

# TEXASAAA

TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • JANUARY 2019

## Presidents Corner...

Well, we took Golden Corral by storm again this year. We ate good, had fun with Christmas games and door prizes, and donated toys for some kids in need! It was great to see our chapter's annual appreciation award go to Terry and Mary Doyle. A well-deserved award for a very kind and hardworking couple.

Man, I cannot believe how fast 2018 zipped by!! We had some great meetings, speakers, road trips, and flying events! I certainly enjoyed the challenge of being your chapter president and sincerely appreciated getting to know more of you and am very thankful for the friends I've made.

As I normally do, I'd like to give a huge shout out to all our volunteers. Without them, we couldn't have the fun we do. Thank you to our 2018 officers and board members for all of your help. And special mention to Phil Cook and Terry Wallace for gently and positively guiding me when I needed it.

Please remember to thank and encourage your new 2019-chapter officers as soon as you can! Ask them if you can help them in any way. I'm sure Terry W., Bo, Laurie, and Doug would love to hear from you!

Thanks again everyone for keeping our chapter great. I'll see you soon!

*Warm regards,  
Joel*







**Attention:** At the November 17th meeting a picture of Bert Mahon owned by Ona B was misplaced. If anyone finds it please return it to Ona B. Thanks, Terry









## “My heart was and will be always for the Antique Planes - more than the new ones!”

Emil Meinecke recently became a member of the AAA after 55 years in aviation. He made his first flight in 1913 and received his pilot's license in 1915.

He was flying during World War I as a reconnaissance pilot and later as a fighter pilot for Germany and knows “nearly all German planes during 1912- 1920.”

It seems the art of barnstorming is a universal one. “I fly the Henry Farman in Holland. A friend of mine and I bought after the first war the old Farman. I flew it all the timewith passengers for a round trip over the town. With the plane, I never have trouble - only with the rotary engine (an 80 hp LeRhone) . It was good in flying very slow and landing very easy and short.”

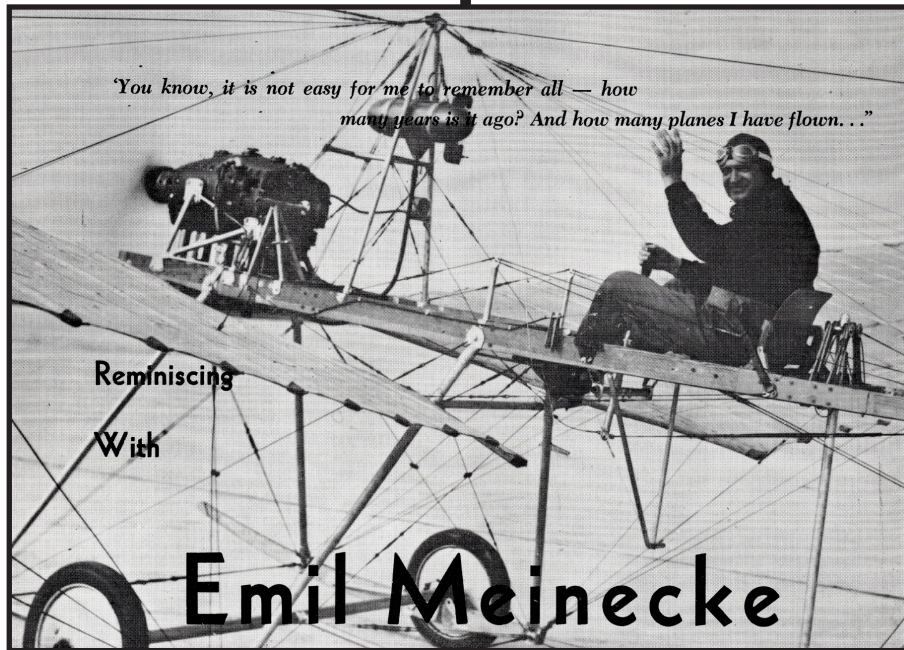
We always hear a great deal about the successful flights of the old-time aviators, but very seldom do we hear of those that didn't turn out so well. Meinecke recounts one such experience. “ In the beginning of World I, I tried to fly a Bleriot in Constantinople plane.”

After the war, Meinecke became a test pilot for Fokker in Amsterdam and later became chief test pilot there. He flew for Fokker in Japan, Bolivia (El Alto, the highest airfield in the world ), France, Denmark, Sweden, and Rumania delivering military planes. Such planes as the F VII, F VII 3, FIX, F XI, F X12, F 14, F XVII I, F 20, F 22, and F 36 were tested by Meinecke while at Fokker, plus many military planes for the army and navy.

“Now, over the Fokker planes. I was, thank heavens, always happy and lucky. The planes were OK. We never have trouble, only small things. I will tell you, I fly or test many, many Fokker planes (over 1000). My only crash was a CX for Dutch India, a wonderful plane with a Rolls Royce engine. I almost made a landing in very bad weather (fog) outside the airport on a soft field, which I couldn't see before I landed.”

“With the FXX Commercial plane I had on the Speedtest in the lower right wing, flutters which started on the aileron. The only way to get the plane normal was to close the engine slow and slow the plane up. After the landing the plane went to the factory for repairs and changing plywood on the wings. After the repairs we fixed the plane again with an engine from the Dutch Air Service and it was OK .

“Once it- happen that a Dutch official flew a CXRR to check the plane. He made a dive and during the dive the wooden propeller was broken and the pieces flew right between the wings. Nothing happen to him. He made also a landing outside and damaged the plane.” Even an experienced pilot can find himself unfamiliar with a new type of plane. Meinecke found that flying a Fokker Spider was different than those he was accustomed to. “ This plane, a replica, was built in 1936 as a surprise for Mr. A. H. G. Fokker's 25th anniversary



*“You know, it is not easy for me to remember all — how many years is it ago? And how many planes I have flown. . .”*

Reminiscing

With

Emil Meinecke

sary as a pilot. It was fitted with a 105 hp Hirth Fokker's Spider engine, type 504, and a fuel tank for a flight of 15 minutes. I flew this plane two or three times. The first flight I found out that the takeoff was very easy and very short. I did this flight in the evening in very calm weather. I tried to make turns with the rudder turning the plane to the left or right. To get it out of the turn , I used contra rudder - the plane gliding on

*Reprinted from the September 1965 Antiquer.*



***Fokker's Spider now in the Amsterdam Airport Museum.***

the side in the normal position, the reason being there are no ailerons or no warping wings. The plane is true, the V wings an automatic stabilizer. It is a strange feeling to fly without aileron. I remember when I was flying I tried to correct little bumps. Mr. Fokker gave me orders on the second flight to make a Speedtest. After a short time full throttle, I had to cut the engine down; the cylinder temperature was too high. The engine made too many revolutions for this slow-flying plane. The factory estimated the speed at about 65 or 70 kilometers. In the landing, I watched the rudder but it worked too slow to correct the bumps.

“ I can't give a good report - one reason is that I flew the Spider with one half throttle; I was scared of the temperature of the cylinder. With an old kind of engine like the Mercedes 100 PK the performance and flying would be matched better. The Hirth engine is built for modern planes with high speed and gets better cooling. I was happy to fly the Spider, but what a difference! You know I flew every day modern planes like the F3. It is for the student easy to learn flying on a modern plane as to learn in one like the Spider.

Meinecke is a member of the Old Eagle in Germany and an honorary member of the German and Turkish Aero Clubs. He now lives at 7 Churchill St., St. Catherines, Ontario, Canada where he is retired from active flying, but still



retains the enthusiasm of a true antiquer. He has seven albums containing a collection of photographs of old planes during World War I and from the time between 1920 and 1945.

“Now you understand my interest to you for the old Aviation.” □



*Emil Meinecke in a Henry Farman, built in Holland.*



*Fokker D21 test flown by Meinecke.*

### **ADS-B Exemption For Antique/Classic Aircraft !**

Back on July 15th, 2015, I sent the following bullet points memo to Mark Baker, President of the AOPA. We had been discussing working together in an attempt to obtain relief for owners of antique & classic aircraft from the upcoming ADS-B requirements slated to go in effect on Jan of 2020.

Based upon the following criteria, exemption from the installation of ADS-B equipment should be granted to the following antique/classic aircraft;

- I. ATC & Group 2 aircraft with a pre-1942 approval date (through ATC #748)
- II. Plus the following aircraft originally approved via their ATC without installation of an electrical system (passive or active)
  - A. ATC #749 Ryan PT-22
  - B. ATC #751 Aeronca O-58
  - C. ATC #759 Aeronca 7AC
  - D. ATC #761 Aeronca 11AC
  - E. ATC #800 Piper PA-15
  - F. ATC #803 Mooney M-18-L & M-18-C
  - G. ATC #805 Piper PA-17
- III. Reason for exemption:
  - A. The vast majority of these aircraft were originally issued an ATC without an electrical (passive or active) system installation.
  - B. In total numbers, make up a small percentage of the active GA fleet.
  - C. Are flown almost exclusively VFR & during daylight hours only.
  - D. Are flown primarily for recreation and display at various Fly-ins, Airshows and other aviation events.
  - E. Are flown a limited amount of hours yearly.
  - F. Are not flown for hire or commercial purposes.
  - G. In total, make up a small percentage of aircraft based or flown

within class A,B or C airspace.

- H. Installation would be difficult based upon;
- I. Lack of approved shielded electrical harnesses & spark plugs to replace original/approved non-shielded ignition harnesses & spark plugs
- II. Lack of approved electrical systems & components that would have enough capacity for installation.
- III. Limited instrument panel & cockpit space.
- IV. Would destroy originality and value.
- V. Lack of approved & acceptable data would make approvals/installations on an individual basis, time consuming, expensive and difficult.

**Brent Taylor**

**President Antique Airplane Association**

Though it has taken time and effort since, I am happy to report a major step forward in those efforts. Following is the current language of FAR 91.225 (the ADS-B FAR).

Please note paragraph (e):

**§91.225**, Automatic Dependent Surveillance-Broadcast (ADS-B) Out equipment and use.

**(d)** After January 1, 2020, and unless otherwise authorized by ATC, no person may operate an aircraft in the following airspace unless the aircraft has equipment installed that meets the requirements in paragraph (b) of this section:

- (1)** Class B and Class C airspace areas;
- (2)** Except as provided for in paragraph (e) of this section, within 30 nautical miles of an airport listed in appendix D, section 1 to this part from the surface upward to 10,000 feet MSL;
- (3)** Above the ceiling and within the lateral boundaries of a Class B or Class C airspace area designated for an airport upward to 10,000 feet MSL;
- (4)** Except as provided in paragraph (e) of this section, Class E airspace within the 48 contiguous states and the District of Columbia at and above 10,000 feet MSL, excluding the airspace at and below 2,500 feet above the surface; and
- (5)** Class E airspace at and above 3,000 feet MSL over the Gulf of Mexico from the coastline of the United States out to 12 nautical miles.

**(e)** The requirements of paragraph (b) of this section do not apply to any aircraft that was not originally certificated with an electrical system, or that has not subsequently been certified with such a system installed, including balloons and gliders. These aircraft may conduct operations without ADS-B Out in the airspace specified in paragraphs (d)(2) and (d)(4) of this section. Operations authorized by this section must be conducted—

- (1)** Outside any Class B or Class C airspace area; and
- (2)** Below the altitude of the ceiling of a Class B or Class C airspace area designated for an airport, or 10,000 feet MSL, whichever is lower.

### **To cut to the chase:**

**1.** The regulation 14 CFR 91.225(e) allows aircraft not certificated with an electrical system, including balloons and gliders, not equipped with ADS-B Out to operate within 30 nautical miles of a Class B primary airport—basically, within its Mode C veil—while remaining outside of any Class B or Class C airspace. Operationally the ADSB Out rules mirror the transponder equipment requirements in 14 CFR 91.215.

**2.** Per the AOPA; “The legal interpretation confirms that the same aircraft excluded from the transponder requirement are excluded from the ADS-B Out equipment requirement”. “That means aircraft subsequently equipped with batteries or an electric starter would not be required to equip for ADS-B Out.” While 91.225 will not exempt all antique & classic aircraft, we feel it will provide relief for the majority of those aircraft as listed per my original memo/request. Plus, we will continue to pursue avenues for further exemptions if need be. We’d like to “Thank” all those involved at the AOPA in this effort, especially Mark Baker (President & AAA #M-25727), Jim Coon (Senior Vice President, Government Affairs and Advocacy), Justin Barkowski (Director of Regulatory Affairs), and Rune Duke (Director of Government Affairs, Airspace and Air Traffic) BLT □





**Texas Barnstorming Museums 4th annual Fly In, BBQ. & Open House. May 11, 2019. Camping available friday night. Biplane Rides in a Travel Air 4000. For more info go to our website [www.whereolddogsfly.org](http://www.whereolddogsfly.org)**

### From our freind and historian Dennis...

The Joe Haynes slide collection that I collected from Terry Wallace at the December meeting was contained in two very large plastic tubs. Within the tubs were five Kodak slide carousels (with slides), two binders with slides in 20th Century plastic slide pages, a number of loose slides, 239 Kodak slide mailer boxes with slides, two file boxes with color negatives/prints, seven 3-inch-diameter Super 8 movie reels, three 5-inch-diameter Super 8 movie reels, and six 7-inch-diameter Super 8 movie reels, plus on1 1.44MB floppy disc.

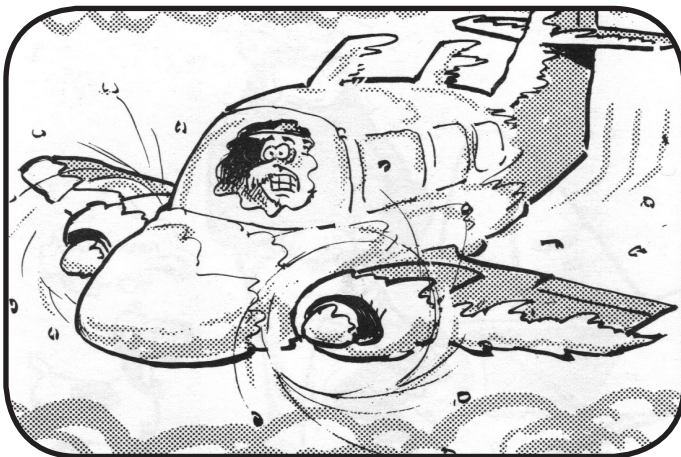
Starting with the loose slides, slide carousels, and plastic slide pages, I have sorted these by type and registration. Unfortunately the 20th Century plastic slide pages (dating to the late 1970's and 1980's) are not good for storing slides, with the plastic trapping moisture and giving off some kind of vinyl fumes that leave a "rash" on the slides. So, if you have slides (or negatives and prints) stored in these old sleeves, please get them out of the vinyl.

I have also sorted the Kodak slide mailers by the processed date on the enclosed slides, but have not further sorted them. Some of the boxes are full and others are mostly empty. I will start sorting and cataloging these slides once I have finished cataloging the loose slides.

To date, I have catalogued almost two hundred slides on my computer, each of these slides has been given an individual collection number. Information that I am trying to capture is aircraft registration, maker, type, manufacturers serial number, date slide processed, plus any other information (such as location and actual date/event of the slide) that may be written on the slides or on the Kodak slide mailers. I am also hopeful that some of the "olde" Newsletters in Joe's collection will give additional information.

Also, I have ordered a slide scanner that is on its way. So, trustfully, will have some photos to go in the newsletters shortly.

**G R Dennis Price** □



**DE-ICER** - A device designed to operate under all weather conditions, except icing.

## CALENDAR OF EVENTS 2018

**The January Meeting:** January 19th at the Vintage flight Museum at Meacham airport.

**For Fliers:** Ft. Worth Meacham is located just north of Downtown Ft. Worth, Texas and all necessary information can be found on the DFW Sectional or Terminal Area Charts. The Tower Controllers will assist us in any way needed. If you do not have a Transponder, advise them on first contact. Non-radio equipped can be accommodated as a flight of two with a radio equipped plane. After landing advise Ground Control you wish to taxi to the Vintage Flight Museum parking area off taxiway M.

**For Drivers:** From Interstate Loop 820 West of IH35W go South on Hwy 287, also called North Main Street, to NW 38th Street. Go West on NW 38th Street until the Dead End at the Airport Fence, then turn left. The VFM hanger is the last Large Hanger on your left.

Upcoming Meetings 2019:

- **February 16:** Nebrig & Associates, Denton Enterprise Airport
- **March 16:** Al Hilton's hangar Clark Airfield
- **April 20:** Fairview Airport Bo and Cindy Case 's hangar
- **May 18:** Open
- **June 08:** Bobby Jones hangar, Tailwheel Acres Airport
- **July 20:** Open
- **August 17:** Jim Austin's hangar, Northwest West Regional Airport
- **September 21:** Ken Robbins (Linda) hangar, Fairview Airport
- **October 11-12:** Ayers Aviation / Annual fly-in, Gainesville Airport
- **November 16:** Laurie Mitchell's hangar, Fairview Airport
- **December 21:** Golden Coral Keller Texas

### Fly-Ins of Interest 2019:

**August 28 - September 1:** National AAA Fly-In, Blakesburg, IA.

**October 11- 12:** "Fall Festival of Flight" TXAAA Annual Fly-In, Gainesville, TX.

**October 24 - 25:** 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

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# Minutes of the December 2018 Christmas Party

The party was started with lunch at 11 AM and ended at 2:14 PM

## Agenda:

Thanks to Phil and Margaret Cook for the planning of activates.

The Christmas quiz on holiday movies was won by Shelby Sokolich.

The Guess the M&M numbers in a jar was Gary Sublette. Congratulations to Mary and Terry Doyle for receiving the Chapter Appreciation award this year.

Happy birthday and anniversary to the members celebrating in December.

## Previous Meeting Minutes:

The November minutes were printed in the December issue and accepted as written.

## Old Business:

None

## New Business:

New board members/officers were elected at this meeting. See this issue page 8 for their Names and contact information. Thanks to all members that donated toys for charity.

It was announced that the next meeting will be on January 19th at the Vintage flight Museum at Meacham airport.

A motion to adjourn was made and seconded.  
*The meeting ended at 14:14*

**Respectfully submitted by  
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: \_\_\_\_\_

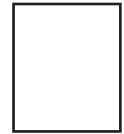
Aircraft Type: \_\_\_\_\_ National  
AAA No. \_\_\_\_\_

(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, 170 Dillavou Lane, Rhome, TX 76078



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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