



# 59 GRAPEVINE *Waco, Texas*

3 Time National Award Winning Publication of  
EAA Chapter 59 ...and the **LAST WORD** on Sport Aviation in Texas!

December 2017 Edition  
Going Strong for 58 years!



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EAA Chap. 59 meets the 1st Sat. of each month at the EAA hangar (PWG)  
VISIT THE CHAPTER 59 WEB SITE AT:  
[WWW.eaa59.org](http://WWW.eaa59.org)  
\*READ THE CHAPTER 59 NEWSLETTER IN COLOR ON THE WORLDWIDE WEB\*



**Granbury RV-12 Youth Project** See page 4

**MEMBERSHIP:** Full membership in EAA Chapter 59 is \$25 per year. An EAA national membership is a requirement to become a voting member of EAA Chapter 59. After March 31st, a *pro-rata* membership is available to individuals and families desiring to join EAA Chapter 59. Send check payable to EA Chapter 59, c/o Stella Coomes, 10010 Ramblewood, Woodway, TX 76712

**NEWSLETTER SUBMITTALS:** The next *59 Grapevine* will be published on Dec. 20, 2017. Please submit inputs by **Dec. 10, 2017** to Homer Dale Cox: [hdcox1940@att.net](mailto:hdcox1940@att.net). Business card display ads available. \$10 per month or \$100 per year (two months free). Contact or mail ads to Stella Coomes, 10010 Ramblewood, Woodway, TX 76712

**CHAPTER 59 MEETS THE FIRST SATURDAY OF EACH MONTH FOR A BREAKFAST FLY/DRIVE-IN FROM 8 AM TO 10 AM, & SERVES LUNCH EACH THURSDAY AT 11:45 IN THE EAA HANGAR AT MCGREGOR EXECUTIVE AIRPORT (PWG).**

**EAA CHAPTER 59 - WACO, TEXAS**

<b>2017-2018 OFFICERS:</b>		
President . . . . .	Phil Perry	
Vice President . . . . .	David Wilson	
Treasurer . . . . .	Stella Coomes	
Secretary . . . . .	John Fry	
<b>OTHER MEMBERS OF THE BOARD:</b>		
Jon Botsford	Pat Baucom	H. D. Cox
Bob Stack	B. J. High	Jose Cano
Monty Suffern (P Pres)	Colleen Lawson (P VP)	
<b>CHAPTER 59 APPOINTED POSITIONS:</b>		
Technical Counselors:	Joel New	(254)867-0474
	Mike McMains	(254)715-4411
Flight Advisor:	Mike McMains	(254)715-4411
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Activities Coordinator	Kenny Grisham	

Food Coordinator	Open
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Assistant Editor. . .	Mike McMains
Assistant Editor. . .	John Fry
Assistant Editor. . .	Suzi Wiseman
Assistant Editor. . .	Anne Grisham
All Chapter 59 members.	(thanks)

If you like this newsletter, you can make it better. Send your input to: Homer Dale (hdcox1940@att.net) or Mike (covey534@hotmail.com).

**Board of Director's Meeting  
November 15, 2017**

**Attendance:** Jon Botsford, B.J.High, Jose Cano, Phil Perry, Bob Stack, Monty Suffern, Colleen Lawson, Ken Langley, John Lawson, Jacob Lawson, Jack Lee.

**Minutes of Previous meeting:** were approved on a motion by Jon Botsford/Jose Cano. There was no business arising from the minutes.

**Financial Report:** The treasurer supplied a financial report which showed income for the month of \$570 and expenditures of \$593.19. The financial status of the Chapter remains good. This statement was accepted on a motion by Colleen Lawson and Monty Suffern.

**Membership:** we have 79 paid members as of Nov 4 2017.

**Facilities:** We are still seeking a glass cabinet to store the remainder of the donated airplane models. Some power outlets on the south wall are not operating – Phil Perry will call Dennis from Mud-duck electric to attend to this problem. The upstairs air conditioning unit appears to have a stuck contactor and Bob Stack will attend to this problem.

**Executive Business:** The results of the Board Elections were counted and Jon Botsford, Larry Witt and Jose Cano were declared elected as the new class 2 Board members with a term which expires on Dec 31, 2019. A partially completed Waix could be available as a Chapter project and the pros and cons of submitting an application to accept this were discussed at length. Discussion centered around the requirement for young people

to be involved and the Eagles Nest program and STEM options were considered. On a motion from B.J. High and Bob Stack it was decided that we should proceed with this opportunity. A subcommittee of Phil Perry, Jon Botsford and B.J. High will write a submission document to be sent to John Egan at EAA National.

**Activities:** Phil Perry indicated that guest speakers from EAA National might be available for our end of year Christmas Party which is scheduled as a pot luck for Dec 6. Additional opportunities to discuss Chapter business with these speakers will be arranged if appropriate. A fly out to Big Bend State Park during Spring Break was suggested and Phil Perry will follow up on our options for this event.

**Other Business:**The option to continue lunch bunch as a non official Chapter activity was discussed. B.J. High outlined how this might proceed under the direction of Rita with backup from Beverley High. The meeting closed at 7:40 pm

*Monty Suffern, Secretary.*

**Compliments of:**

**Brent Mattson  
Brian Mattson  
Blake Mattson**

The EAA Chapter 59 Board of Directors meet each month at the Chapter 59 facility. The meeting is held the first Wednesday after the first Saturday (Pancake day) at 6:30 pm. All members are invited to observe Chapter 59 business and may schedule time to address the Board on Chapter matters or volunteer to help Chapter 59 move forward. December BOD meeting 12/06/17 is the Christmas party!



# NOTICES TO AIRMEN

## Chapter 59 Christmas Party Details Dec. 6th, 2017—6:30 pm

McGregor Airport, Chapter 59 Meeting room

Our annual Christmas party takes the place of the December BOD meeting.

All Chapter 59 members are encouraged to attend.

**This year it's "Bring a Dish"**

Meet a special guest from the Chapters Office at National HQ Oshkosh

**It's fly-in season in Texas.** Dust off the wings, air up the tires and enjoy the beautiful fall and winter weather. If you are too high tech to make a phone call, just send a text or e-mail everyone you know, and terrorize the skies as a group or gaggle. Let them know Chapter 59 has arrived. Check out the events calendar on page 11 and save those dates.

**Be a contributor to the Chapter 59 Grapevine.** Please send articles and/or photos to Homer Dale Cox by

the 10th of the month at [hdcox1940@att.net](mailto:hdcox1940@att.net) and copy Mike McMains, [covey534@hotmail.com](mailto:covey534@hotmail.com) The publication date is the 20th of each month.

We appreciate the hard work of those volunteers in the kitchen for our Thursday lunches & monthly breakfasts. Please remember to thank them for they great job they do, while the rest of us do what we do best- eat, socialize and eat some more.

Anytime our U.S. President is traveling, TFRs go with him. TFRs also go into place at sports and special events. A quick & handy source of planned TFRs can be found on the internet. **Just type in [www.faa.gov](http://www.faa.gov), then click on TFRs.** Mapped details are available there. It just takes a minute to do this before each flight. P-49 is now a 2 mile radius up to 2,000 feet MSL at the Bush Ranch, Crawford.

The **advertisers in this newsletter** help us to produce it and the web site at a minimal cost to the chapter. They are our sponsors and support us, so please support them. Don't forget to tell them you "saw it in the **59 Grapevine!**"

## Prez Sez - November 2017 –Phil Perry

December is here and my hope for you is that you all find many Aircraft Spruce boxes under your tree (or at least a few of their gift cards in your stocking).

This holiday season, I seem to be looking back more than usual and giving extra thought to the things I'm thankful for. That's probably because most of my RV-10 project is behind me and I'm not planning on spending every free minute I can find working on the project. I just seem to have more time to sit back with a cup of coffee and think.

One of the things I am most thankful for are the volunteers who shoulder the load for our chapter. I think back to Ken Langley who's never been asked to take care of our lawn, but he does it anyway. I think about Rita Penny who has consistently been there running the cash box on Thursdays. I think about John Lawson who, in our currently limited chapter communication framework, serves as the e-mail distribution point while we work on something more refined and better. I think of Mike McMains who helped Lambert, Monty, and me through the initial stages of getting our airplanes in the air for the first time. I think of our board members who serve our chapter as I stretch them into new areas. I am thankful for Jon Botsford's grocery shopping, BJ High's trash service, Colleen Lawson and Rayford Brown's mixing of pancake batter. And let's not forget Homer Dale Cox and Mike McMains who engage in a fistfight with the technology that gets this newsletter published.

See, I made the mistake of naming names and I know I didn't capture everyone. *This is where you come in...* Our awards banquet is coming up in February and I really don't want the aware recipients at that banquet to be an afterthought. I want you to e-mail me, [philperry9@gmail.com](mailto:philperry9@gmail.com), and let me know whom you nominate to be recognized as a chapter volunteer. I need your help in identifying all of our people who keep our chapter ticking.

Along the lines of the banquet conversation, our Christmas banquet is coming up on December 6<sup>th</sup> at 6:30 PM. We are asking everyone to bring a dish for the evening and hopefully our turnout is awesome. This year will be a little different as I invited a special guest to join us. This year, EAA national will be represented and they'll be giving us an update on what is happening in the Chapters Office of EAA national. So if you can join us, you need to!

As I wrap up, I want to wish each of you a peaceful and memorable holiday season. These short, colder days give each of us extra time in the easy chair to enjoy family, friends, and to reflect on the many things we have to be thankful for. My wish is for each one of you to have a peace-filled holiday season.

Phil Perry, President

**The next general Chapter 59 meeting will be the 8:00 –10:00 AM Pancake Breakfast on December 2, 2017 at the EAA Chapter 59 Hangar, Museum & Training Center.**



## Flights of Fancy -Homer Dale Cox

Saturday, October 21st wasn't exactly the best day for flying as Bob Brashear and I had to contend with a 1600' overcast in order to make a fly-in event at Granbury Airport. We did; however, find enough holes in the clouds to make the flight and were rewarded for our efforts.

Scheduled for airplanes and cars, the weather prevented the crowd hoped for. Still, those who braved the elements had a good time and were a part of something special.

The primary reason for the event was a fundraiser and dedication of a brand-spanking new RV-12 that students of Granbury High School had recently completed and were now scheduled to take a first ride. Time requirements had been flown off, but no students had been up, so this was to be a red-letter day (actually a purple) for the builders.

Tables and chairs were set up to accommodate folks who had negotiated the breakfast line and at times a seat was difficult to come by. Coffee was plentiful and came with the meal. Although the temperature wasn't particularly cold, you did have to hang on to your plate to keep the wind from dumping it in your lap.

School administrators, teachers, parents, students, mentors and all other interested townspeople were entertained by the High School Flag Corp as other students sold raffle tickets for various and sundry prizes donated by individuals and businesses from the area. All of this accompanied a scrambled egg and sausage burrito breakfast to further help defray expenses and raise funds for the recently completed airplane.

The unveiling came exactly on time after all the necessary thank you accolades and this beautiful bird was revealed to the public for the first time. Painted in Purple and

## Front page photo

501 (c ) (3) national organizations PLTW (Project Lead the Way) and Eagle Nest Projects were involved in this RV-12 build, as evidenced with signage on the aircraft, the names of all student builders and those of EAA Chapter 983 Granbury mentors who had been there from start to finish of this magnificent machine.



**A couple of Boeing/Stearman PT-17s were there for photo ops. This particular one is registered to a Granbury owner and has a 9 cyl Lycoming R 680 engine which actually makes it a PT-13 as opposed to the Continental R-670 on the PT-17. Both were underpowered with 220 hp radial engines. A shortage of Lycoming engines in 1940 forced the change.**

Gold (Granbury High School colors) with the Pirate mascot on the vertical stabilizer, the airplane was a grand picture of what these students and mentors had accomplished. This RV-12 is powered by the 100 hp Rotax and has some of the latest "glass" in the cockpit.

The first student to ride was a young lady who had participated in the build earlier and had returned from her first year in college to enjoy the fruit of her labor. She did justice to the famous RV grin after landing! -Homer Dale

*Photos continued on next page*

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**More photos from Granbury**



Always a nice looking ride! Someone has polished this little Ercoupe to a high luster. The red and navy trim really compliments their work.



The 1946 Champ may not have set any speed records, but they're still around and taught many post-war student pilots to fly using "conventional landing gear." This Aeronca 7AC had the factory standard, yellow and orange paint scheme.

First Saturday Breakfast this month found us trying something new and different from our usual blueberry pancakes when Rayford Brown mixed up some of his famous (at least he said they were) banana and pecan batter and fashioned some great tasting pancakes from it. All agreed that if they weren't famous, they should be! Of course, we still had blueberry for those who would not be swayed.

**Chapter 59 November  
Pancake Breakfast– Homer Dale**



Unfortunately for Daniel Tips and a couple of his friends from Plano, the grill was already closed when they arrived. Kathleen Brown wasn't about to let them go home hungry so she fixed them some "to-go" pancakes.

Next, their Bonanza wouldn't start and they had to have a tow over to JAG where the problem was remedied with a set of jumper cables. Some days things turn out well no matter what happens!

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## Chapter 59 History (part 4b)

**As promised, here is part 4b of the 3 part History of Chapter 59!**

In 1993, the year started off with "Keep 'em Flying" awards at the annual banquet for members Paul Fugate (P-40 replica) and Ron Shoup (RV-6A). Tony Bingelis had started his RV-3 project (his fourth RV), was still fine tuning his RV-6A, and spending over 50 hours a month on his *Sport Aviation* magazine articles. New Chapter 59 officers were Bill Tanner, President; Rick Bradley, V. Pres., and David McClellan, Sec/Treas. Member Jimmy Butth came up with a great idea to designate each Sunday at 3 pm as the time when members could gather for "hangar talk." Jimmy would publish a new list of airports designated each month in the newsletter.

The city of McGregor sponsored a poker run held by Chapter 59 in March at the McGregor Airport. Seventeen airplanes participated and Bob Brashear won the \$50 prize for best hand. In April, we held another fly-in at Heathrow Airport and members also attended the annual Sun 'n Fun event in Florida. Van's new RV-6T (which developed into the RV-7) was displayed and talked about by RV enthusiasts in the Chapter.



**John Foy shown here installing an Angle of Attack system in his newly completed RV-8 in December of 2002. This was Foyboy 6, John's 6th airplane completion.**



**Chapter 59 member Kit Murray in 2003 with a photo of him & Chuck Yeager, both setting records in the X-1A rocket plane, Yeager for speed, Kit for altitude.**

The May issue of the *59 Grapevine* had a big report on the Rocky Mountain Fly-in in Greeley, Colorado. Many pictures were taken of the trip made by members of our Chapter and Chapter 187 (Austin) flying as a group to the regional event. There was an article on the new Stewart S-51, a 7/10 scale P-51 replica causing much excitement. Chapter 59 members Larry Kelley (Sonerai II) and W.D. Brown (FP-404) both showed off their airplanes. A picture of the Phillips/McMains Champ in the process of being painted was shown.

In June, editor Noah McCullough wrote a great article on how he became hooked on the RV-4 after flying John Williams RV-3. In May of 1981 he talked Bob Brashear into a partnership on an RV-4 kit and by May of 1984 they had a flying airplane. Before long, Bob had become the RV guru of Texas helping Van's Aircraft and many builders solve construction issues. Bob had held a Central Texas RV Fly-in at his White Knuckle Airport for three years, but participation had grown so much that in 1993 it was moved to the municipal airport in Jacksonville, Texas. The Antique Airplane Association fly-in in Denton had a good Chapter 59 turnout with lots of great photos shown in the newsletter. A nice looking Stampe bi-plane intrigued our aerobatic enthusiasts. The Axtell Air Force held another beans & cornbread lunch at Wings for Christ airport.

Walt Edling had his RV-4 flying by August of 1993. Several Chapter 59 airplanes flew to Oshkosh that year and lots of pictures of the flight were published, mostly taken by Jake Witzel riding along in the RV-6 with

*Continued next page*

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**Chapter 59 History (cont'd.)**

Mike McMains. Editor Noah complained about the high price of fuel (\$2.25) at Springfield, Missouri.

Things were looking up at the McGregor Airport by September, with repairs of the runways being completed and a new FBO building constructed with Brazos Air as the friendly operators. The first private hangar was being built on the field by member John Foy. He had sold the airport manager on the idea of private hangars, which has paid off handsomely for the airport over the years.

A photo report in October showed Tony Bingelis, Seth Hancock and other Georgetown flyers at McGregor Airport for the fine lunch cuisine available across the road at Harris Creek Grocery. Noah was shown holding one of his famous bald tires which blew out at a fly-in in Georgetown. Cord had to be showing all the way around a tire before he considered it worn out!

Recklaw and Scott Field fly-ins were the big events for November with Dave & Judy Mason from the Flying M Ranch (Reklaw) attending the Grisham's Veterans Day event. Robert Toliver was pictured at Reklaw in the Kinner-powered, Fleet Model 7 he still owns.

It was reported in December that John Foy's hangar with its new epoxy coated floor was ready for the move-in and final assembly of his RV-6A. Jim Warren had his RV-4 fuel tanks out to clean them of sloshing



**Jim Frey showed up one day with the perfect retirement present Ruth got for him (in your dreams.) Well, at least he had permission and built this beautiful F-1 Rocket.**

compound that had begun flaking off. Noah McCullough was undergoing cataract surgery, and Tony Bingelis was already in the finishing stages with his RV-3 project.

1993 marked the year Bill Phillips began helping Noah with the newsletter by computerizing the contents, saving many hours of typing and pasting photos the old fashioned way.

Past President Eula Heath started the 1994 year out with a parachute free fall, courtesy of Chuck on their 25<sup>th</sup> wedding anniversary. Photos were taken in the air. Robert Toliver wrote a two-part series on the history of the Fleet Airplane Company. Robert's Fleet Model 7 was still a fine flying airplane at the time, and now awaits restoration. "Battles" between the Axtell Air Force and BRAT (a Scott Field "air force") were being reported with flour bombs peppering the two airport's runways.

Member John Martin was then stationed in the Panama Canal Zone and sent an article about his flying experiences there in ultralights for the February issue of the *Grapevine*. Rick and Debbie Bradley led the Jake Parrish Fly-by in their Taylorcraft. A report by Jim Warren detailed how he cleaned his RV-4 fuel tanks of flaking sloshing compound.

By March, the Phillips/McMains Champ restoration was complete and flying, "Operation Snowstorm" was launched by the Axtell Air Force on BRAT Headquarters, and Jim Teele's RV-6 project had a visit by the local RV builder's group. Brazos Air, the new McGregor FBO, held its grand opening celebration with free barbeque, beans

*Continued next page*



**Our own Pam Brown, at the 2003 Low & Slow Fly-in at PWG. Pam could fly there nonstop from the Valley Mills airport in her powered parachute if headwinds were light!**

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**Chapter 59 History (cont'd.)**

and live country music. What more could you ask for?

The Red Baron Stearman Flight Team stopped by the McGregor Airport in April, and by May John Foy was flying his new RV-6A. John graciously offered his hangar for Mike McMains' RV-4 project, and was a great help in the construction over the next 3 years. Not to be outdone by Eula Heath, Joe Stahl completed a parachute jump on his 80<sup>th</sup> birthday, in May. Exciting news at Brazos Air in May concerned their chief pilot ditching the company Malibu in the Gulf of Mexico. He gave a stirring report on this adventure at our monthly meeting. A photo in the May issue of the *Grapevine* showed RAM Aircraft maintenance inspector, Robert Franklin with his Luscombe, which won the 65 hp class at the Sun "N Fun air races.

In June, Chapter 59 flew 43 Young Eagles for the first time, with Joe Nemmer heading up the event. Jim Hail made his first flight in his RV-6A in June and made a report on this milestone in the July issue of the *Grapevine*. Jim was featured in that same issue. His first flying lessons were in a Luscombe before a stint in the Navy. He then studied at West Texas State, earning his Ph.D. Jim taught psychology at MCC for most of his career in Waco and spent about 7 years building his beautiful RV-6A. The July issue also included John Foy's report on the Arlington Regional Fly-in in Washington and a report on the AAA event in Denton.

By August, Paul Fugate's P-40 was back at the McGregor

Airport with its new and improved landing gear system, and in September new owners of Heathrow Airport, Dan & Joyce McKee, were welcomed at the Chapter 59 meeting. A photo in the September *Grapevine* showed Jim Warren and John Foy standing in front of an S-51 (P-51 replica) at Oshkosh. Wheels could be seen turning in John's head. Several reports on this new design by his friend, Jim Stewart, had been published in prior issues of our newsletter.



Everyone loved Elwin Cook and looked forward to his "Sonex Diary" articles of trials & tribulations building his Sonex.

Elections for the 1995-6 years were held in October with Bill Wallace as president, Larry Bartosh VP, and Rob Womack Sec/Treasurer. Larry Witt completed painting his 1947 Bonanza and photo reports from Oshkosh and SWRFI were featured in the newsletter.

Twenty-one airplanes were counted at the Veteran's Day Fly-in at Scott field in November. A new member, Jim Frey, was welcomed into Chapter 59, and a report was given on a soggy but successful Reklaw fly-in.

The December issue of the 59 *Grapevine* closed out the year with a photo of Rob Womack's Baby Ace project. Rob, it was noted, got his first airplane ride at age 13 in a J-3 Cub. The very active Axtell Air Force gave another good report and Noah McCullough turned the newsletter helm over to Bill Phillips after 12 years of excellent stewardship and countless hours of hard work.  
-McMains



At OSH 2004, some of the usual suspects Jim Skinner & wife, Elwin Cook, Emmett Craver, and Jon Botsford.

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## EAA Chapter 59 museum update

### Pobjoy Engine

When long time Chapter 59 member and antique aviation collector, Nick Pocock, died, a rare Pobjoy radial engine was donated to our museum. It has since been passed around awaiting fabrication of a display stand. Thanks to some donated welding by chapter members and a donation of precut tubing by member Mike Hail, the engine should be on display soon.

The Pobjoy is a small 7- cylinder radial engine purchased from a dealer at the annual Antique Airplane Association national fly-in (Blakesburg) in 2007 by Nick, It is incomplete, lacking one cylinder and the nose case, but those missing parts have the advantage of allowing a view of the interior of a radial engine.

Nick had seen Pobjoy powered Comper Swifts flying, but had not flown one. Circa 1960 he had the doubtful honor to stand by the throttle and magneto switches while a friend hand propped one, and managed to get his shirt spattered with oil.

An unusual use of four Pobjoy engines was to power a scale pre-production model of the giant Short Stirling WW2 bomber. A more detailed description, history, and technical details will accompany the displayed engine.

## Chapter 59 Members Projects

*If your project isn't listed, let us know. We would like an update and photo for the newsletter. This list includes total restorations or construction projects.*

Ernie Achterman	Funk B85C
Pat Baucom/ Ron Porter	RV-6A
Phil Davis	RV-7
Rick Fields	Ryan PT-22
John Fry	Cessna 172
Terry Gerdes	RV-7
Russell Hall	Lil' Buzzard
Rick Hingtgen	Kolb Firefly
Johnnie Holick	CX-4
Ken Langley	RV-7
John Lawson	Maule M6-235
Eddie Poteet	Zenith 750
Andrew Womack	Zenith 701



The photo on the left is the rare Pobjoy seven cylinder radial engine donated to the Chapter. It will make a nice display even with one cylinder missing.

Volunteer help has improved the corner display of the unique P-40 scale replica. All the stuff pushed up under the display has been removed, the plane dusted off and it resumes its rightful place as our most valuable museum item. In the foreground, you can see also that the 4 foot shear and the two leaf brakes have been cleaned and position so they are immediately usable for any Chapter 59 member.



## Flight Advisor –McMains

### Adding Professionalism to your Flying Repertoire

The flying season in Texas includes most of winter and that means it's time to get out and enjoy our aircraft to the fullest, and spend time in the traffic pattern without sweat pouring into our eyes. By reviewing a few really important techniques, you can maximize the fun factor in your flights in the year ahead and, as an added bonus, maximize safety, too.

Here's a few techniques professional pilots use on every flight.

1. **Plan the flight. Fly the plan.** This is an old saying that basically means you need to have a clear picture in mind before you take off of where you're going and how you will get there before you take off. A backup plan in your hip pocket can only add to the safety and professional attitude you will exude with your superior forethought and wisdom.
2. **Know when to hold'em, know when to fold'em.** I stole that from an old song but it seems to fit well for take-offs and landings, the phases of flight most pilots bend metal in. The pros all calculate a speed at which there is not enough runway remaining to safely stop on, i.e. a go speed where you are committed to take-off. We consider what conditions we will fly off the ground with and which ones we will definitely not fly with before taking off. With our small airplanes, the shorter grass strips are the ones where this is particularly vital for safety. On a 2,000 foot runway with trees on the end, for example, I may decide to immediately reject the take-off if I don't have lift-off speed and a good sounding engine by halfway down the runway. That decision will need to be made quickly, so we review it before each take-off and adjust the go/no go point to the current conditions.
3. **The landing phase.** Covering this half of the take-off/landing thing separately, once again, field length is an important planning consideration. A professional pilot will always have a touchdown zone picked and have the go-around procedure reviewed before starting the approach. If you just floated past the touchdown zone, this is not the time to decide whether you can safely land or to figure out the procedure for going around. Know what you are going to do and if in

doubt, go around. The mantra for a safe landing is "on speed, on profile, in the touch-down zone." In the airlines it's called a stabilized approach. If you are not used to the extremes in runway dimensions (long and wide vs. short, narrow, with tall trees), practice landings at Waco Regional as well as Scott Field before heading cross country to unknown and exotic locales. Landing profiles are not always the same, but you really need to be familiar with any type approach you are about to commence.

4. **Communicate.** This is a challenge for many recreational pilots simply because you just don't get enough practice. You really need to be comfortable with proper and concise "pilot/controller speak" and you only gain that proficiency through practice. It's a bit like learning a foreign language. If you monitor Waco Approach or Tower on each local flight you will really gain a lot just listening and thinking about how you would interact with them. If you are alone, you can talk out loud to yourself with practice communications while monitoring those frequencies. No one will think you're crazy (though you may well be) since they'll never hear you! Then go into their airspace occasionally just so you can practice the real thing. They usually aren't too busy at ACT and helping you out is part of their job. At uncontrolled airports, listening for other aircraft and other traffic advisories well before entering the area will help you figure out a lot about what's going on there. However, if you and other pilots keep your mouths shut until entering the pattern, you may be in for unanticipated and unnecessary surprises. Remember that the unicom frequencies are used by many airports in the area, so clear and concise calls are appreciated and will make you sound like you know what you're doing. Practice is the only way you will get good at these procedures.
5. **Practice.** All these things take practice. You may have been the Ace of the Base at one time, but if you have not kept in practice over the years, you will not be proficient. Don't start getting proficient on your way to a big fly-in many miles away. You may embarrass yourself or worse. Flying is great fun but it is most fun when you are proficient and confident in every phase of flight. —McMains

### Metaphor or Simile?

**Metaphor:** "That airplane was my rocket ship to another planet."  
**Simile:** "That biplane had the gliding qualities of a manhole cover."



**CALENDAR OF EVENTS:**

<b>Every 1st Sat.</b>	<b>Waco, TX</b>	<b>Pancake Breakfast Fly-in</b>	McGregor Airport (KPWG) 8-10 am
<b>Every 2nd. Sat.</b>	Groesbeck, TX	<b>Second Saturday Sundaes</b> (seasonal)	Fort Parker Flying Field (01TS)
<b>Every 3rd Sat.</b>	Jasper, TX	<b>Free BBQ lunch Fly-in</b>	Jasper County Airport (KJAS) -fuel discount
<b>Every 4th Sat.</b>	Granbury, TX	<b>Granbury Airport Pancake Breakfast</b>	Granbury Airport (KGDJ)
<b>Every 5th Sat.</b>	Cleburne, TX	<b>Pancake Breakfast Fly-in</b>	8 am-11:00 Cleburne Municipal Airport (KCPT)
<b>Dec 2, 2017</b>	<b>Waco, TX</b>	<b>Pancake Breakfast Fly-in</b>	McGregor Airport (KPWG) 7:30-10 am
<b>Dec 6, 2017</b>	<b>Waco, TX</b>	<b>Chapter 59 Christmas Party</b>	McGregor Airport (KPWG)
<b>Mar 24, 2018</b>	<b>Lago Vista, TX</b>	<b>Weather Challenge Seminar &amp; Pancake Breakfast</b>	Lago Vista Airport (KRYW)
<b>Apr 10-15,2018</b>	<b>Lakeland, FL</b>	<b>Sun N' Fun Fly-in</b>	Lakeland Linder Regional Airport (KLAL)
<b>July 23-29,2018</b>	<b>Oshkosh, WI</b>	<b>Airventure 2018</b>	Wittman Regional Airport (KOSH)

**A bad simile:**

**“The little airplane gently drifted across the sky exactly the way a bowling ball wouldn't. “**

**Chapter 59 Events**

Dec 6, 2017	<b>Chapter 59 Christmas Party</b>	6:30 pm	EAA hangar dining room
Every 1st Sat.	<b>Pancake Breakfast Fly-in</b>	8-10 am	EAA hangar (PWG)
Every Thursday	<b>Thursday Lunch Bunch</b>	11:45 am	EAA hangar (PWG)
Wed. after 1st. Sat.	<b>Chap. 59 Board of Directors meet</b>	6:30 pm	EAA hangar (PWG)

**Membership dues for 2017 are now due.** Our fiscal year begins on January 1st and it would really help accounting if everyone would take care of this in a timely manner. Current membership totals 88 for the year ending in 2016. At this time, we have 75 members paid up for the 2017 year.

Please use the form below to register the needed information and either mail your check or bring it to the hangar for Stella Coomes to post.

**EAA CHAPTER 59 MEMBERSHIP RENEWAL FORM**

**First Name:** \_\_\_\_\_ **D.O.B.** \_\_\_\_\_

**Last Name:** \_\_\_\_\_

**Co-Pilot:** \_\_\_\_\_ **D.O.B.** \_\_\_\_\_

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

**City:** \_\_\_\_\_ **State:** \_\_\_\_\_ **Zip:** \_\_\_\_\_

**Phone:** \_\_\_\_\_ **Cell:** \_\_\_\_\_

**Email Address:** \_\_\_\_\_

**EAA National #:** \_\_\_\_\_ **Natl. expiration date:** \_\_\_\_\_

**Plane type/Project:** \_\_\_\_\_ **N #:** \_\_\_\_\_

Membership: Full membership in Chapter 59 is \$25 per year. Introductory memberships are available for \$15 (first year only). Year begins in January for all members. Associate memberships are available for \$15. Student memberships are also available (\$6 for 6 mo.) upon proof of enrollment. Regular members are required to join National EAA after introductory year. Make payment to EAA Chapter 59. Mail to: Stella Coomes, 10010 Ramblewood, Woodway, TX 76712.

**CLASSIFIEDS:**

**For Sale:**

1997 RV-6, 800 hrs on 180 hp Lycoming w/Hartzell CS prop. Sky-Tec starter, sump heater, oil temp control, 2" exhaust pipes. Steam gauges include fuel flow meter. Garmin 250 XL Nav/Com radio w/GPS. AT 165 Transponder, Nav/Aid autopilot (tracking), Tru-Trak autopilot (altitude hold)  
Contact owner/builder Bob Brashear 254-652-1021

1959 Cessna 175, Low Hours frame and engine, Red and White, \$25,000 OBO  
1973 Gruman Traveler, 4 seater, Teal Blue and White, low time factory engine, \$25,000 OBO  
Contact Jerry McClung: 254-760-6460

New O-360-A1A Lycoming 4 cylinder aircraft engine assembled by Texas Engine Service from all parts from ECI and Superior Air Parts. Engine is set up for constant speed propeller. This engine is for experimental aircraft only! Call for more info and price. 512-864-5529

Wanted: Aircraft tools. 2x or 3x rivet gun, dimpler, cleco pliers along with clecos, cylinder head wrenches and misc. tools for general aviation aircraft, RV-6 parts and instruments. Contact Pat at 254-379-1382.

FROM: Phil Perry  
EAA Chapter 59  
210 Oak Creek Circle  
McGregor, TX 76657

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