

# TEXAS AAA

TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • MAY 2017

## Presidents Corner!

*I would like to thank Jim and Betty Austin for hosting our April meeting.*

*We had 42 members and guests in attendance but because of the weather only new member Richard and Donna Keyt made it in their Bonanza. Look for the picture of their copilot "WINGMAN" in this issue.*

*I will be working with national AAA and Lisa Alderson at Butler-Brown insurance on matters concerning our meeting and fly in insurance. I will be updating you soon on the outcome.*

*I have our roster available to members that would like one. Please send me an e-mail and I will reply with a copy.*

*Please bring your ideas on increasing our membership to the next meeting.*

*Look for the calendar of events in this issue for the next meeting place and for other fly-ins of interest that may be fun to attend.*

*Joel Meanor, our fly in chairman has started planning our October fly in and if you can help out at the event as a volunteer please email or call him. I know we will need help.*

*Our next meeting will be May 20th, at Kezer Airfield, Springtown, TX, in Jack and Sharon Weiland's Hangar. Noon pot luck. Please bring door prizes.*

*See y'all there!  
Keep the antiques flying!  
Terry*





# A classic airplane for a noble mission

Story by Joel Meanor



Ironically, Jack Fulford and I had received orders for “flying dogs” on the same day, for the same day.

The word came across the wire on Tuesday afternoon, for me to fly a few pups from “Dallas to Tulsa” on what was forecasted to be a perfect Sunday morning. And literally, within minutes, Jack called, asking me about flying with him on a dog mission, the same Sunday morning, to a place due west of us, Aspermont Texas. After analyzing what would be my Sunday afternoon schedule and the chance to fly in the Bellanca, I said “heck yes I’ll go.”

This mission, created by animal welfare organization Texas Cattle Dog Rescue (TCDR), was to move a rescued cattle dog from Flower Mound, TX to Santa Fe, NM. It would take a total of three (3) intricate legs; so, the next couple of days consisted of a ton of hard work, emails, and coordination with the transporters by Jena, Shelagh and Cherie from TCRD. Jack and I planned to meet at the airport between 6:30 and 6:45 for a desired 7am departure. We would be “leg 2”.

Not getting to bed until around midnight Saturday night made the alarm going off at 5:15 come around extremely fast. I got out of bed, put the coffee on, and checked weather. It was 48 degrees Fahrenheit, clear skies, and a gentle wind out of the north. Perfect weather for our important VFR assignment.

I arrived at Northwest Regional Airport at 6:35 to find Jack, with his headlamp on, putting the final touches and preparation on the airplane. There was very little prep work required by the time I arrived. Early morning greetings, comments on ideal weather, and we pushed the 1957 Cruisemaster out of the hangar.

Moments after we secured our cars in the now empty T hangar, Jack’s phone rang. On the other end of the handheld was Mr. Aaron Hoff. Aaron is “leg 1” of the route, transporting our cargo from Flower Mound, TX to Roanoke TX. He also fostered the puppy for a couple of days while everything else fell into place. Aaron followed the transport instructions about being 15 minutes early, and informed

us he is on the west side of the airport. We vectored him to our location on the east side of the field.

At 6:45am, we meet our auspicious consignment for

the first time. Out of the back of Aaron’s vehicle, pops up a cute and inquisitive red heeler puppy, named Roo. The first thing I see on this young, skinny cattle dog are her perfectly erect, oversized ears. Aaron escorts Roo to a grassy area for a bathroom break, tells us about her last bathroom times, hear last meal time, etc.

He also explains that she

had been abandon, and found at an apartment complex and was 5 pounds lighter than she is now! The vet estimated her to be 8 to 10 weeks old, and healthy. Someone in Santa Fe was about to adopt a very good looking dog.

Jack and I take a picture with the young dog, comply with the required paperwork, gather a few “puppy pads”, leash, and then gently load Roo into a crate within the baggage compartment of the airplane. Roo has no issues with her new, temporary surroundings, and settles right in. Big ears and bright eyes.

We climb into the Bellanca. And at 6:53am, Jack wakes up the 230hp O-470-K.

With the wind out of the north, Jack turns the taildragger to the left, south on the taxi way and finds a spot for a run up. With all systems go, we make a radio call on 122.9, visually look for traffic and ease onto runway 35. With me, Jack, Roo, full fuel, cool OAT, and a gentle headwind; the well-made Bellanca used only about a fifth of the available 3,500 asphalt runway. We rotated at 7am sharp.

Establishing a positive rate of climb was effortless for the two-tone green and white model 14-19-2 this morning. A gentle “bump-bump” sound, combined with cockpit



lighting confirm our mains are tucked away properly. The sky was crystal-clear-blue and the sun bobbed off the right wingtip. Simply ideal conditions as we steer west to a two-seven-niner, respecting the Alliance airport's delta airspace. Jack tuned in, called regional approach on 118.1 and requested VFR flight following, and 8,500 feet. We followed their instruction and squawked a code. Radar contact was made and we continued our 500 feet per minute climb. Little Roo whimpered for about two minutes before calming down.

Leveled off nicely at 8,500 with not a bump in the air. Properly leaned for best fuel burn. Looking down on a beautiful green, springtime Texas. 150mph indicated. With both of us using iPads, ForeFlight, and Stratus, we settled in for our 150nm journey.

"N7655B, switch to 127."  
"127 for 55B." "Altimeter is 30.17." "30.17." "Be advised, could be precipitation in your route, deviate if required." "We'll be on the lookout, and deviate if required, 55B."

I love settling in after the takeoff and climb out. All P's & T's (pressures and temperatures) are in the green. Good conversation, check.

"N7655B, switch to 133.5." "133.5 for 55B." "Altimeter is 30.24." "30.24."

With our destination field elevation at 1,744, a TPA of 2,600, and a little less than six thousand feet to lose, Jack radioed approach and informed we were to begin our decent. We were now twelve minutes away from Stonewall County Airport.

"55B, squawk VFR, g'day." "55B, thank you.."

Throttled back, trimmed up, establish a 500fpm decent and Jack flopped us over to the CTAF of one-twenty-two dot-niner.

"Stonewall County traffic, Bellanca 55B is 10 miles east of the airport inbound landing runway 35. Stonewall County traffic."

It was nice to see features in the land as we descended. There were hills, valleys, knobs, washes, and the rest. I read where Aspermont means "rough mountain" in Latin. And again, lots of pretty green down there this time of year.

"Stonewall County, 55B 3 miles east, inbound full stop, will cross mid-field for a left downwind for 35. Stonewall County."

I looked back to the baggage compartment to find our young pup observing our traffic pattern work. Jack made easy work of it, crossed mid-field, entered the downwind,

flew us in for stable landing onto recently black-topped, runway 35. "Time on" was 8:09am; just an hour and nine minutes from runway to runway.

Stonewall County Texas was created in 1876 and named for Stonewall Jackson, a general of the Confederate States Army. Stonewall County Airport (T60) sits on 80 acres, is publicly owned, and was activated in 1986. There was one vehicle, a white pickup truck, waiting for us by one lone hangar on this quiet, remote country airport.

Enter Mr. Scott Metcalf. This day, Scott is officially "Driver 2", responsible for "leg 3", ensuring safe passage for the lucky red heeler puppy for approximately 435 miles from Aspermont TX to Santa Fe NM. Scott was grinning ear to ear at us, as we crawled out of the "triple tail" aircraft.

Scott had two other cattle dogs in the backseat of this late model, white Ford F-250.

And, he was more than eager to help unload our cargo. A quick picture of Scott standing by Roo in the aircraft, and then it was off to the grass for some relief prior to popping her up into the backseat for an introduction to her two new, furry friends. Again, some doggy paperwork, and that was that. Roo was back on the ground, and probably for good.

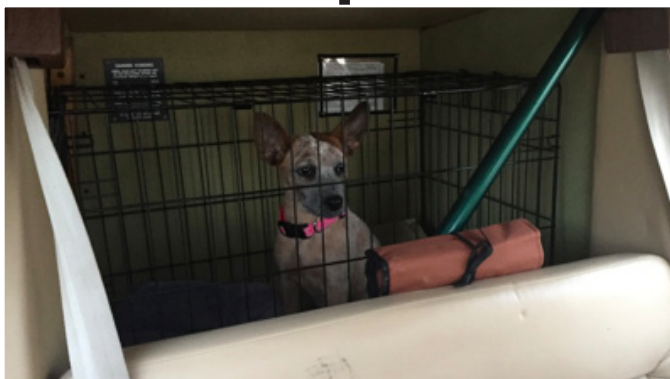
Scott Metcalf was more than kind. He had thoughtfully provided donuts and drinks for us! What a treat to meet our new friend here, at T60, talking about airplanes, and enjoying a couple glazed donuts and an iced coffee. Scott told us his family had been ranching in Stonewall County for 117 years! Jack explained later that catered refreshments on a "dog run" is not normal, but certainly appreciated!

Time to go. We climbed back in the Bellanca, buckled up and threw the switch at 8:36am. A quick check of things; the weather at Abilene Regional airport (ABI) is 330 at 3, 10sm, sky clear, 44F, and 30.25inHG. Beautiful West Texas land here we go again. We were airborne at 8:42am.

Pretty much the same in reverse for the return home, holler on 133.5 for flight

following, establish a 500fpm climb for 7,500, follow the instruction to squawk and request to ident. "N7655B, radar contact, 46 miles north of Abilene." "55B." We're on our way back home.

With just a couple of bumps while descending into 52F, the mission was just perfect. Right after a chirp of the stall warning, our "time on" was 9:54am. A quick stop at



# Flyout to Breckenridge

Submitted by Mark Singletary

Many will recognize the name Nelson Ezell as a noted air racer and war bird builder. We are fortunate to have he and his name-sake world-class restoration shop, Ezell Aviation, located within easy flyout distance of the Metroplex. So, following the urging of a likeminded aviation enthusiast, I recently was part of a gaggle which made its way out to the Stephens County Airport, Breckenridge, Texas. We dropped in on this fascinating shop to see what flush-riveted treasures lie within.

Breckenridge is an easy 45-minute Stinson flight from Hicks Airfield. It is probably best to call ahead to let them know you are interested in stopping in for a tour. Also, parking directly on the Ezell ramp may be available with prior permission--thus

saving a walk from the transient ramp. The large hangars that house Ezell Aviation are located on the west side of the airport, in the space between runways 13 and 04. Though the hangar doors will likely be wide open, it might be a good idea to enter through the office area, located on the north end of the hangar, to first say hello before heading out into the shop area. Once in the shop, don't be surprised to find Mr. Ezell himself busy at work on one of the current projects. We found the many mechanics, though busy with critical restoration work, very gracious with their time, humoring our inquiries about the various aircraft in work. We should all have great appreciation for the work being performed by these mechanics, probably better described as skilled craftsmen and artisans, engaged in reforming and rebuilding these extremely rare, extremely valuable aircraft.

the pumps for fuel, and it was back in the hangar for 55B. Another mission in the books for the proven Bellanca.

Jack and I stopped for a breakfast in Roanoke, at the renowned Dove Creek Café. It was time for coffee, great food, and some lively conversation about little Roo, and our successful undertaking. And, all wrapped up before 11 in the morning!

My hat is off to the organizations such as Pilots N Paws, and Texas Cattle Dog Rescue, as well as all the volunteers engaged in rescuing and assisting with animal transportation. I was glad to be a part and look forward to the next mission.

Please visit and [www.texascattledogrescue.com](http://www.texascattledogrescue.com) and [www.pilotsnpaws.org](http://www.pilotsnpaws.org)

On the day of our tour, we were fortunate to view all their current, in-progress projects: two Corsairs, a Bearcat, a B-25 project in several pieces, a Tempest awaiting its place in the restoration lineup and a flying P-51 in for Annual. Of course, anytime around work of this sort, it's a good

idea to be respectful of the projects, and to ask before taking pictures. It was a real privilege to get such an up close, behind the scenes look at the restoration work being performed at Ezell Aviation.

For many years, Breckenridge was a renowned gathering place for war birds during its annual Airshow. That Airshow, dormant since 1996, is fortunately being revived and will be held later this month: Memorial Day week-

end, May 27-28. So, check out their website, and mark your calendars. For those of us who enjoy war birds and



radial engines, it promises to be a great event.

**Here is some information which will hopefully help anyone desiring to make a flyout to Breckenridge:**

**KBKD: Stephens County Airport**

**AWOS: 120.175**

**CTAF: 122.8**

**Ezell Aviation: 254-559-3051**

**[ezellaviation.com](http://ezellaviation.com)**

**KBKD Airshow: [breckenridgetexas.com](http://breckenridgetexas.com)**

**(best information)**

**Breckenridge Airshow Facebook Page**

**May 27 & 28**



## Minutes of April 22nd, 2017

- Meeting was held at Jim and Betty Austin's hanger at the 52F airport. Thanks Jim!!
- Lynn Hearn said the blessing at 12:00
- Everyone enjoyed a nice, potluck meal, where guests contributed dishes, including good homemade recipes.
- Terry Wallace started the meeting at 12:45.
- Update on Betty Austin' kidney transplant was shared. Betty is recovering and doing well.
- Birthdays and Anniversaries were announced.
- The treasurer report was given and approved by the members.
- No old business was offered up for discussion.
- Terry announced Insurance Inquiry. National AAA had their policy dropped. Terry will be working with Butler Brown Insurance to work on a policy for our chapter.
- Rod Blake gave a presentation on his Great Lakes bi-plane project. Everything looked awesome and everyone is excited to see his progress.
- Door prizes were given
- Terry announced next meeting on May 20th at Kezer Airfield, Springtown, TX, Jack and Sharon Weiland's Hangar.
- The meeting adjourned at 13:30.

*Respectfully submitted by  
Mathew Hood  
Secretary, TXAAA*



BI-PLANE -- What you'll say if flying costs keep going up!

## CALENDAR OF EVENTS 2017

**Next Meeting: May 20th.....Kezer Airfield, Springtown, TX, Jack and Sharon Weiland's Hangar.**

**FOR FLYERS:** Kezer Air Ranch (61TE) is about 3 miles NE of Springtown, Texas. (N32-59.2 and W097-37.2.) Runway 16/34 is 2400 by 20 Asphalt. Planes may be parked on either side of the South end of runway.

**FOR DRIVERS:** From Boyd, TX go South on FM 730 about 8 miles to Hwy 2257(Knob Hill Rd) Turn right and go West about 4 miles, then continue straight over the hill and the Airport will be on your right. Halfway between Springtown and Azle on Highway 199, turn North on FM 2257(Jay Bird Lane) and follow it North about 4 miles to Knob Hill Rd. Turn left (West) on Knob Hill Rd. and go over the hill. The Airport will be on your right.

### **Upcoming Meetings 2017:**

**June 17th.....** Propwash Airport, Justin, TX., Lanny Parcell's Hangar.

**July 15th.....** Frontiers Of Flight Museum located at Love Field.

**August 19th.....** Northwest Regional Airport, Jim Austin's Hangar (Pancake Breakfast starting at 9:00 AM)

**September 16th.....** Bowie Municipal Airport, Mark and Megan Breeding's Hangar.

**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 2017**

**May 28:** Breckenridge Air Show (Warbirds!), Breckenridge, TX, KBKD

**June 3:** Warbirds and Wheels fly-in and car show, Vintage Flying Museum.

**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.



# 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

**For Sale** - 1954 Piper Tripacer PA-22-135 Fuselage, control surfaces, and gear are covered, primed and ready for final color. Lycoming O290D-2-135 \$25,000 OBO Contact Jim Austin 817-429-5385

**Lot For Sale** - I have a 3ac lot on the north end of my airport for sale . The man passed away and I bought it back from the wife . It has all utilities there already. 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. People can call me at 940-368-2938 . Thanks Bobby Jones



*A good simulator ride is like successful surgery on a cadaver.*



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website: ExpAircraft.com email: Walt@expaircraft.com  
Cell: 972-746-5154 FAA CRS# 1E4R827B  
NorthWest Regional Airport (52F), Roanoke, Texas

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

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

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

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

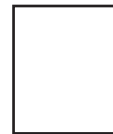
Phone: \_\_\_\_\_ Email: \_\_\_\_\_

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, 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)**



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