

Antique Airplane Association Oklahoma Chapter

Pres.- Bob Finley Vice Pres.- Jerry Rogers Sec./Treas- Greg Lucas Newsletter- Johnene Smith

March 2012



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Magnificent March Fly-In

One couldn't have asked for a better flying day, meeting or meal than what we had at the March Fly-In meeting of the OAAA. There was over 70 people in attendance and 23 airplanes. Flying up to Pauls Valley, I noticed how green and beautiful everything is getting. We are quickly approaching springtime! We would like to thank the OKC EAA Chapter for attending and hope they return to future fly-ins. I would also like to take a moment to express our deepest sympathy to the family of Leonard Eaves who passed away on March 3rd. He had been a pilot since 1949 and had designed and built many airplanes for which he had received awards. He had also been involved in the EAA for many years and had volunteered at the National Convention for 44 yrs.

The meeting was started by talking about progress on the kitchen remodel. The PVJ Airport manager approved the purchase of materials and a crew started work on 3/5/2012. I hear from Greg that things are already looking great and that everything is moving along nicely in the kitchen. Rusty Noble will be taking care of cooking the steaks for the Saturday night dinner at the 4th Annual OAAA Fly-In in May 2012. Chicken Express will be serving lunch at the airfield on that same day. I will be attaching a copy of the flyer about the Fly-In so if you would like, you can print it and take it to your local airport or distribute as you see fit. Lunch was wonderful once again and we would like to thank those that always help out cooking, cleaning, cutting veggies and bring sides. Your help makes our meetings much more enjoyable.

For the month of April we will start our breakfast fly-ins due to our upcoming day light saving time. I will be sending out several reminders of the meeting changes and will also be updating the website with this information.



Please, for anyone wanting to send a story about airplanes or airplanes you may have for sale, I will be happy to include them in the newsletter. Please send to:

casandjohnsmith@gmail.net

Thanks, Johnene

The OAAA has a website now. For those wanting to take a look at it, go to www.okantiqueairplane.com. We will be adding more information onto the website so you can go there to see what is going on with the OAAA. I will start announcing the monthly meeting on the website. Other things may come up so visit the website often.



Oklahoma Antique Airplane Association
Registration Form
PO Box 982 Pauls Valley, Ok 73075

Name _____

Address _____

City, State, Zip _____

Phone# _____

E-Mail Address _____

Aircraft type _____

N number _____

Home Airport _____

National AAA Member? _____

Annual Membership Fee
\$25.00

For anyone wanting to join or know of anyone who wants to join, please print and fill out this portion of the newsletter and send it in with your \$25 fee to the address at top of the form. In order for the OAAA to grow we need all of the member to help in letting others know about our organization. Please help us grow.



1956 Cessna 172 2190 TT 225 SMOH, No damage History. Polished fuselage. ICOM A200 Comm, Val 760 Comm, Collins audio panel, Trans Mode C, New Seat track– pilot side, Cleveland W&B. Good, Solid performing airplane. \$29,900 or trade for 182 call: Casey (580)653-2499

1972 Cessna 310Q 5951 TT 1624 SMOH, No Damage History all logs since new. IO-520-E 300HP as per Colemill 600 conversion, GAMI injectors, JPI engine monitor, 3 Blade McCauley props (heated), Garmin 340 audio panel with 6 pl I/C, Garmin 430 w/gs coupled to Garmin 206 indicator, Garmin 530 w/gs coupled to HIS, Garmin 330 TXP w/ TIS and alt enc, Garmin GDL 69 weather data link, King KT 76 TXP and alt enc, Slaved HIS and S-Tec 55X auto pilot w/ GPSS steering and alt select. Good interior and glass. New paint 2011. 140 gal fuel, 5 + hrs, 1000sm. VG's. Asking \$79,000 Call Jim Brewer 580-467-7843

Cessna 170B Belonging to Jerry Putman is for sale. For more info contact Jerry @
Jerry_Putman@att.net

1960 M35 Bonanza TTAF-4795 SMOH-602 Continental IO-470C (250hp Ov'hd 1997). SPOH-602. Fresh Annual Just Completed Due 10/2012. King Digital Avionics, Century III Autopilot Coupled to GPS, Stby Electric Attitude ind, Apollo GPS, Garmin 396, El Engine Monitor, Hoskins Digital Fuel Flow, 4pl Intercom, Digital Clock/Timer. Rosen Sun visors. Alternator Conversion. Electric Trim. BAS Shoulder Harnesses. New brakes. Paint and Interior Excellent (1999), Always Hangared. All Logs Since New. No Corrosion. Ruddervators Recently Balanced. Everything Works!! Located in Lubbock, TX Possible Trade for Side-by-Side Tailwheel airplane or Travel Trailer/Motorhome. Call Jordan (580) 504-2292 or jordan@skyking-aviation.com

1973 Cessna 182P Very Nice! with Horton STOL Kit. TTAF-3202 SMOH-222 SPOH-222

Garmin 430w GPS, GMA340 Audio, GTX327 trpdr, GI106A indicator, JPI EDM700 Engine monitor. Engine Overhauled in 2007 with brand new ECI cylinders and new cam. Slick Mags, All compressions 72 or better. Paint and interior in great condition. Always Hangared. Flown Regularly. Complete Logs. AD's complied. 4pl intercom. Recent Paint. Owner bought another airplane. This one has to go! Call Jordan (580) 504-2292 or jordan@skyking-aviation.com

1946 Ercoupe 415D, 2070TT, 0200A-100HP, 70 hrs SMOH engine and prop, annual good til 4-2012, Narco ELT, AT 10 Txpdr w/encdr, Garmin GPSMAP 196, Comm 11 radio. Bubble windshield, extended baggage, new glass, strobe light. \$17,000 or trade for Aeronca 7AC . Call: Cliff (580)465-2840

Story of the Month

By Chet Peek

In the summer of 1941, I was back home on the farm near Paullina, Iowa, having completed my Junior yr of Engineering at Iowa State College. Courtesy of the CPT program, I had also earned a Private and Limited Commercial pilot's license. In order to work in commercial aviation, I needed to build up about 100 more flying hours; I had no money to pay for further lessons or time. But, as Shakespeare would say, "Therein lies a tale".

My mother had offered my brother and I \$100 if we didn't smoke until we were 21 years of age. Pleading that I needed the money now, I renewed my promise not to smoke and asked my mother for the \$100 four months before my 21st birthday. (I never smoked to this day). Then I bargained with two local farmers who had a 37HP Model A Taylorcraft; NC-20387, buying 30 hrs of flying time for \$100, gas included as I remember. It was a beautiful little machine, blue fuselage with silver wings. They kept it in a small hangar at the end of their 1/4 mile long alfalfa field, which had telephone wires at the end.

I was in hog heaven! I took my parents and neighbors for their first airplane rides. When bored, I would put on a simple air show over town, just loops and spins, nothing fancy. A word to the younger pilot readers: Yes, the Model A Taylorcraft only 37HP, but it would do mild aerobatics and we considered it a completely adequate aircraft.. It would do all we wanted.

However, I had done more than learn to fly at Iowa State; I had also become engaged to Marian Swain, a co-ed in my class. We had plans to marry after graduation the following year. With so much flying time available, I planned a cross-country multiday trip to her home near Osceola, IA. Early one morning in August I took off for Ames, my first planned re-fuelling stop, logged 2:20 flying time against a head wind. The next landing was in a farm pasture near Grinnell, home of my roommate and fellow flyer, Bill Parish. The next day, Bill and I flew on down to Marian's parent's farm, outside Osceola. We found them cutting grain in an oat field, so we used it as our improvised airport, landing between the shocks of grain. It was only about 800 ft long, but we had all the bravado of youth. To my disappointment, Marian was no there, she had left to visit relatives in Wisconsin.

After a hearty meal with the harvest crew, we went out to the plane to take off. This was southern Iowa in August and the temp was near 100 degrees. I think Bill wondered if we could get out of that small field, but I was full of confidence. The plane has always gotten me off before! In our favor, the field sloped slightly downhill, there was a gentle south wind; Bill and I together weighed less than 250#. The gas tank was only half full. At the end of the field there was a wide 20 ft deep gully, so there was no place to go if we didn't get off.

I taxied the little plane to the far end of the field, and turned into the wind with the tail almost touching the fence. With the brakes set and the throttle wide open, the little motor showed 2300 RPM static on the big round tack-less than I liked, but the hot day was robbing the A-40 of several horsepower. Brakes released, off we went, gathering speed slowly. As we neared the precipice at the end, I thought the plane seemed to lift a little but the wheels were still on the ground. Off the end we flew, and I was able to nose down into the gully slightly, gaining a bit of speed. Over the next fence we had only a few feet of altitude, in fact I flew several miles straight out before I attempted a turn. The little mill was turning an honest 2500 RPM, but we were hardly climbing. After 10 minutes, when we had 3-400 feet, I turned to Bill and said, "I'm afraid to run it wide open this way, I'm going to try 2350." I did and it flew back to Grinnell.

Bill and I are still able to meet at various reunions, so this story had been told many times. I'm relating it to you Taylorcrafters to affirm again that the little Model A was a truly superb plane; in my opinion, the best of C.G. Taylor's flock.

How did the romance turn out? Marian Swain married her Aviation Cadet fiancé, Chet, on July 18, 1942. Although I spent most of our first three married years overseas, we are still happily married, 69 years and counting. As Shakespeare would say, "All's well that ends well".

Keep the Antiques Flying!