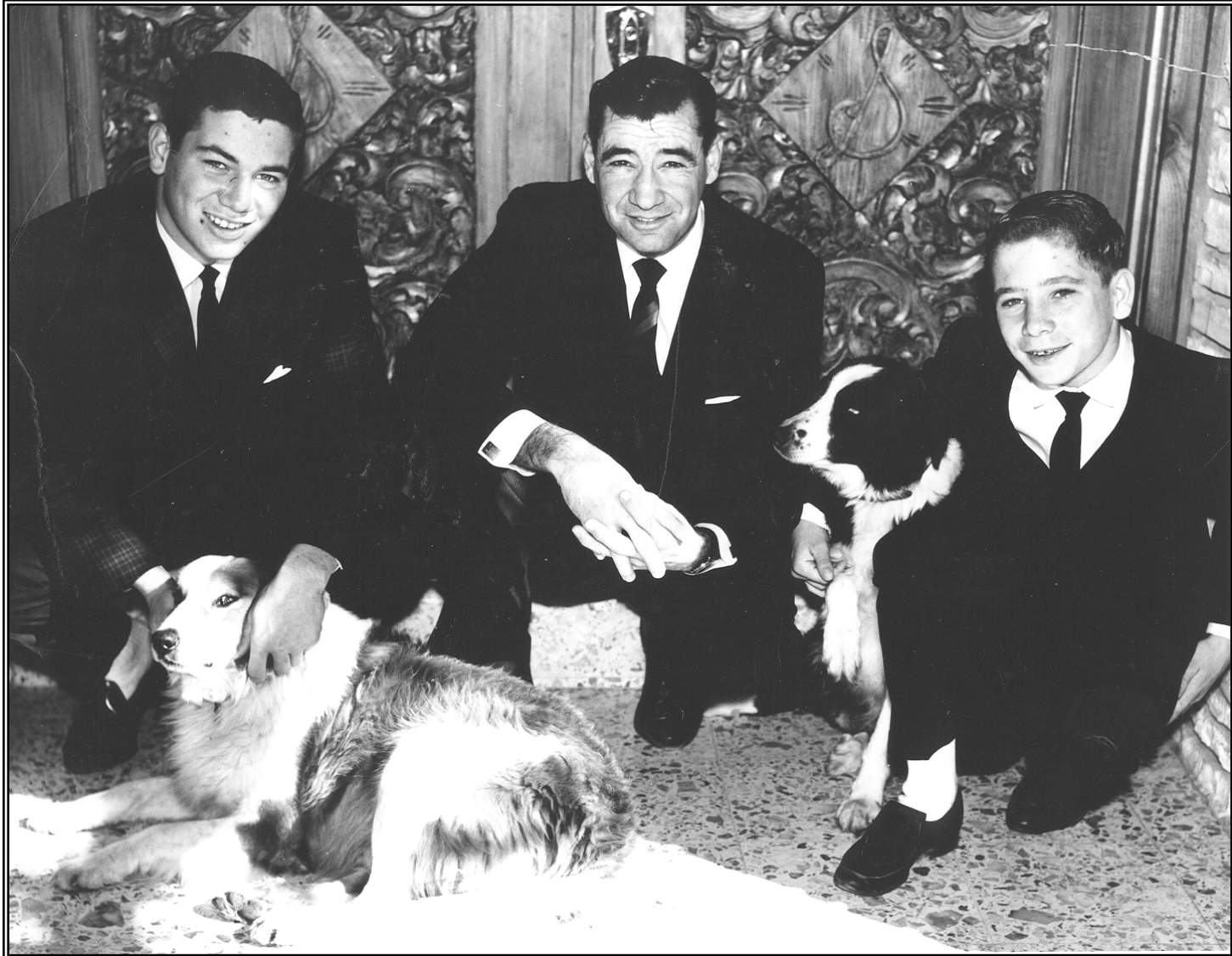




*Early 1940s - Robert Sieker, who was Kerrville Airport's manager and owner of Kerrville Flying Service for 24 years shown here as a young flyer during World War II.*

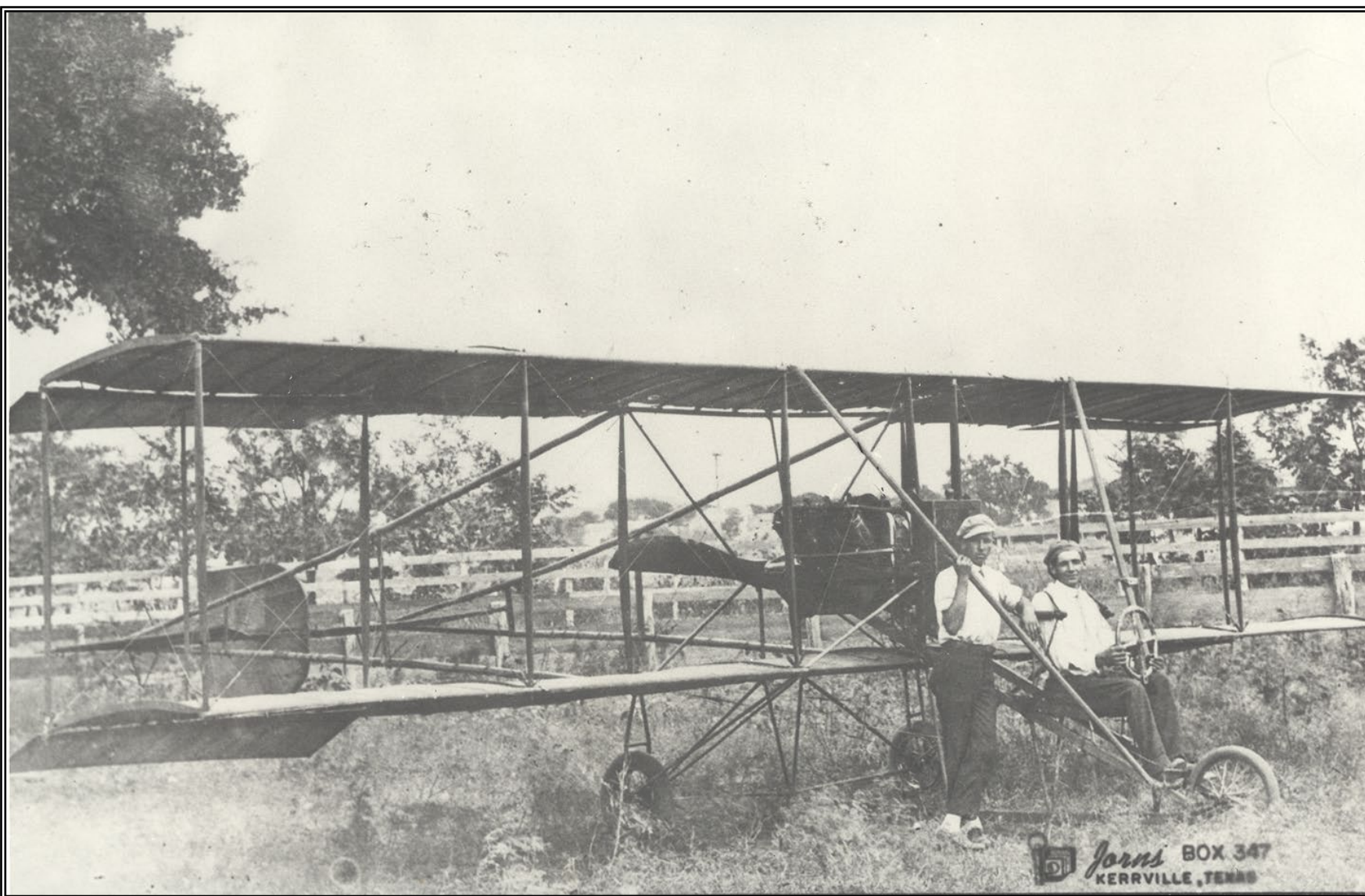


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File: Sieker, Robert - 1962 - Robert & Sons

*1962 - Robert Sieker (center) shown here with his two sons, Robert, Jr. and Fred Edward and their dogs, Skipper and Patty.*



The first airplane at Kerrville, Texas, during the Kerr County Fair on the old Fairground in Westland, date 1913, airplane Curtis Pusher. The pilot, name unknown, was a Frenchman. The plane was shipped in on a railroad car and assembled at the Fairground. Picture was taken by E. T. Butt of Kerrville, now with Post Office here.



C:\My Documents\Pictures - Word Format  
File: Sticker, Robert - First Airplane at Kerrville

1913 - First Airplane in Kerrville, a Curtis Pusher. The plane was shipped in on a railroad car and assembled at the fairgrounds in Westland. Picture was taken by E.T. Butt of Kerrville, now with Post Office here. The pilot, name unknown, was a Frenchman.

# Flyer's Son Becomes Flyer



**THE GULF COAST AIR FORCE TRAINING CENTER** will graduate the largest class in its history Wednesday. The exercises will be held at the center's seven schools and the graduates will include 29 Texas youths. An unusual feature of the graduation will be that San Antonio's Lt. Arthur L. Foster Jr., upper left, will graduate from the field named after his father—Foster Field. His father was a World War flyer who was killed in a Brooks Field crash in 1925. Upper right is Staff Sgt. James W. Coward, Jourdanton, who will graduate from Kelly Field; lower left, Lt. James J. Dent Jr., Kerrville, who will graduate from Ellington Field, and lower right, Lt. Robert E. Sieker, Kerrville, who will graduate from Kelly Field.

July 17, 1992

**LOUIS SCHREINER FIELD AIRPORT HISTORY**  
**BY: Robert E. Sieker**

The following is a brief history of aviation in Kerr County and particularly as it pertains to the development of the past airports and the present Louis Schreiner Field, now owned by the City of Kerrville and the County of Kerr — purchase of which began July 1942, fifty years ago.

First, let me say, to the best of my knowledge, that the very first aircraft flight in Kerr County was made in 1913 during the Kerr County Fair on the old fairground and horse race track in the vicinity of where the First National Bank is now. The pilot (name unknown) was a Frenchman. The plane — a Curtis Pusher — was shipped in on a railroad car and assembled at the fairgrounds. I have a couple of pictures of the plane and pilot that were taken by E.T. Butt — brother, I believe, to H.E. Butt — founder of HEB grocery chain.

The first time that I recall seeing a plane in Kerr County was about 1928. On that Sunday afternoon a couple of Barnstormers landed about midway between Kerrville and Ingram, on the old J.D. Rose farm. This land was purchased a few years later by Mr. Louie A. Schreiner, for Kerrville's first airport. Before these Barnstormers landed, they had "buzzed" town so that everyone would come to the airport. There must have been several hundred cars there. One plane was a Ford Trimotor. The other a single engine job was unknown to me, but it was a bi-plane and had a side-by-side open cockpit in front where the two passengers rode and a rear cockpit far back near the tail where the pilot was seated. My sister and I finally talked Mom into letting us ride after promising never to ask again to go up in an airplane. I was nine and she was ten. I remembered that the noise from the wind and the engine was so great that my sister put her head down on her knees and never looked out the whole time. Of course, I thought it was great. I remember that my friend, L.T. Davis, Jr. who was parked with his Mom next to us, also talked his mother into letting him take a ride in that wonderful machine. Ironically, about eight years later, we both signed up for the C.P.T.P. and became pilots. By then aviation had become more acceptable to our folks. That airport, the land of which is now occupied by an industrial park, was purchased by Mr. Louis A. Schreiner and turned over to the City of Kerrville and was named Louis Schreiner Field, in honor of the donor. The first tenant caretaker was I.W. Zumwalt. One regular commuter I remember was Dan Moran, President of Continental Oil Company, in his Lockheed 10. This man is best remembered for his generosity to the Presbyterian Church in their deal for MO Ranch. Other early users were Seagraves, Stowers, Schreiners, Dan Moody, Harry Hanzen, R.P. Smith, Harold Johnson, Morris Ranch, Chittum Ranch, Dan Auld, Bruno Schultz, Moore Family, D. Harold Byrd, owner of Heart of the Hills Camp, D.X. Bible of Camp Stewart, Stacy's of Camp Mystic and other camp families.

The federal government, in about 1935, established a program called the "C.P.T.P." Civilian Pilot Training Program. The first training under this program was done locally in 1936 by Fred Harmon of Dallas. He built a small hangar for two J-2 Piper Cubs (the ones with the 50 HP Franklins and the tail skids), hired an instructor — Pop King — then later Jimmy Cartwright and Stanley Kidd. The CPT classes consisted of several local young men and the balance from Schreiner Institute. Aviation Ground School was taught at Schreiner under direction of Professor Tom Hammond. The reason that the CPT program was established was that with the German war machine occupying much of Europe, and threatening the rest of the world, plus the Japanese military build up, our Congress felt that we must begin training pilots immediately so that the U.S. Air Corps, Navy, and Marine Corps, would have a pool of private and commercial pilots to draw from in preparation for the nation's defense. As it turned out, the majority of trainees did come from this pool at the beginning of World War II. Besides L.T. Davis, Jr., I remember Harry Schwethelm, Albert "No Brakes" Wolfmueller, and W.A. "Leaky" Fawcett, Jr., Charles Maxwell, as well as Dale and J.W. Priour, Jr., Willis Carlisle, J.W. Sheppard, Jimmy Beddingfield, Don Peters, Ned Estes, Jr. Starkey, and myself among the local boys in the CPT classes. I don't recall the others at this time.

Fred Harmon sold the operation to W.C. Fawcett of Kerrville a short time later and it was named the "Kerrville Flying Service." Mr. Fawcett and Schreiner Institute trained students under the CPT program until about 1941, when the airport land was traded by the city to the Goss Family acre for acre plus some cash difference. In this "hard sell" transaction, it was reported that the Mayor lost part of an ear on the steps of the Post Office. Added to the Goss Farm, another 297 acres was bought by the city from Peter and Paul Ingenhuett for \$12,800. This comprised the new airport land. Mr. Louie Schreiner gave another \$10,000, and Hal and Charlie Peterson matched this amount for immediate future improvements.

There were two reasons for the move of the airport. The federal government was installing emergency runways along civil airways for both civil and military use, and the 160 acres at the old airport was not adequate for length. Also, a V-5 Navy pilot training program was coming up in the near future, and for that program, longer runways were needed in at least four directions. Under the Federal Airport Acts an appropriation followed of \$299,000 for runways, etc., as follows:

There was built two asphaltic-concrete runways 100' x 4050' and 100' x 4400' plus a 200' taxiway and parking ramp on the west side of the airport. The federal program that funded these runways was for the purpose of providing emergency landing runways for civil airway and military use as necessary. They were lighted with "series" circuit runway lights as well as obstruction lights and a rotating beacon on top of the nearest hill. Then the city purchased an 80' x 100' Butler Steel hangar from the city of San Angelo after Goodfellow Field required San Angelo to move their airport. Kerrville transported and re-erected it on the west side and added a 20' x 100' tile lean-to for a shop. They also drilled a 200' well.

After all the above was completed, Mr. W.C. Fawcett moved the 30' x 40' hangar, which was owned by Kerrville Flying Service and Schreiner Institute, re-erected it and built an office and passenger waiting room. Later they built a ready-room for students in a similar building. On top of the ready-room was built a control tower with tinted glass on all four sides. Gasoline tanks, pumps, compressed air lines, fencing, and a four-party phone line made the Louis Schreiner Field (Kerrville's new municipal airport ready for business in 1942) 50 years ago.

The first flying club began about this time and met at the new airport. Some of the member's names are as follows: Veda Tennant, Adam Wilson, III, Dodo Schreiner, Aydeen Auld, Walter Cowden, Tuffy Cowden, Harry Cowden, Walter Saegner, Roy Rust, and Gladys Ingenhuett. This was during the war though, and it was difficult to get aviation gasoline and clearances. They met, anyhow, and flew when they could. Gladys Ingenhuett remembers well one trip she and some other gal made to Fort Worth when they were in the club. They had to get war-time clearances upon every departure and landing. She took off from Comfort, had to land in Kerrville for a clearance, then Brady, Stephenville, and Fort Worth. It took so much time getting clearances that she was after dark arriving back at Comfort, so had to change her flight plan and divert to Kerrville where there were lights. Her brother and mother were waiting for her at Comfort, so she flew over them, very low at minimum speed, throttled back and yelled out the window of her Piper J3 plane, for her mother to call Kerrville for clearance to land (she had no radio). Her mother understood and mission was accomplished. She said she often communicated that way from air to ground.

The next important happening at the airport was the announcement by W.C. Fawcett of Kerrville Flying Service and by J.J. Delaney, President of Schreiner Institute, a V-5 Navy Primary Pilot Training Program, with the students to be quartered at Schreiner Institute for housing, meals, and ground school. They were bussed daily to the airport for their flight training. This successful program lasted until about the end of WW II in 1945. Some of the names of instructors in this program were Lt. Murphy (Resident Flight Training Officer), Ernest Lidiak, Gene Schwartzlose, Red Schroeder, Alien "Cowboy" Chambers, all flight instructors — and Tom Hammond, Harry Crate, J.O. McKnight, and Heine Weir as ground school instructors.

At the war's end, the V-5 program ended, so W.C. had the flying service convert war surplus Twin Cessna UC-78's to 5 place T-50 twins to be sold to private or corporate firms, and as twin-engine trainers. Since most civilian aircraft were grounded or taken over by the military during the war and gasoline had been rationed, aviation manufacture was limited to military and airline use. Therefore, it followed that now that the war was over, a growing market existed for conversions or new personal and corporate planes to be built and sold. The UC-78 or "Bamboo Bomber," as it was nicknamed, conversion program was short-lived simply because they ran out of UC-78's to convert. After that, W.C. Fawcett sold his interest in the Kerrville Flying Service to Carl and Rosa Lea Meek.



This couple, along with Mr. & Mrs. Walter Fullwood (Rosa Lea's father and mother) had all moved to Kerrville from the lower Rio Grande Valley. Carl was an ex-Navy pilot; Rosa Lea was an ex-women's air service pilot (WASP); and "Pop" Fullwood, as we all called him, was an experienced instructor and Ag pilot who, with his wife, Buna, owned and operated a CPT school in the Valley. Rosa Lea and Carl also had their instructor and instrument ratings, Carl, during this time, was instrumental in getting the city to apply and receive a grant for a surplus military Butler hangar from Laughlin Field near Del Rio. The dimensions were 120' x 160'. The city had only to build the concrete floor, which cost then only \$10,000. Later they also were granted a large wood frame building from Laughlin, which was erected on the airport and was occupied by the Kerrville National Guard. Carl then, was the second airport manager after W.C. Fawcett. At about this same time, the "G.I." Bill was passed by Congress, which paid for tuition, books, etc. for education for Veterans of WW II. This also included pilot training. It followed that under the new owners the Kerrville Flying Service provided this training at Louis Schreiner Field. It was the third such contract in the State of Texas.

This brings us up to the year 1946 when another airport was being built by A.L. Starkey, Jr., on Junction Highway, about a block west of the Inn of the Hills, and just west of where the Green Hills Mall, Moore's Store, Citizens Bank, etc., are located now, on what was a portion of Starkey Field. Roy Morris built a small classroom, waiting room, and small hangar. He leased the field from Junior Starkey. Both of these men still reside in Kerrville. Roy had previously been employed at the Kerrville Flying Service. He began with two Aeronca 7 AC's "airknockers" as they were called, and a military surplus PT-23, rented from Russell Pauley for "heavy horsepower" secondary training. It was here that I, along with others, received further training, including a civilian instructor's rating, as Roy Morris was an experienced pilot instructor. Jack Wycoff was the aircraft mechanic there, who also did some instructing and L.C. Taylor was the man Friday who did about everything. After some three years of operation, the land that the Starkey Airport was on became so valuable, that the Starkey's began selling portions of it. It was then that Roy Morris moved his operation to Louis Schreiner Field on the west side, after much protest and legal-political maneuvering, involving both operators as well as "friends of the court" and City Hall. Roy moved his small hangar, office, and ready-room and a 500 gallon water tank for his water supply from the Starkey Field and began training pilots.

During 1947 and part of 1948, two important things were affecting life and business at the airport. Competition was becoming more pronounced because of 1) natural attrition of enrollers of the WW II G.I. Bill, and 2) now there were two operators at the airport, when in effect there seemed to be only enough business for one flying service. At the time, I was managing a wool and mohair warehouse in Comfort, Texas, and on Sunday afternoons I was teaching Gene Stieler to fly a 85 h.p. Globe Swift. We would land at Kerrville for fuel each week and kept up with the local flying picture pretty well. One Sunday afternoon, Frank Miles, one of Carl's mechanics, said that Carl would like to sell the flying service and would we be interested? Well, by the very next Sunday we had it all worked out with Carl, Roy Morris, and the Comfort State Bank (local banks wouldn't loan any money for aviation during those times) and we bought Carl and Rosa Lea's interest, and took Roy in as a

partner. This was October 1948. All together, we owned 13 trainers: Four J-3 Cubs, and two 7AC Aeronca Champs for primary training, one BC 12D Taylorcraft for night and instrument training, one PT-23 Fairchild, and one PT-22 Ryan for secondary training, one 8E Luscome, and one Cessna 140 for cross country trainers, one Bellanca 4 pl. for charter trips, and one T-50 Twin Cessna for multi-engine training. We were soon approved by the CAA and the Texas Education Agency for Private Pilot School, Commercial Pilot School, Instructor's School, Single and Multi-engine and Instrument schools. We had 52 students signed up when we began that year — mostly GI. We incorporated in 1950 but kept all of the stock. Gene was named President, I was named Vice-president, and General Manager, and Roy was named Secretary-Treasurer. Later that year, Gene and I bought Roy's stock. Roy later became an inspector for the Federal Aviation Agency at Oklahoma City, and he now is retired and living in Kerrville. The Kerrville Flying Service opened up another operation in Junction, Texas, and taught some classes in Boerne. We also had a full service aircraft and engine overhaul shop. Our first mechanics were Frank Miles, Jack Wycoff, Jake Jacoby, Ross Bobbitt, Frank Johnson, and Charles Dugosh.

In 1949, we tried running a daily trip to Houston, terminating at South Main Airport, using our T-50 Cessna. Without a subsidized mail contract, it was naturally unsuccessful. Other ventures that we took on were Piper Dealership, Cessna Dealership, and Mooney Distributorship.

After I broke a propeller in Akron, Ohio, one night, and the Bellanca wouldn't run over 110 mph with the new low pitch wood prop, we decided to buy a Beechcraft Bonanza for replacement. The choice of the Bonanza with its extra speed and range allowed us to make as good time on a trip as the DC-3 airliner. It also gave us a range of 1,000 miles. We had a good charter business for 20 years using three Bonanzas.

The next big event that almost happened at the Louis Schreiner Field was in 1951, when we bid on an Air Force contract to give basic flight training to Air Force Cadets. Schreiner College in conjunction with Kerrville Flying Service would give each student about 65 hours of flying and Schreiner College would give them their ground school and provide quarters and meals. The airplanes were to have been furnished by the Air Force. General Luke Smith (Ret.) Air Force, worked with us and would have managed the school. I would have been operation's officer in charge of flight training. Dr. Andrew Edington, President of Schreiner College, would be in charge of students on campus for their housing, ground school meals, etc., and Hilmar Pressler, Tommy Thompson and Reuben Hartman would have been accountants for the project. We flew Gen. Smith to East St. Louis for a week's stay with the ranking officers of the project, then back where we all worked diligently for several months on the bids. General Smith was in Washington before the bids were opened. He found out we would have to lower our bid. So we stayed up all night in Dr. Edington's office reducing our figures to a minimum. Gene Stieler then flew to Dallas with the papers to put them on a direct flight to Washington. H.B. Zachary Co. of San Antonio

underbid us, got the contract, and hired Gen. Smith to run it for them at Hondo. A few days later they wanted to use our figures since they hadn't developed any for themselves. They renegotiated the bid with the Air Force at a later date. Zachary was a close friend and associate with Lyndon Baines Johnson.

About this time, the city gave to the county one half of the airport.

Also in 1951, one wing of the surplus building that was moved from Del Rio — was leased from the city of Kerrville by the Texas National Guard. In the fall of 1952, E.H. Pickering of Median called me on the telephone and told me that Mooney Aircraft Corp. was looking for a place to move to because their little airstrip at the outskirts of Wichita, Kansas was in the Boeing traffic pattern, "Pick" was a P.R. man for Trans, Texas Airline at the time. I called my friend, George Hadaway, editor of "Southern Flight," later renamed "Flight" magazine in Dallas. I asked George if he knew who to get in touch with, that we would like them to move to Kerrville. He said, "Hell, Bob, they are right here in my office." So before I knew it, I was talking to Bill Taylor, then Al Mooney. Al said that on this trip they were going to drive to Graham, Texas, then to Uvalde, but perhaps, if they didn't accept one of those two town's proposals, they may wish to look at Kerrville. I told Al Mooney that I had a Twin Cessna and that I could be in Dallas in two hours to pick them up, fly them to Graham, then to Uvalde if they would promise not to make a commitment until I showed them Kerrville. Well, it sounded good to Al and Bill. They had driven to Dallas and were already tired of driving, they said. I picked them up at Love Field in Dallas. As I remember, there were three of them. Besides Bill Taylor and Al Mooney, there was an attorney representing Mr. Yankey from Wichita. Mr. Yankey, I later found, was the money behind the Mooney Corp. I flew them first to Graham, then late that afternoon on to Uvalde. We were only in Graham a short time, but Uvalde's hosts had planned for them to stay the night. I took the opportunity to call Whit Zander of Kerrville Chamber of Commerce to make up a welcoming committee to meet us at the airport, and to secure rooms at Kerrville's finest, the Bluebonnet Hotel. When we arrived at Kerrville, Whit had assembled about two carloads of Kerrville's notables. First we showed them the facilities at the airport, proposing the large surplus administration building for their offices, and the 130' by 180' steel hangar building for their manufacturing. It seemed to be just what they needed, and there was room for future growth. I don't think that any of them had ever been to Kerrville before, and they were excited about the beauty of the hills and streams here, as well as the cleanliness of the town, the churches, the homes, the schools, and the businesses. The rooms, I remember, were facing the river, and Al Mooney said that the water going over the dam lulled him to sleep, but if they wanted a smoother flow of water over the dam, that he could design an apron similar to a laminar flow airplane wing that would do the job. Because there was no air conditioning in the rooms then, the open windows may have made the water sort of noisy. We arranged meetings with the City Council and the County. The Junior Chamber as well as the Senior Chamber helped entertain with lunches and a nice large dinner at the Blue Bonnet Terrace Room. After about three days, they left the attorney and Bill Taylor here for about two weeks before signing commitments on December 20, 1952. Shortly thereafter, Mooney moved in with their tooling, parts, planes in process of manufacturing. (All single place M.18's with 65 HP engines. They would make

about 120 mph on about 5-1/2 gal. per hour with gasoline at about \$.25 per gallon, they could advertise a cost of fuel at \$.01 per mile to operate.) The exciting thing, though, was the newly designed M-20 four place which performed exceptionally well, 160 mph cruise on about 8 gal. per hour. That basic design is what made Mooney famous.

Kerrville Flying Service added rental cars for use of the airport customers. We purchased a fleet of four new cars, and made a deal with Hertz, National, and Avis to bring their cars from San Antonio on weekends during the camp season in summer. Sometimes we would have as many as 25 cars rented out on summer weekends.

Two-way unicom radio on 122.8 was purchased through donations from users of the airport, which was installed at Kerrville Flying Service and operated by the same.

In about 1953, Trans Texas Airways, "T.T.A., affectionately called "Tree Top Airlines" around the airport, came to Kerrville with a proposal to operate here on a regular schedule. Before my time, someone tried a regular schedule to Houston and return in a single engine Nordyn Norseman, but without success. We tried also to operate our T-50 twin Cessna on a scheduled basis to Houston, but the expenses were more than the income. Trans Texas, though, secured a certificate of "Public Convenience and Necessity" from the Civil Air Board; therefore, they were then subsidized by the Post Office Department, and guaranteed a profit, Their quota was 120 passengers per month, and they had four flights per day in and out of Kerrville, There was one in the morning to San Angelo, Midland/Odessa, and El Paso and another in the morning to Dallas. The afternoon flights were these same flights returning, one of which went to San Antonio, Victoria, Houston, Beaumont/Port Arthur. Bill Wheat was the only Chief Station Manager they ever had at Kerrville. The Kerrville Flying Service leased to them ticket counter space. They provided a well needed service to Kerrville with their DC-3's. The only problem was that Kerrville just was not demographically large enough to support a scheduled airline and probably won't be until we reach about 50,000 persons. This same year, I bought Gene Stieler's stock in the Flying Service, and named my dad vice president, and Sue Page, who did our bookkeeping, was named secretary/treasurer. I was the president and still general manager as well as airport manager for the City and County. We added a restaurant with Ruth Bobbitt as the first operator under lease with us. In later years, Hattie Kokes operated the restaurant. Hattie really liked to feed the men. She said they worked hard and need a lot of food. She piled so much food on her plate lunches that all her regulars were getting fat. Even Bill Wheat had to go on a diet, and he was always trim and slim before.

In the early fifties, Mrs. Salter, Forest Salter's mother, who was owner and editor of the Kerrville Mountain Sun, called and asked if she could sponsor a regional square dance competition in the large Butler hangar. That was a short time before Mooney came to Kerrville. I told her that would be fine, so we moved all the airplanes out of the hangar — about 30 of them — and tied them down outside. While the hangar was empty, I opened all the doors of the hangar, and cranked up the old Twin Cessna with its two 220 horsepower continental engines, taxied it around, beginning at the up wind side, opening the throttles as necessary, and did a pretty nice job of sweeping this 22,000 sq. ft. of

smooth concrete floor. Later that evening, there must have been several thousand people in attendance. Everyone was having a great time even though there was no alcoholic beverage consumed — not even a beer. I remember Mr. Louie Schreiner watched the dancing from a nice chair next to Mrs. Salter's group. Things were going fine until about midnight when all hell broke loose. The grandfather of all thunderstorms hit, and with both ends of the large hangar open, it created a sort of wind tunnel through there, and tables, punch glasses, chairs, benches, hats, and even some skinny people and children started blowing around. Then it rained about two inches in less than an hour. We had caliche ramps around the hangars, and cars were parked on the grass away from the hangars. I had to run and see about the airplanes, all the while figuring that this would be the last of my flying service career. After the rain let up some, and the boys got the hangar doors closed, people began trying to leave, but where the cars were parked was a sea of mud, and it looked like at least half of them were stuck. The next morning, our ramp and parking area looked like a freshly plowed rice field, but the plane's tie downs held, and I hadn't heard of anyone getting hurt too bad.

As soon as the bank opened, Mr. Louie Schreiner called me up on the airport's four party line and said "Bob, would you come down to the bank this morning to talk to me about last night?" I said, "Yes, sir!" Everyone said yes sir when Mr. Louie wanted something. I had no idea what he wanted. I thought maybe he had in mind some sort of lawsuit or something of that nature because we were kind of slow getting the hangar doors closed when the wind hit. I knew he couldn't have been injured too badly though, or he wouldn't have been at the bank. Well, this turned out to be the "serendipity of the year" for the airport. Mr. Louie said, "Bob, if you will get three bids together for me, I will see that between myself and the Schreiner Road and Bridge fund money will be provided to have all that area around the hangars and parking area paved, and while we're at it, have them bid on paving the road out to the highway through the new gate." I got the bids in within two days, and the lowest bid was to Mr. Doyle. The work was completed within about six weeks.

Another improvement to the airport in the 50s was a much needed new water well. It was drilled to the Trinity (about 600 feet). Plenty of good water was found. I was told by Rudy Reiss, who was City Manager, that the well held a good 60 gallons per minute for a test period of three days. The 60 gallons per minute was the capacity of the pump used in the test. Edmonds Drilling Company drilled and equipped the well, a 10¼ inch hole.

The City and County built an additional 75 foot by 100 foot parking ramp for Trans-Texas to park when loading and unloading. Cost of paved ramp was \$1,800.

Also, in 1957, the City gave, and the County accepted, one-half of the airport.

Airport Board was decided upon which consisted two from the City and two from the County, plus one elected by Board to Chairman.

Mooney Aircraft Corp. receives 40 year lease, and Kerrville Flying Service receives an additional 20 year lease.

In 1960, both runways are seal coated; work supervised by Pete DeGuerin, City Engineer. Cost was \$10,000.

In 1963, Mooney receives S.B.A. loan through efforts of Arthur Stehling, Security State Bank of Fredericksburg. Arthur Stehling, close friend and neighbor of L.B.J.

In 1964, used 250,000 gallon water tank — installed by Houston Tank and Steel Co. for \$31,000.

In 1965, Kerrville Flying Service Builds 60 foot by 120 foot hangar, and 60 foot by 80 foot hangar after receiving seven year extension to lease. Also in 1965, airport gets grant from FAA (1/2), Industrial Foundation, City and County (1/2). Fifty foot by 4,400 foot

and 40 foot by 4,050 foot taxiway and 800 foot runway extension on SE/NW runway. In 1965, Charlie Dugosh leases 4.1 acres of land on the S.E. portion of airport, and builds new hangar and shop to repair aircraft and sale of parts and accessories.

In 1965, S.W. Airlines lease approved for 3 months; and Rosa Lea Meek put in a small 26' house trailer for sales office and called in "Mooney Sales."

In 1966, Hal Rachel, President of Mooney, threatened to move Mooney to another city if he could not have tenancy of all land on the northwest side of the airport. Kerrville Flying Service would have been put out of business. We could not afford to build a new facility on the other side of the airport. Mooney wouldn't pay for it nor would the city and county. There were then about 600 people working for Mooney, so if they moved it would hurt Kerrville businessmen. We called it "Industrial Blackmail". Rachel had promoted the election of a new slate of City Council members, as the old members, as a majority, were against selling any part of the airport under these circumstances. The new slate won, and so a public election was held. Many people came to our aid. We had about 35 people making phone calls and many others mailing out explanations, since a lot of folks didn't know what was really going on. They only had been told that their jobs were in jeopardy if the election to sell the airport to Mooney failed. They had the election and people were running scared for their businesses and jobs. It passed 1125 to 317. It was a cunning move by Rachel since he figured no one else but himself would bid, because their lease would still be in effect at \$1.00 per year for 40 years, and my lease was \$1.00 a year plus management of airport and maintenance of lights, grass, operation of weather station, operation of unicom, and protection of the city/county of any liability. He was an attorney and could force me out by continual harassment in court of petty complaints against quality or omission of any duty performed. People were so afraid of losing business or losing their jobs that even my minister, on the Sunday before the election, preached a sermon about Jonah and the whale, when Jonah jumped overboard to save the sailors on the ship. Anyway, on the day of the sale of the airport on the court house steps, Judge Neunhoeffer asked for bids. Bruno Schulze stepped up and bid \$500 per acre as a beginning bid. Bruno had just heard about the sale on his car radio and did not know about the restrictions on the property. Everyone thought Rachel would bid over that, but the truth was he thought

he could get the land for the price of the "secret" appraisal. Judge Pollard made the comment in Pampell's Drug Store after the sale, that "Bruno blasted him out of the water with one shot." The next day there was a special meeting of the Council turning down Bruno's bid as being "inadequate." Well, Mooney never did move and a few months later, Mr. Rachal was being indicted on criminal charges, was found guilty, and served some time in the pen. Bruno called me at the airport the day after the bidding and said, "Is dis der Bruno Schulz Airport"? I had previously called Bill Dale of FAA Regional Airports Office in Houston and he said not to worry because the FAA wouldn't approve the sale anyhow, because the land could not be called "no longer needed for airport purposes" since it was being used for aviation purpose with the fixed base operation then. In 1969, Mooney went bankrupt for the second time, but was taken over by American Electronics Lab.

The following is a list of owners and general managers of Mooney since they began in Kerrville. Mooney is doing well now and Kerrville is fortunate to have them here.

<u>DATE</u>	<u>OWNER</u>	<u>GENERAL MANAGER</u>
1952-1954	Vankey Estate and Al Mooney	Bill Taylor
1955-1955	Hal Rachal-Norman Hoffman	Wilber Evans
1956-1962	Hal Rachal-Norman Hoffman	Herb Anderson
1963-1969	Hal Rachal-Norman Hoffman	Ralph Harmon
1970	American Electronics Labs	Ralph Harmon
1970-1973	Butler Aviation	Dewey Livingston
1973-1975	Republic Steel	Jerry Vaverick
1976-1984	Republic Steel	Tom Smith
1985-1987	Alec Couvelaire	Tom Smith
1988-1989	Alec Couvelaire	Robert Kromer
1990-1992	Alec Couvelaire	Jacques Esculier

In the 1960s, the Kerrville Flying Service entered into a contract with the U.S. Department of Agriculture concerning the dispensement of sterile screw worm flies in Texas, and transporting the pupae to Florida. I flew Dr. Meadows and released the first box of flies over near San Marcos in a publicity action, then got the contract.

I had one or two trips a week from Kerrville to Panama City, Florida. My payload consisted of 1,250,000 sterile fly pupae. I had to keep them below 65 degrees Fahrenheit to keep them from hatching out while en route, but one day when the storm "Carla" dominated the Coast, I had to fly far north of my route and also at some areas I had to change altitude to warmer air because of the numerous thunderstorms and low clouds associated with the storm. They were surprised to see me coming in to Panama City that day. They didn't think I would make it in the storm. The problem was though, that most of these flies had hatched out and the storm was a minor worry to me with over a million screw worm flies flying around my cockpit. In the 182 Cessna, there was no separation of "passengers" and pilot.

During my tenure at Kerrville, I spent 24 years as airport manager and flew over 30,000 hours in every state in the U.S., Canada, and Mexico, including, of course, my flying time instructing students at Kerrville and in the Army Air Corps and Air Force. I felt that it was time to slow down a little and go in the ranch business, but I find you have to work harder in the ranch business to make a living. I sold out the Kerrville Flying Service Inc. to Lloyd Brinkman. His manager was Vernon Hatch. Lloyd after one year sold to John Duncan and Tyson Smith. My son, Robert J. Sieker was their manager. After three years they sold to the City and County and Charles Dugosh was made manager. Then, the airport board leased land to John Miller, built KX Aviation, Jim Shurtleff operated S & S, and Bob Woodward operates Kerrville Aviation. Other operators were Shelton, Brinkman — John Duncan as a semi-private Jet Hangar of RR LTD and also Starflite, a brokerage co-operating now as a sublessor of RR LTD.

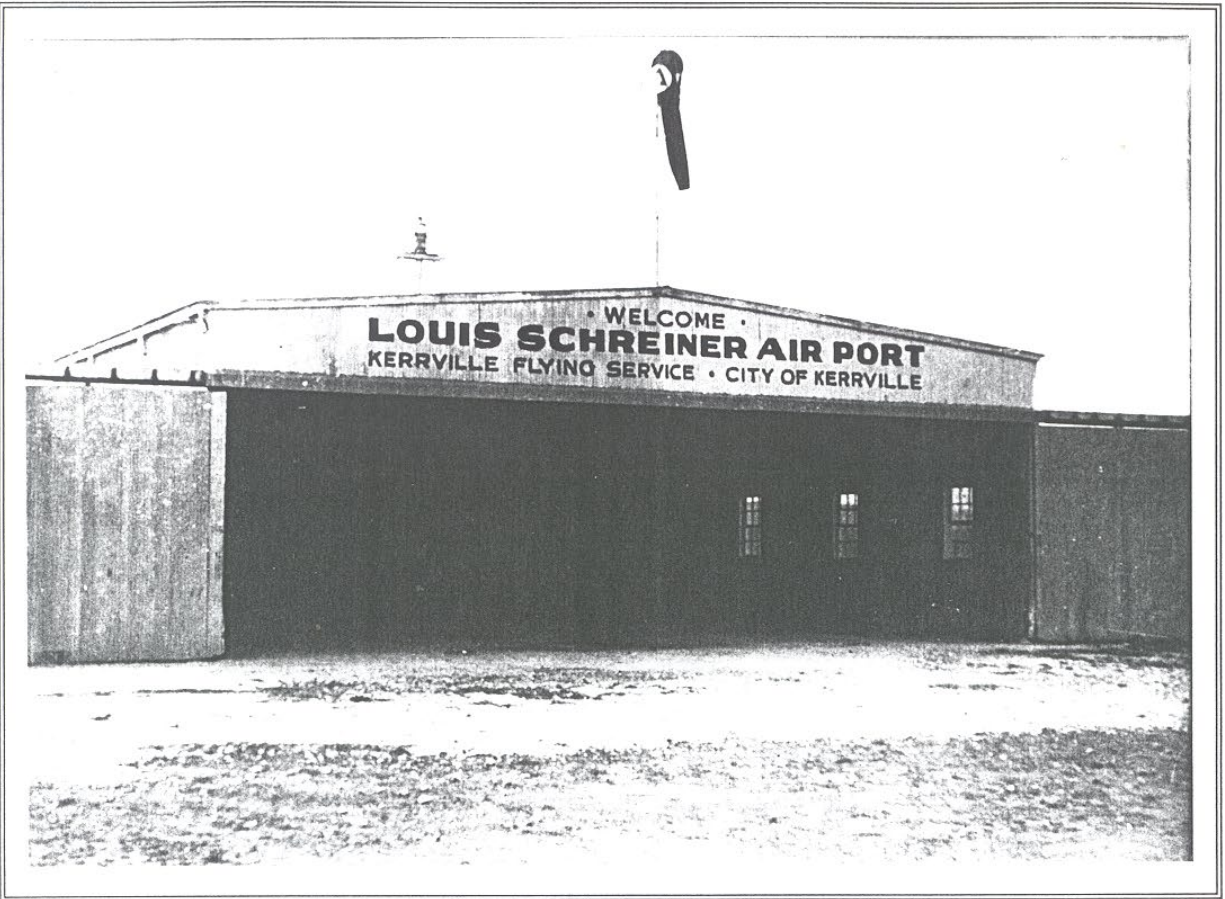
Other operators who previously operated on the airport were Don Benedict for many years as TexAero Sales. Don was my partner in sales for many years.

Bill Taylor and I did the first production testing for Mooney at \$100 per copy. Bill did all the experimental testing of the first developments.

I want to mention Bill Haskell who got the SW EAA Regional to hold their annual fly-ins at Kerrville. Also, please remember Dale Gregory who helped get the museum building built.

Joe Mennella did a great service to Kerrville as airport manager and now serving is Randy Thomas, doing a good job. Louis Schreiner Field Airport managers names are as follows: W.C. Fawcett, 3 years; Carl Meek, 3 years; Robert E. Sieker, 24 years; Vernon Hatch, 1 year; Robert J. Sieker, 3 years; Charlie Dugosh, 1 year; Joe Mennella, 14 years; Randy Thomas, present manager.





The first hangar at Louis Schreiner Airport, Kerrville, Texas, completed in 1936.



" -- I'D BETTER CHECK THE SECTIONAL AGAIN--I THINK I'M A BIT OFF COURSE? "

# Out on Top

*Down below from where we came  
Into the scud and out again,  
Ceiling obscure, ragged and gray –  
A cold, drizzly sort of day.*

*Upward we climbed – 65 Victor and I –  
On to our assigned place in the sky.  
Through myriads of fog to sunshine again –  
The perfect way for a day to begin.*

*The clear sky above the clouds,  
Golden with sun, and space endowed  
With immaculate blues and sparkling light  
Beholds a world of unfathomed height.*

*I leave behind my earthbound mind  
And see the heavens so bright and new.  
Flying though space I recall with grace  
That God made it all for me – and for you.*

By: Bob Sieker  
1960 on a flight from Kerrville, Texas, to South Dakota

DEDICATED TO QB'S WHEREVER THEY MAY BE.  
January 9, 2001