques flying!**

Terry







## ***Jets are for kids***

I once heard my airline mechanic father say “all pilots are good for is see light, push button, and get banana”. It was funny but he may have had a point. I remember when glass cockpits were brand new. I once heard the nickname of the “new” Boeing 757 was the Atari Ferrari. For those younger readers, an “atari” was one of the first gaming units. The 757 was very impressive indeed. Later the Regional Jet came online offering all glass cockpits to smaller aircraft cincing glass as the new standard. Today regional airline new hires who were instructing in 172s just a short time earlier are able to enjoy all this technology. This fact kinda saddens me because many of the new pilots will only see glass and never be able to see and appreciate many of our vintage of airplanes.

Some of the younger people I meet with talk about how they are really looking forward to flying a jet. Here’s a secret....it’s ok...and most of the time its actually pretty boring. Personally I have more fun in any single engine VFR airplane than I ever do “at work”.

I also find vintage GA more challenging and therefore way more rewarding. I also know for a fact that if I was to turn my Luscombe loose to the average Jet pilot....well.....it wouldn’t end well. I know this because that is where I was earlier a couple of years ago. My Wife and I just bought our first house and I expressed an interest in getting back into GA, specifically tail wheel flying. I found a school here in north Ft. Worth that offered basic instruction in a Citabria (airbatic spelled backwards). The first couple lessons were pretty rough. After one lesson my CFI’s boss asked how the lesson went. I told him I felt like I was in church. When he asked what I meant, I responded by saying “this guy tells me how bad I am for an hour, than he wants money”. We all laughed because well... I was that bad...and we all attend church. With time and patience from my instructor I got better and today, when I luckily eek out a nice one in the Luscombe I ride home happy.

My point to all this is two fold. Please, If you are a vintage GA pilot, take pride. The other day I met a new guy and asked what he was working on. He said “oh just a private..”. JUST A PRIVATE? That is a huge deal. Working toward your private pilot certificate separates you from most of the general population. TAKE PRIDE IN THAT!! Years ago I heard Rod Machado (one of my favorite aviation authors / speakers) that the stress experienced from student pilots soloing was equal to fighter pilots in combat. Wow. Secondly, understand that the bigger the airplane, the easier they are to “fly” (mostly monitor).

Lastly I want to point out that while looking forward to flying other aircraft can be fun, enjoy what you fly today. Without question, flying my Luscombe around the traffic pattern is immensely more challenging than the Jet for work. If your flying a light GA airplane, fly it well, smile, and have fun.

Rumble On  
Matthew Hood

## **12 Year Old’s P-51...**

This 1967 true story is of an experience by a young 12 year old boy in Kingston, Ontario, Canada. It is about the vivid memory of a privately rebuilt P-51 from WWII and its famous owner/pilot.

In the morning sun, I could not believe my eyes. There, in our little airport, sat a majestic P-51. They said it had flown in during the night from some U.S. Airport, on its way to an air show. The pilot had been tired, so he just happened to choose Kingston for his stop over. It was to take to the air very soon.

I marveled at the size of the plane, dwarfing the Pipers and Canucks tied down by her. It was much larger than in the movies. She glistened in the sun like a bulwark of security from days gone by.

The pilot arrived by cab, paid the driver, and then stepped into the pilot’s lounge. He was an older man; his wavy hair was gray and tossed. It looked like it might have been combed, say, around the turn of the century.

His flight jacket was checked, creased and worn - it smelled old and genuine. Old Glory was prominently sewn to its shoulders. He projected a quiet air of proficiency and pride devoid of arrogance. He filed a quick flight plan to Montreal (“Expo-67 Air Show”) then walked across the tarmac.

After taking several minutes to perform his walk-around check, the tall, lanky man returned to the flight lounge to ask if anyone would be available to stand by with fire extinguishers while he “flashed the old bird up, just to be safe.” Though only 12 at the time I was allowed to stand by with an extinguisher after brief instruction on its use -- “If you see a fire, point, then pull this lever!”, he said. (I later became a firefighter, but that’s another story.) The air around the exhaust manifolds shimmered like a mirror from fuel fumes as the huge prop started to rotate. One manifold, then another, and yet another barked -- I stepped back with the others. In moments the Packard -built Merlin engine came to life with a thunderous roar. Blue flames knifed from her manifolds with an arrogant snarl. I looked at the others’ faces; there was no concern. I lowered the bell of my extinguisher. One of the guys signaled to walk back to the lounge. We did. Several minutes later we could hear the pilot doing his pre-flight run-up. He’d taxied to the end of runway 19, out of sight. All went quiet for several seconds. We ran to the second story deck to see if we could catch a glimpse of the P-51 as she started down the runway. We could not. There we stood, eyes fixed to a spot half way

down 19. Then a roar ripped across the field, much louder than before. Like a furious hell spawn set loose -- something mighty this way was coming. "Listen to that thing!" said the controller.

In seconds the Mustang burst into our line of sight. It's tail was already off the runway and it was moving faster than anything I'd ever seen by that point on 19. Two-thirds the way down 19 the Mustang was airborne with her gear going up. The prop tips were supersonic. We clasped our ears as the Mustang climbed hellishly fast into the circuit to be eaten up by the dog-day haze. We stood for a few moments, in stunned silence, trying to digest what we'd just seen.

The radio controller rushed by me to the radio. "Kingston tower calling Mustang?" He looked back to us as he waited for an acknowledgment. The radio crackled, "Go ahead, Kingston." "Roger, Mustang. Kingston tower would like to advise the circuit is clear for a low level pass." I stood in shock because the controller had just, more or less, asked the pilot to return for an impromptu air show! The controller looked at us. "Well, What?" He asked. "I can't let that guy go without asking. I couldn't forgive myself!"

The radio crackled once again, "Kingston, do I have permission for a low level pass, east to west, across the field?" "Roger, Mustang, the circuit is clear for an east to west pass." "Roger, Kingston, I'm coming out of 3,000 feet, stand by."

We rushed back onto the second-story deck, eyes fixed toward the eastern haze. The sound was subtle at first, a high-pitched whine, a muffled screech, a distant scream. Moments later the P-51 burst through the haze. Her airframe straining against positive G's and gravity. Her wing tips spilling contrails of condensed air, prop-tips again supersonic. The burnished bird blasted across the eastern margin of the field shredding and tearing the air. At about 500 mph and 150 yards from where we stood she passed with the old American pilot saluting. Imagine. A salute! I felt like laughing; I felt like crying; she glistened; she screamed; the building shook; my heart pounded. Then the old pilot pulled her up and rolled, and rolled, and rolled out of sight into the broken clouds and indelible into my memory.

I've never wanted to be an American more than on that day! It was a time when many nations in the world looked to America as their big brother. A steady and even-handed beacon of security who navigated difficult political water with grace and style; not unlike the old American pilot who'd just flown into my memory. He was proud, not arrogant, humble, not a braggart, old and honest, projecting an aura of America at its best.



## John C. Ziegler, "Ziggy"



TXAAA Member John C. Ziegler, 62, "Ziggy" took his final flight from earth on Saturday, July 1, 2017.

John was born on June 30, 1955 in New Orleans, La. Whether it was building three airplanes in his shop, or designing and constructing two concept cars with Jacob, he always diligently completed any project on his mind. While living through a two and a half year battle with pancreatic cancer, he showed his family true courage and strength. He was an avid aviator, engineer, loving husband to Cathy, father to Ryan and Jacob, son of his wonderful mother, Barbara "Fifi" and was the eldest of eight brothers and sisters. A Honorable Member of the Aviation Community who has Gone West and who's presence at our gatherings will be missed.



That America will return one day! I know it will! Until that time, I'll just send off this story. Call it a loving reciprocal salute to a Country, and especially to that old American pilot: the late JIMMY STEWART (1908-1997), Actor, real WWII Hero (Commander of a US Army Air Force Bomber Wing stationed in England), and a USAF Reserves Brigadier General, who wove a wonderfully fantastic memory for a young Canadian boy that's lasted a lifetime.



# Minutes of the Meeting July 15th

- July 15 Meeting was held at the Frontiers of Flight Museum at the Dallas Love Airport
  - 31 People attended
  - Meeting began at noon with great food, as always, from everyone who attended
  - Air conditioning was very much appreciated
  - At 13:00 Terry started the meeting
  - Tim Hauter from the Frontiers of Flight Museum offered a warm thank you to the Texas Antique Club coming out to enjoy the museum and hold our meeting there. Tim continued on some up and coming changes including new exhibits
  - Unfortunately Terry announced the passing of long time TXAAA member, pilot, mechanic, and aircraft owner John Zigler.
  - Bo Case was a visitor who was able to share information about a few of his airplane projects.
  - Anniversaries and birthdays were announced. Including... Joel and Kathy Meanor's 26 years. Congrats. 44 years for Gary and Becky Sublette. August will bring 64 years for Phil and Margaret Cook.
  - Treasurer report was given.
  - Old business: Terry is continuing to work on an insurance policy for our meetings and fly-in. Thanks Terry for looking out for us.
  - Joel gave a fly-in update and a medal recommendation for Margaret...haha
  - Fly-in committee meeting announced to be held August 12 at Joel's office
  - Travis Ferguson volunteered to help with the Scouts.
  - New Business: Terry proposed starting a new chapter for South Texas around Austin or "anything south of Dallas".
  - Matthew Hood made a motion to begin a scholarship committee. Motion was carried and the committee will begin work with Matthew, Joel, and Travis.
  - Next meeting will be Aug 19 at Jim Austin's hanger with Terry making pancakes at 10am
- Motion to adjourn was made at 13:31.



# CALENDAR OF EVENTS 2017

## Next Meeting: August 19th.....

Northwest Regional Airport, Jim Austin's Hangar  
(Pancake Breakfast starting at 9:00 AM)

**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

## Upcoming Meetings 2017:

**September 16th....open**

**October 13th and 14th.....**Annual AAA Fly In, Gainesville Municipal Airport

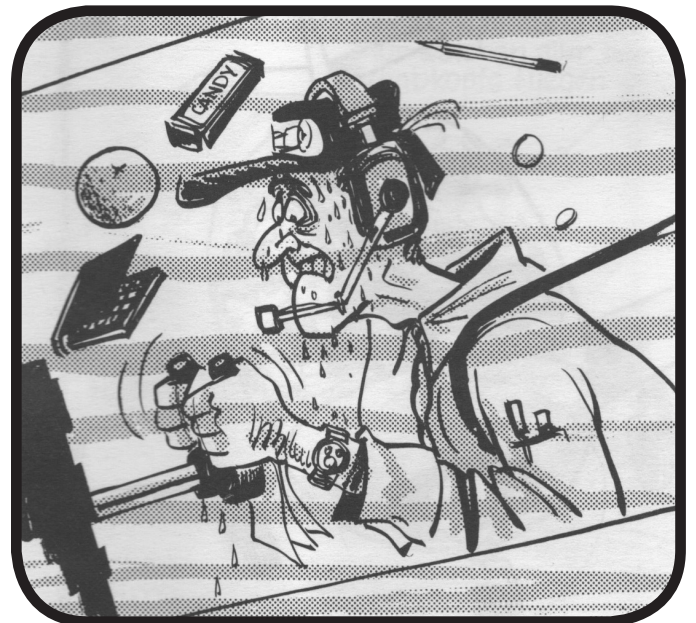
**November 18th....** Fairview Airfield, Rhome, TX. Louis & Lori Mitchell's Hangar.

**December 16th.....** Christmas party, Golden Coral, 1801 S. Main St. Keller.

## Fly-Ins of Interest 201

**August 30 - 3:** National AAA Fly-In, Blakesburg, IA.

**October 13- 14:** "Fall Festival of Flight" TXAAA Annual Fly-In, Gainesville, TX October 26 - 29: Flying M Ranch, Reklaw, TX.



**ALTIMETER SETTING** - The place where the altimeter sets. Usually hidden behind the control column during a near-minimums instrument approach.

# 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 11/16

**T-HANGER FOR RENT:** At Clark Airport, Justin, TX. \$100.00 per month. Contact Al Hilton 972-741-4520 11/16

**1940 STINSON MODEL 10 • \$29,000 • AVAILABLE FOR SALE OR TRADE** - Fully restored in 1998. ATT 1698, Lycoming O-235 (222 hours SMOH from Factory). Cleveland Toe Brakes (both sides), Garmin GNC 300, Transponder, 40 Gal Fuel, Original Metal Wheel pants included. **MAKE OFFER!!** • Contact Daniel Anderson, Owner - located Venus, TX USA • Telephone: 432.294.0772 Ltnads@hotmail.com 11/16

**Lots For Sale** - I have 4 lots for sale on the other side of the runway. The lots are about 2.5 ac. If you would pass this on to all the club people I would like to find someone that would like to live out here. The airport is 1XA6 in Valley View Tx. I am asking \$44,500.00. People can call me at 940-368-2938 . Thanks Bobby Jones

## Aircraft Identification:

- If it's ugly, it's British.
- If it's weird, it's French.
- If it's ugly and weird, it's Russian.

## AIRCRAFT IGNITION SERVICES, LLC

OVERHAUL & REPAIR • PARTS & SERVICE  
ALL TYPES OF MAGNETOS AND IGNITION HARNESSSES

1411 County Road 3535  
Honey Grove, Texas 75446  
FAA Repair Station 5KHR557C

Phone: 214.357.2344  
Cell: 903.227.2762  
Email: aircraftignition@yahoo.com

## EXP AIRCRAFT SERVICES

- FAR 91.411 & 91.413
- Pitot Static Checks
- Transponder Checks
- Avionics Installation
- Propeller Balancing
- Aircraft Weighing
- Van's RV Specialist
- RV Builder Assist

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

## Need Aviation Hardware?

HAIRE AVIATION LLC

Jerry T. Haire / Richard N. Haire

haireav@haireaviation.com

www.haireaviation.com

Bus. (940) 458-4603 Fax (888) 275-3149

## Your Ad Here.

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

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

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

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

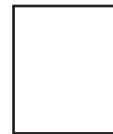
Phone: \_\_\_\_\_ Email: \_\_\_\_\_

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, 5416 Catlow Valley 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, 5416 Catlow Valley Rd. Fort 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:**

Terry Wallace  
2417 Stonegate Dr. North  
Bedford, TX 76021  
(817) 268-0814 (Home)  
(817) 706-3173 (Cell)  
[wallacete@cs.com](mailto:wallacete@cs.com)

### **Vice President:**

Jim Austin  
1704 Sheffield Pl.  
Ft. Worth, TX 76112  
(817) 999-7227 (Cell)  
[jbaustin36@att.net](mailto:jbaustin36@att.net)

### **Secretary**

Matthew Hood  
128 Sunrise Dr.  
Argyle, TX 76226  
(817) 291-8831  
[flyinhood@hotmail.com](mailto:flyinhood@hotmail.com)

### **Treasurer:**

Joetta Reetz  
5416 Catlow Valley Rd.  
Fort Worth, TX 76137  
(817) 253-7295 (Cell)  
[joetta.reetz@yahoo.com](mailto:joetta.reetz@yahoo.com)

### **Activities Coordinators:**

Terry Doyle  
2946 Oak Forest  
Grapevine, TX 76051  
(817) 488-6662 (Home)  
(817) 637-8732 (Cell)  
[res05093@msn.com](mailto:res05093@msn.com)  
Phil and Margaret Cook  
1628 Fuqua  
Flower Mound, TX 75028  
(972) 874-1117  
[jpcookie1@verizon.net](mailto:jpcookie1@verizon.net)

### **Web site Designer:**

Marianna Sokolich  
4308 Lavaca Drive  
Plano, TX 75074

### **Newsletter Designer:**

Barry Wallace  
197 Sandridge Drive  
Collinsville, IL 62234  
(618) 409-2090 (Cell)  
[wallacebarry1@gmail.com](mailto:wallacebarry1@gmail.com)

### **Historian:**

G.R. Dennis Price  
P.O. Box 141219  
Austin, TX 78714-1219  
(512) 851-6974 (Cell)  
[grdprice@yahoo.com](mailto:grdprice@yahoo.com)

### **Past President:**

Lee Truitt  
7 Salida Dr.  
Trophy Club, TX 76262

### **Fly-In Chairman:**

Joel Meanor  
1015 Trail Ridge Ct.  
Keller, TX 76258  
(817) 832-5064  
[joelmeanor@gmail.com](mailto:joelmeanor@gmail.com)

### **National Director:**

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

### **Texas State Director:**

Jim Dougherty  
815 Blossomwood Dr.  
Arlington, TX 76017  
(817) 468-1571  
[jimmy7576@sbcglobal.net](mailto:jimmy7576@sbcglobal.net)

