

Terry Bickford Circa 1970



1970

1969-1971

Airport is founded by Cleo Bickford and John Kane. They bought adjacent lots in October 1969

Dry Creek receives FAA Approval for a Private Airport on February 18, 1970

Dry Creek is added to the 1971 Houston Aeronautical Sectional Chart



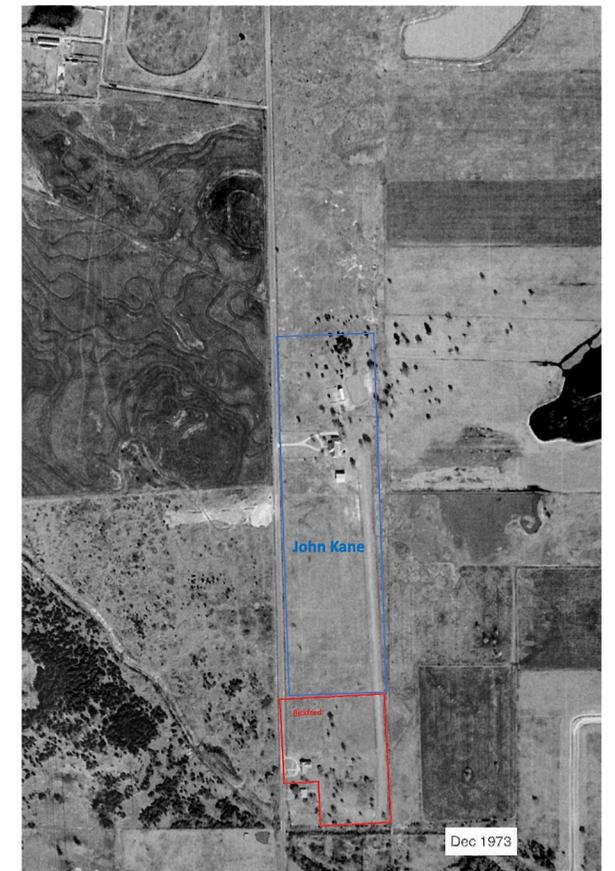
Circa 1970



1972-1974

61 Acres of adjoining land is purchased by John Kane (1974)

Runway lengthened from 2400 to 3580 feet (1973)



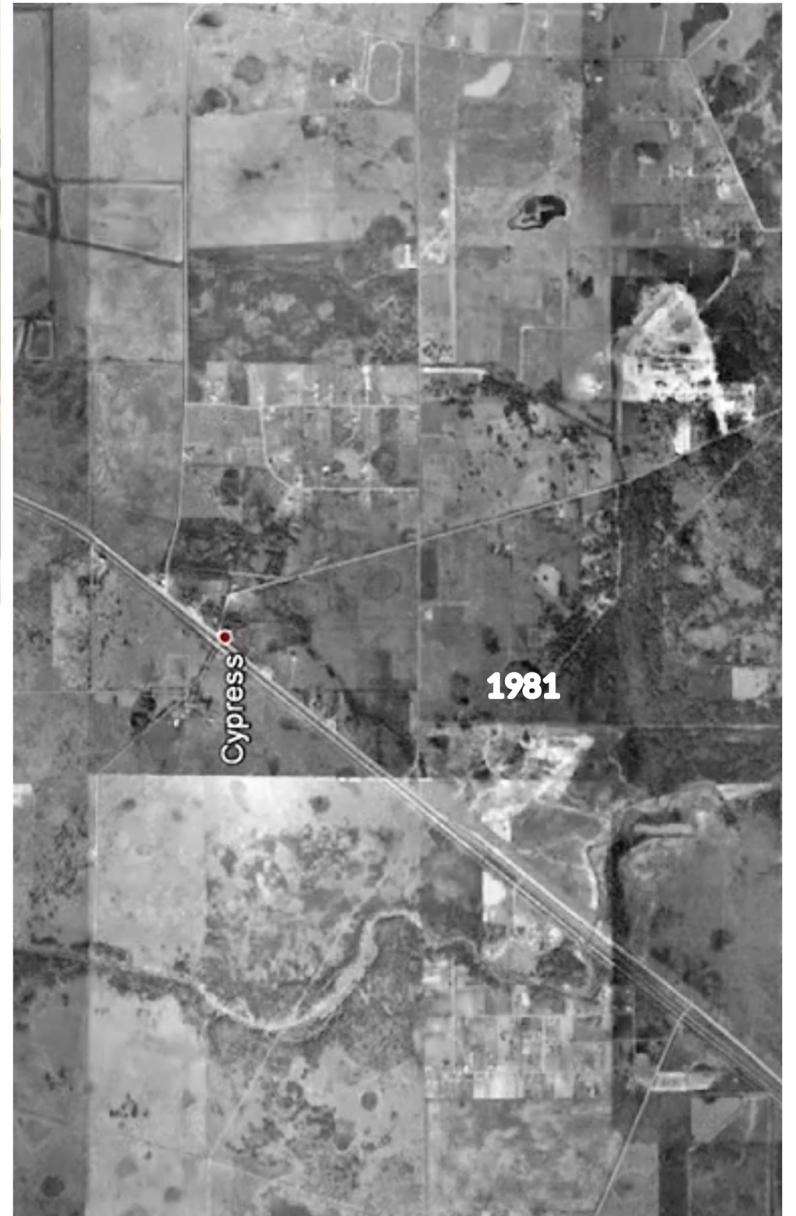
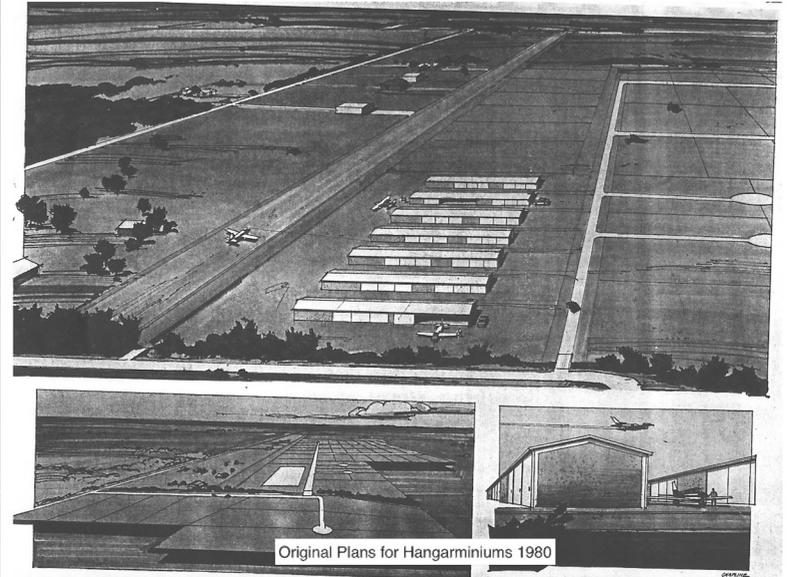


1975 - 1978

John Kane filed the Phase I development Deed Restrictions effectively starting the airport as a residential airport community (1976)

John Kane sold a one acre tract of land to Jamie Jones Paul "Jonesy" or J.J. Paul, the official third resident of Dry Creek (1976)

J.J. Paul started the Houston Antique Flyers in the late sixties. In March 1973, they became a part of the EAA and were the Antique/Classic Division Chapter 2 based at Dry Creek



1979 - 1984

Kane writes a letter to Bickford stating intention to create a committee of landowners to govern the airstrip (1982)

Declaration of Condominium filed establishing 3 sets of hangarminium buildings in 1982

First organizational meeting of Dry Creek Airport Users (June 22, 1983)



1985 -1989

Librado E. "Lee" Perez buys a lot from the Stokes on May 9, 1985. The property was seized by U.S. Marshalls on May 11, 1989

Cypress Corporation filed Declaration of Dry Creek Hangar Condominiums (1985)

Kane sells two lots to Joe Corr and Corr builds hangar (1989)

John Kane left Dry Creek soon after his wife B died in 1989. He moved to Austin in 2005 and died Nov. 17, 2012, at the age of 90





Bill Crist, Lee Hering, Brian and Cecil Ellis 1992



Antique Aircraft Meeting 1992

1990 - 1992

Aircorr, Inc. corporate charter is filed for vintage aircraft overhaul (1990)

Dry Creek Property Owners held a meeting at which John Kane presented his plans for converting large parts of the development for mobile homes and retirement homes. This action resulted in the formation of SRACA (1991)

The Skinner Road Airport Community Association is formed and the Articles of Incorporation are drawn up and filed April 15, 1991

In May 1991 a special meeting of SRACA is held where the decision was made to pursue legal action against Kane to prevent a proposed trailer park development





Panoramic view of runway from West side, looking East

1993-1998

Airport status changes from private to public use

Airport status reverts back from public to private use

SRACA gains full control and operation of the airport from the Magnolia Corporation via lawsuit in 1996

SRACA purchases Dry Creek Airport runway and 10 acres (1997)



Pete Coffey, Mary Marong, Robert Irwin and Cleo Bickford 2000



1999-2003

Runway graded and new grass installed - it was up and running in less than 6 weeks (2001)

Irrigation system installed with a new water well and pond (2001)

Fuel tank added, as well as runway lights and well pump house. Fuel co-op is formed (2001)

Dry Creek Drive is hard surfaced (2001)

Pole barn constructed and tractor purchased (2003)

Settlement with Riata Ranch developers to release them from the Deed restrictions is reached (2003)

First annual open house held for neighbors and friends on September 13, 2003

Robert Irwin flies from Dry Creek to Dry Creek ... around the world in his Baron

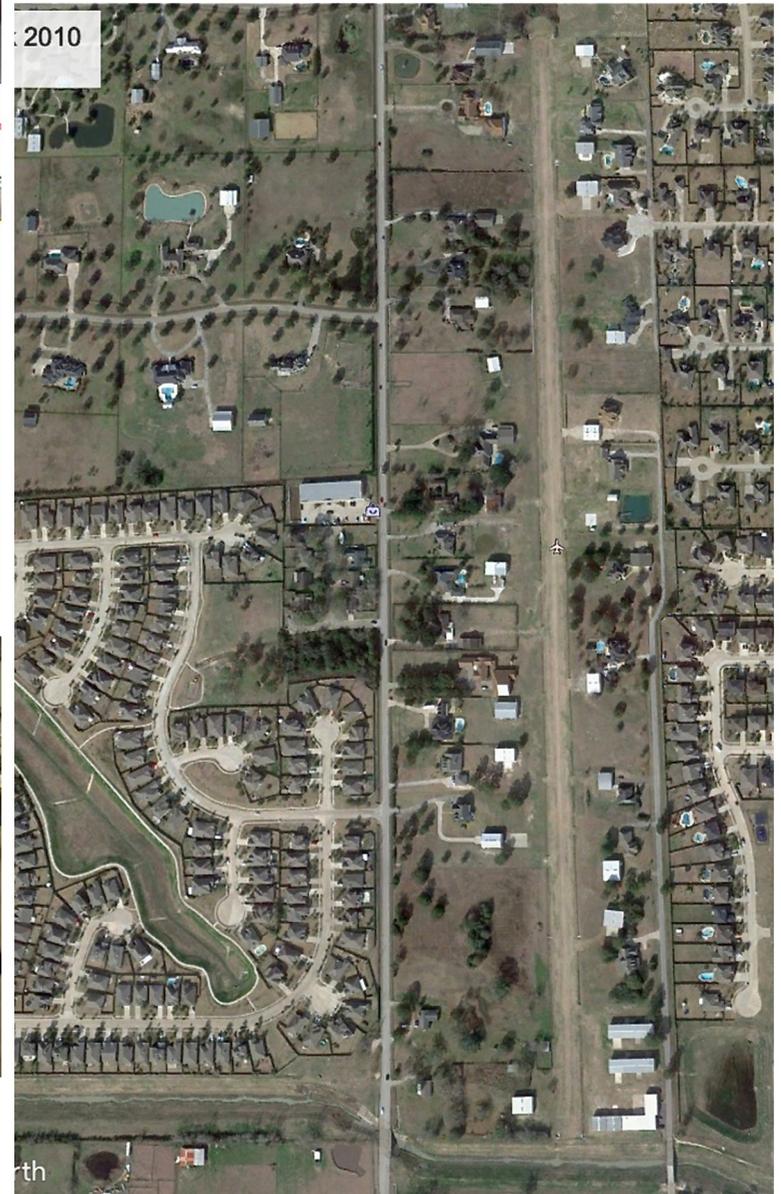




John Summer, Cleo Bickford, Ron Gragg, Pete Coffey and Terry Allen 2006



2005



2010

2004 - 2010

Fence on East side of Dry Creek Drive constructed (2004)

Beacon added (2005)

Cul-de-sac built (2005)

Instrument approach operational (2007)



Louise and Cleo Bickford 2009



2011 - 2013

PAPI system is installed (2013)

Second instrument approach is established (2013)

Odom's wedding (2013)



Mike Meadows, Gale Haskins and Gary Haley 2013

"Men in Black"



2014 - 2016

Two beloved people, Louise Bickford (2014) and Gale Haskins (2015), fly West
 New runway lights are installed (2014) as well as a new gate on Skinner Court (2016)

Steiger's (2014), Burger's (2016) and Meadows' (2016) are wed

Dry Creek experiences two 500-year flood events in 2016

Matthew Young (2015) and Ryan Young (2016) achieve their private pilot certificates





Saying goodbye to Weiser 2019



2017 - 2019

Pond improvements are made (2017)

Hurricane Harvey (500-year flood number three) hits Houston (2017)

Snow! (2017)

Lauren Jones (2018), Caitlin Bush (2018), and Trey Bush (2019) achieve their private pilot certificates

New beacon is installed (2017)

Weiser Airport officially closes Nov. 3, 2019



Biography of Cleo and Louise Bickford

Cleo Myrl Bickford was born December 7, 1924, to Frank and Anna Davis Bickford in Indianola, Oklahoma. He was a life-long resident of the Houston area. On May 25, 1943, he enlisted in the Army to serve his country during WWII in the Army Air Force as a radio operator on a B-17. He was stationed at Nuthamstead in England as part of the 398th Bomb Groups of the U.S. 8th Air Force. After being discharged, he attended the University of Houston, graduating with a degree as an ME. He joined the Air Reserve and subsequently was recalled to the USAF during the Korean War. While stationed in Idaho, he met and married his wife, Louise.

After a brief time working in Seattle for Boeing, he returned to Houston, and joined the Air National Guard at Ellington and retired as a rank of Major. He worked for Anderson-Greenwood and as a consultant for Presnal Engineering, designing aircraft and valves. The highlight of his employment during his 34+ years at Anderson-Greenwood was working on the design of a high-performance airplane, the Aries T250, taking it through certification and production.

His passion for flying led him to buying a Cessna 170, which became the mode of transportation for his family throughout the U.S., Canada and Alaska. As a charter member he helped form The International Cessna 170 Association in 1969 and attended every convention for 42 years. Cleo was proud of his design of the Cessna Association logo and also wrote The Cessna 170 Book, a definitive guide for 170 owners and enthusiasts.

Louise shared Cleo's love for flying, and after earning her pilot's license, Louise flew with the women pilots of the Ninety-Nines, and the Cessna 170 Association. Cleo and Louise owned N1821C, a Cessna 170B, and N4620C, a 1953 Cessna 170B. They also owned the serial number 1 prototype of the Aries T250, also known as Anderson-Greenwood 51 manufactured in 1976.

Cleo died November 20, 2010, followed by Louise on March 11, 2014.



Biography of John Kane

John Kane was born on August 22, 1922 in New Orleans, Louisiana, to Mary Amanda Brasill (Mae) and James Kane. John grew up in New Orleans and had a love of flying from the beginning.

He briefly attended Tulane University in 1941 where he studied Mechanical Engineering. Later, he studied Electrical Engineering at Delgado Trade School. In 1942 he was a flight instructor in Monroe, Louisiana and entered active service in the United States Army in 1944. During his time in service, the Army sent him to the Pacific, first to navigate and operate an "FS" boat and later to operate and maintain a sea-going tug.

He married Aimee Legeai Fortson ("B"), also of New Orleans, on December 17, 1943. He was discharged from the Army in 1946 and returned to New Orleans. In 1950 they moved to Houston, where he began flying a corporate plane for Eastern States Petroleum Company. The job quickly segued into a sales job for oil by-products. The majority of his working life was as an oil broker, but he also was involved in real estate and construction.

John founded the Houston Antique Airplane Association while at Dry Creek. With the passing of his wife, B, in 1989, he left Cypress and moved to Austin. John passed away on November 17, 2012.

