



# 59 GRAPEVINE *Waco, Texas*

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

July 2017 Edition  
Going Strong for 57 years!

EAA Chap. 59 meets the 1st Sat. of each month at the EAA hangar (PWG)  
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Jose Cano's L-4B is about to fly off to it's home in Clifton, Texas after a new engine with 20 more horsepower has taken the place of the former 65 hp. See more of this plane on page 5.

**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

**NEWSLETTER SUBMITTALS:** The next *59 Grapevine* will be published on July 20, 2017. Please submit inputs by **July 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.....	Jeff Cook	
<b>OTHER MEMBERS OF THE BOARD:</b>		
Jon Botsford	Pat Baucom	H. D. Cox
John Fry	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
Membership Coordinator:	Pam Brown	(254)723-2558
Building Ops. Chair:	Bob Coomes	(254)715-5117
Activities Coordinator	Kenny Grisham	

Food Coordinator	Open
Webmaster	Ken Langley
Historian/Librarian	Jay Powell
Young Eagles Coordinator	open
Newsletter Staff	
Editor . . . . .	Homer Dale Cox
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 Mtg  
June 7th , 2017**

**Board Members present:** Phillip Perry, David Wilson, Stella Coomes, John Fry, Homer Dale Cox, BJ High, Pat Baucom, Colleen Lawson.

**Minutes of Previous Meeting:** The published minutes of the previous meeting were approved by Colleen Lawson and seconded by Stella Coomes.

**Financial Update:** Stella Coomes presented the financial report for the chapter. It was approved as presented by Phil Perry and seconded by Colleen Lawson. The financial report has been posted at the hangar for members to review.

**Facilities:** No items were reported as repaired since the last board meeting. The stand-up freezer in the kitchen was reported to have failed and some food was lost as a result. The board approved a maximum of \$750 to replace the freezer with another new freezer with a warranty. Stella Coomes was assigned responsibility for selecting the freezer and making the purchase.

Phil Perry has fully moved his RV-10 out of the chapter hangar and Pat Baucom moved his project plane into the vacant location. Kenny Young expressed an interest in taking Monty's building space once Monty's space becomes available.

**Executive Business:** It was reported by Colleen Lawson that no scholarship applications have been received as of the meeting time and that we need may need to reach out to other areas to help market the availability of the scholarship.

The board was reminded that the FAAST has the building reserved the evening of July 20<sup>th</sup>.

The approved by-law modifications were signed by Phil Perry, Stella Coomes, and David Wilson. They are still awaiting a signature by Jeff Cook, who was unavailable at the time of the meeting. Phil Perry took responsibility for getting Jeff Cook's signature.

The commuting schedule of chapter secretary, Jeff Cook, has made him unavailable for a number of meetings. He asked to be relieved

of his position as soon as practical. The board agreed to relieve Mr. Cook of his position on 7/1/2017 and chapter President, Phil Perry, appointed John Fry as secretary effective 7/1/2017 until 12/31/2018.

The appointment of John Fry created a Class 2 Director vacancy. Chapter President, Phil Perry, appointed Robert Stack to fill the vacant roll through December 31, 2017.

Phil Perry reported that he Mayborn Museum has expressed an interest in helping our chapter develop a series of museum exhibits. He reported that a possible option might be to create a series of traveling exhibits that could be rented out by museums to be displayed as traveling exhibits. Mr. Perry asked if this is something the board would like to explore and the board approved to continue the fact finding mission and determine if this was an effective and sustainable way for the chapter to reach more people with regards to aviation education, while also creating an income stream to help develop and maintain the exhibits. The board approved to continue investigating.

**Activites:** Lunch Bunch Coverage: 6/15 (Perry) 6/22 (Open) 6/29 (Open) 7/6 (Baucom)

Scott Field Cookout is scheduled for June 10<sup>th</sup>. Jon Botsford has responsibility for the grill and Phil Perry has responsibility for the food and drink purchases.

July Ice Cream social is scheduled for July 15<sup>th</sup> from noon to 2pm.

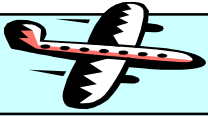
Phil Perry is looking at scheduling a fall date-nite flyout for the chapter members in October at the Hangar Hotel in Fredericksburg. He will report back with exact dates and costs. The estimated date is the weekend of October 20<sup>th</sup>.

**Other Business:**

The City of Waco has plans to expand their landfill westward toward the KPWG airport. There has been a new association developed to fight the expansion as it puts the landfill under-

See minutes on page 6

**The next general Chapter 59 meeting will be the 8:00 –10:00 AM Pancake Breakfast on ,  
July 1, 2017 at the EAA Chapter 59 Hangar, Museum & Training Center.**



# NOTICES TO AIRMEN

**Scholarship** applications are now being accepted by the chapter. **Eligibility** for this scholarship can be reviewed on the Chapter 59 Website. **Applications will be accepted until September 1st and the winner will be announced at the November pancake breakfast.** If you know of anyone interested in applying for this \$1000 scholarship, please make them aware of the opportunity.

**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 - July, 2017

Prez Sez - July 2017

Welcome to July where the heat is everywhere, the bumps in the sky are always lurking unseen to welcome you back where you want to be – flying! I don't like flying in bumps much, but I do like to fly even if it's a bit bumpy. Just climb to get above them, enjoy the cooler temps, and watch the countryside creep by below you. July isn't a fun month to fly in, but we're going to do our best to make it better.

On July 15<sup>th</sup>, we are going to host a homemade ice cream fly-in. That's something pretty unique and hopefully we can get a few people flying out to take part. I'll stop whatever I'm doing for homemade ice cream, I don't need to fly to get there. So hopefully if we combine flying and homemade ice cream we'll be able to start a new summer-time tradition for the chapter! If you can make a batch of ice cream, PLEASE let me know. We need people to make ice cream at home and bring to the event. We will also be serving burgers and all the proceeds benefit our scholarship fund.

Speaking of July, July is the month that we lock-down our voting members for the upcoming elections. If you haven't joined our chapter yet, and would like to vote in the upcoming board of director elections, you must have your membership paid before the July meeting on the evening of July 5<sup>th</sup>. So please take a moment to visit our website at [EAA59.ORG](http://EAA59.ORG) and complete your membership application.

Finally, I'd like to congratulate Lambert Havelka on a major milestone for his RV-10 project. Lambert spent nearly 8 years building his airplane and he received his airworthiness certificate earlier this month. The first flight has been completed and now he is working through the Phase 1 process.

This has been a phenomenal 6 months for our chapter up to this point with regards to aircraft we are releasing into the big blue (bumpy) sky. Monty flew his Velocity project. I flew my RV-10 project. And now Lambert has seen his RV-10 take to the skies as well. Three big project completed all within 6 months of each other is a pretty cool deal for the chapter. I'm glad we've got active members building and restoring planes.

Finally, and certainly not least, this is the month for OSH-KOSH! I hope you make some room on your schedule and find a way to get up there. Talk with your fellow members about ride sharing and accommodations. I'd love to see a bunch of our members, and their aircraft, represented on Wittman Field. I'm planning on making it and I hope you do too. AirVenture is the pinnacle of what we do as pilots, builders, and just regular old aviation junkies. Get up there.... You won't have a bad time... I promise.

Blue Skies and Tailwinds!

Phil

### Basic Med

It was a dark and stormy night. Not really. In fact, it was a very ordinary morning back in the 1990s when I called on the local AME to renew my 3<sup>rd</sup> class medical for another three years. It was only then that clouds began to gather which quickly covered up a clear blue sky.

After the lab work, the Dr. informed me that I had developed type II diabetes and he would not be able to grant my medical. I would have to contact the powers that be in Oklahoma City and get approval if I wanted to keep flying. The FAA Medical Examiner there promptly suspended my license for 6 months in order for me to demonstrate my control of the diabetes with diet, exercise and approved drugs after which my request would be reconsidered. Of course I did what they asked and was granted a “special issuance medical” good for 1 year.

That was several years ago and the downside to that bit of good news was that I would have to be approved for a one year 3<sup>rd</sup> class medical each and every year I continued to fly. This meant that once a year I would go first to the ophthalmologist for a complete eye exam. He would then at his convenience send me a copy of the results and a letter confirming I could still see. I would then visit my Primary Care Physician for a complete physical exam along with labs and wait for those results and his letter confirming my current health. Thirdly, with those reports and letters in hand, I would make an appointment with the AME and present same to him. He; in turn, would review them, give me another exam and issue me a temporary medical until his report could be reviewed by the guy in Oklahoma City. After some weeks, my “special issuance” would come by mail cautioning that it was only good for one year (generally 10 months by then) from the date of my last exams at which time I would repeat the process described above. Notice here that I have not mentioned money spent.

I watched with great trepidation and crossed fingers (along with thousands of other pilots) as General Aviation advocates; the FAA and Congressmen kicked the Pilot’s Bill of Rights 2 “can” down the road beginning in 2012 until all those involved were mostly happy and President Obama actually signed the Basic Med law into effect in July of 2016.

The FAA was still given several months to accept, reject or amend this new law governing 3rd class pilot medicals and the limits placed on them should they choose to go the way of Basic Med. And here is where they got it right!

Nothing was changed and the law went into effect on May 1<sup>st</sup>, 2017.

Starting on that date, thousands of pilots holding or who had previously held valid 3<sup>rd</sup> class medicals within the past 10 years were able to visit any Medical Doctor and get a complete physical without involving an AME and the FAA. If that physical proved positive, they could then have the Dr. sign an affirming statement, give them a copy of the exam results to carry in their logbook and be qualified.

This is not a fairytale! I have been there and done that. And I was not the first to take advantage of this new law. A current EAA article states that there were already 1500 pilots ahead of me when I went in to visit my Primary Care Physician on May the 22<sup>nd</sup>.

I have purposely simplified the above because there are stipulations as in everything governmental; however, the fact remains that I can now legally go and fly with a valid 3<sup>rd</sup> class medical without all the bother, time and money I was spending just one year ago to exercise that privilege.

I would encourage anyone in the same “cockpit” to go and try it.

~Cox

The irony of getting my medical through Basic Med is: the day after I got it, the airplane sold...



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## Jose Cano's L- 4B



As you can see, not everyone in EAA is going for the glass cockpit. Some are really into the basics! Jose is finally getting to put wings to his dreams as his Cub has taken to the sky. Now sporting an 85 hp, this little piece of history is a sight to behold.

After more than a fair amount of trouble with oil leaks arising with new cylinder installations, all seems to be well and Jose is also.

To know Jose is to know his airplane. His degree in Animal Science/Wildlife Management has served him well. After a long career in that field of endeavor; (this guy can tell some great stories) he retired to make himself available to landowners who need his unique abilities and Jose is their "go-to" guy. The L-4B is a perfect fit for the work required and he really looks at home in it.

Coming back in after some time in the pattern and to verify that problems are solved, the little "warbird" appears ready for some serious observation work.



I was standing close by with a look of wistful nostalgia and Jose offered me a ride before he flew off to his home in Clifton. Above he is pointing out there are no instruments to fret with in the back seat - something I had picked up on as I climbed in... Wow, this is what I remember when my father took me for my first ever ride in a J-3 back in '48.

Looking over the pilot's shoulder I see the tach registering 2400 rpm and the air speed indicating 55 mph as we climb to pattern altitude. With the right side dropped and the window latched to the wing, an unobstructed view of the ground floats by and I think, "Dang, I believe even I could shoot a hog or a coyote from here."



## Lunch Bunch June 1st

Today turned out to be a good day to go flying although it came a little late for some pilots. Shown below are a few of the lunch crowd that sampled Jack Lee's made from scratch chicken pot pie; however, most diners came in their cars.



Al Sidaras of Salada, TX, proved to be the lone exception when he flew his 172B up from Georgetown. The patriotic paintjob has great curb appeal and most people are reluctant to believe this airplane is over 55 years old. I believe the panel to be much newer. When Al comes back, I hope to get a peek at the cabin.



Monday, June 6th found your editor and Bob Brashear up mid-morning among the clouds and dodging rain showers. After stopping at Hillsboro for some fuel, we decided to go by Clifton and visit with a long time friend and newsletter sponsor, Tim Talley who owns and operates Clifton Aero.

Tim recently purchased an Aeronca Sedan for rebuilding and upon closer examination, Bob decided the plane would look better on him. The picture on the right is Tim explaining to Bob, "You can't be serious, I just got it."



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### Minutes continued from page 2

neath the flight paths of two KPWG runways. Our chapter isn't taking an active role in fighting the expansion, however we will be represented at the meetings. Pat Baucom agreed to be the representative from our EAA chapter who attends the meetings of this newly formed association.

The Pedal Plane project hasn't started rolling yet and we need to get the kits ordered so we can begin construction of the toys before Christmas season. Phil Perry took responsibility for ordering the kits.

---- Meeting was closed by Phil Perry

## Out and About

On a recent fly-out to Brady, I met Charlie Kearns who landed just ahead of us in his RV-8. All decked out in Air Force trappings, I can see why his plane is named "Lucky Boy" because it must be a great feeling to own this fine looking bird.



Lucky Boy received its airworthiness certificate back in 2009 so Charlie has already had many hours of enjoyment in flying this Van's tandem seating design.

Charlie had some business to conduct in Brady and says this airplane gets him where he wants to go in a hurry. He also has a Cessna 182 for a heavy-hauler or when he's not in a rush.

Charlie was getting re-acquainted with Bob Brashear while I admired the RV. I keep thinking I'm going to meet someone who doesn't know Bob, but so far, that hasn't happened.



Also found this well-known P-51 on the apron at Brady during a recent Fly-in. Pecos Bill is piloted by Cowden Ward and is part of the Freedom Flyers (501 c3) from Burnet, TX.

**Freedom Flyers work in several areas; however, they are primarily involved with (1) STEM (Science, Technology, Engineering and Math) educational programs for young people. (2) Honoring our veterans and (3) Humanitarian outreach with air transportation to those who can least afford it.**

You'll likely to see this plane at any air-show as Cowden makes every effort to have it available for Veterans (particularly WWII) who might go for a ride. Pecos Bill is one of a few Mustangs that have the second seat. Of course that makes it extremely attractive to air show organizers and doubly so since Freedom Flyers offer free rides to the veterans whenever possible.

Cowden has owned the aircraft since 2009 and has flown it to Oshkosh the last few years. You'll find it featured online in several past AirVenture articles..



## Member Projects



Clockwise from upper left: (1) Secured on the trailer and ready to run through the wash, (2) Transported to hangar and about to be unloaded, (3) In temporary home at Chapter 59's hangar, (4) The Lycoming O320 still needs a little work before mounting, (5) The firewall required some straightening and refitting before being removed to allow "plumbing" to continue.

Space became available in the EAA hangar when Phil Perry began flying the hours off his RV-10 previously stored here.



### 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
Chuck Bugar	Rotorway 162F
Phil Davis	RV-7
Rick Fields	Ryan PT-22
John Fry	Cessna 172
Terry Gerdes	RV-7
Russell Hall	Lil' Buzzard
Lambert Havelka	RV-10
Rick Hingtgen	Kolb Firefly
Johnnie Holick	CX-4
Ken Langley	RV-7
John Lawson	Maule M6-235
Phillip Perry	RV-10
Eddie Poteet	Zenith 750
James Rekieta	Rans S-7S
Monty Suffern	Velocity

The annual Ann Grisham Picnic was held at Scott field on Saturday evening June 6th. This event is always one to enjoy so everyone keeps their calendars marked. If the weather doesn't guarantee a good turnout, Professor Botford's burgers will!



On the near right, Colleen, Ann and Margie are intent on some matter of grave importance.

While on the far right, Beau, Jon, Phil and Pat aren't intent, they're merely content - with whatever.

Pictured below are some of the folks enjoying the breeze and a little conversation.



Jeff Orr has recently retired from his job as Air Traffic Controller at Waco Regional and now has more time to devote to flying his Cessna 150 when he's not busy with yard work. He said that today was definitely made for flying and not working.

Jeff also tells us that he'll be showing up at more Chapter functions now that his schedule has changed.

Our Membership Coordinator, Pam Brown informs us that we Now have 69 "paid" members on our roll. In years past, we have had probably twice that many so should you read this and know that you aren't currently a paid member, please correct that. If you know someone who has forgotten to pay their dues, please remind them and if you know someone whom you believe might like to become a member, tell them how to go about it. We're here to promote aviation.





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**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>June 24, 2017</b>	<b>Granbury, TX</b>	<b>Pancake Breakfast, Granbury Airport, (KGDJ)</b>
<b>July 1, 2017</b>	<b>Cleburne, TX</b>	<b>TX Airshow &amp; Auto Expo. Cleburne Airport (KCPT)</b>
<b>July 24-30, 2017</b>	<b>Oshkosh, WI</b>	<b>AirVenture 2017, Wittman Field, Oshkosh WI, (KOSH)</b>
<b>Sept 23, 2017</b>	<b>Terrell, TX</b>	<b>Flights of Our Fathers Airshow, Terrell, TX (KTRL)</b>
<b>Sept 29, Oct 1</b>	<b>Hondo, TX</b>	<b>4 Annual TX STOL Roundup, (KHDO)</b>
<b>Oct 14, 2017</b>	<b>Marion, TX</b>	<b>Zuehl Fly-in, Wings and Wheels, (1TE4)</b>

*Nothing great was ever achieved without enthusiasm.*

*Ralph Waldo Emerson*

**Chapter 59 Events**

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)

**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, I do not have an exact of 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:**

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

1975 Cessna 150: Location Mexia, TX (KLXY) Airplane has been sitting for several years. MUST SELL! TTAF 4020, TSMO 2040, Time on #1, 2, and 3 cylinders 30, 40, & 50 respectively. Compressions in April 2010, 70/80, 70/80, 70/80, 73/80, All Ads completed. New wires, slick mags, plugs 10/2007. New rear window 10/2007, new fuel caps, master switch 7/2008. Interior 7, Exterior 8+. No damage history, full logs since new, never a trainer. KT76A Mode C, tested and certified April 2010. Cessna 300 NAV/COM, STC Auto Fuel, 2 place intercom. Asking \$13,000 OBO. Contact (rpmckinley@embarqmail)

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

**FIRST CLASS MAIL – PLEASE FORWARD**

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