



59 GRAPEVINE *Waco, Texas*

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

October 2017 Edition
Going Strong for 58 years!



Inside this issue:

| | |
|--------------------------|-------|
| BOD Minutes..... | P. 2 |
| NOTAMS..... | P. 3 |
| Prez Says..... | P. 3 |
| History Revisited .. | P. 4 |
| History | P. 5 |
| History..... | P. 6 |
| History | P. 7 |
| Member Projects | P. 9 |
| 1st Sat Brkfst | P. 9 |
| Calendar of Events | P. 11 |
| Classified Ads | P. 12 |

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
READ THE CHAPTER 59 NEWSLETTER IN COLOR ON THE WORLDWIDE WEB



The “graybeards” of Chapter 59 will recognize this group of members. This is the Axtell Air Force, an important sub-group in our Chapter for many years. In the years when other members got a bit lazy, these folks would put on a Beans & Cornbread Fly-in just about every month at their HQ on the Wings for Christ Airport, not to mention battles fought in the skies over-

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 Oct 20, 2017. Please submit inputs by **Oct. 10, 2017** to Homer Dale Cox: 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

| | | |
|--|-----------------------|---------------|
| 2017-2018 OFFICERS: | | |
| President | Phil Perry | |
| Vice President | David Wilson | |
| Treasurer | Stella Coomes | |
| Secretary | John Fry | |
| OTHER MEMBERS OF THE BOARD: | | |
| Jon Botsford | Pat Baucom | H. D. Cox |
| Bob Stack | B. J. High | Jose Cano |
| Monty Suffern (P Pres) | Colleen Lawson (P VP) | |
| CHAPTER 59 APPOINTED POSITIONS: | | |
| 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 Meeting
Sep. 6th , 2017**

EAA Chapter 59 Board of Directors, Minutes of meeting held Sept 6, 2017

Attendance: Phil Perry, Stella Coomes, Bob Stack, Jose Cano, Homer Dale Cox, BJ High, Monty Suffern, Colleen Lawson. Other members present were Bob Coomes, Beverly High, Suzi Wiseman and Jack Lee.

A letter of resignation as Secretary from John Fry due to health reasons was discussed and accepted. It was agreed that Monty Suffern would serve out the remainder of the term as Secretary.

Minutes: The minutes of the last meeting were accepted on a motion from Colleen Lawson and Stella Coomes. Arising from those minutes, it was noted that we are still in need of a new paper hand towel dispenser in the kitchen adjacent to the hand washing sink. This will be remedied.

Financial Report: The treasurer reported our income for the month leading up to Sept 5 was \$496.68 and our expenditure during the same period was \$468.93. Our checking account balance is now \$17,625.31 and our savings balance is \$15,125.54. The scholarship fund has \$1,772.55 and our PayPal account contains \$928.06. The report was accepted on a motion of Phil Perry and Jose Cano.

Membership: The Chapter now has 74 paid members as of Sept 5, 2017. It was noted that John Fry was homebound for the next 3 months.

Facilities: No repairs or replacements were noted during the past month. Items in need of repair are a new cap for the sewer I/O is required, and some dirt to fill in where the ground has subsided where the septic tank was removed and these items will be attended to.

Concern was expressed regarding the non-payment or late payment of our builder's rental space. On a motion from Monty Suffern/Phil Perry it was agreed that *"new rental penalties will be imposed for late payments beyond one month. If the late payment exceeds one month, a penalty of*

\$20 will be imposed and an email notifying the member of this penalty will be sent, and asking that they get into compliance. Beyond one month, a cumulative penalty of \$20 for each month late will be charged and a certified letter will be sent informing the tenant of this decision, and demanding that they come into compliance" This was passed without dissent.

Executive business: Phil Perry has not heard back from the Company from which he ordered the pedal plane kits, so this project needs to be put back until a later date. Nominations for the three class 2 Directors of the Board are needed, and Phil Perry will email the membership asking for nominations. The outgoing Board members are eligible for re-nomination, and it was noted that any nominee must agree to their name being nominated.

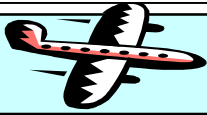
Activities: Lunch Bunch coverage for the month of September was settled. A homemade ice cream and cake social to aid the Scholarship fund will be held on September 24 at the hangar at 2:00pm. The date night outing to Fredericksburg on October 13/14 is still on. Phil Perry will email the membership regarding these two events.

Other Business: Colleen reported that we have one application for a scholarship from a TSTC student. Bob Coomes indicated that Frank DiCorte has a number of very accurate scale model aircraft that he would like to donate to the museum.

Monty Suffern, Secretary



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.



NOTICES TO AIRMEN

Red Alert! Sunday, Sept. 24 at 2 PM. Come to the EAA hangar for homemade ice cream and airplane talkin' n' gawkin'!

It's fly-in season in Texas. Dust off the wings, air up the tires and enjoy the beautiful fall weather. If you are too high tech to call, 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. If you've never attended the Reklaw Fly-in, you have missed the number one fly-in in Texas. Don't miss it!

Van's Aircraft has issued a service bulletin affecting all RVs. It involves cracking of the rear spar on the wings. Shown here is the internet link to the advisory: <http://vanaircraft.com/pdf/sb16-03-28.pdf>

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 and copy Mike McMains, covey534@hotmail.com The publica-

tion 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, 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 - October, 2017

Finally! The heat has been turned down and the peak of Texas' flying season is upon us! This is the time of year I love! Brisk mornings, warm days, good daylight, gentle breezes, mild-to-no convection, and miles and miles of visibility. I fly year round with one eye looking ahead to the fall! If you can get out an enjoy fall flying, then get out and do it!

As a chapter, we are going to try and give you at least one excuse to fly this fall. On October 14th, we are going to hold an overnight fly-out at the Hangar Hotel in Fredericksburg. The real purpose of this trip is to give your better half (who may not like to fly) a chance to see the bright side of aviation. Hopefully it will provide good weather, a good venue, and a great chance for a date night. Our chapter has blocked off a handful of rooms and if you're interested in going, you can contact the Hangar Hotel directly at 830-997-9990 to secure your room. Some of our chapter members are going in on Friday night too, so you might consider going in then if you want to spend a little extra time in Fredericksburg.

I will also mention that the Hangar Hotel is a no-kids venue. In my opinion, there's nothing better than flying into the hill country, landing right at sunrise, spending the day in town, finding a place to eat a good dinner, coming back to watch the sunset from the balcony with a glass of local wine, then retiring to the officers club before calling it a night. What an awesome experience!now if the Perry's can just find babysitters we'll be there too.

In the month of September, we saw a couple of our project progress through Phase 1 flight-testing and be signed off as full-blown airplanes. Lambert Havelka and I both moved our RV-10's from Phase 1 to Phase 2. What we do with them from there remains to be seen, but they're usable aircraft and after years of effort it good to have something you can use. Our third project is getting close too, and that is Monty Suffern's Velocity. Monty had a hip replacement, so he's been working with one leg tied behind his back while trying to fit his wheel pants. Wheel pants will tear your legs and knees up, so the fact that he's been able to make any progress is pretty impressive. But I believe he could be exiting Phase 1 sometime this month. Now the big question is, who's next? Fly safe. Enjoy this awesome weather! -Phil



The Lunch Bunch in their hangout in Private Hangar 1 (John Foy/now Bob Coomes) before the EAA hangar was built.

The next general Chapter 59 meeting will be the 8:00 –10:00 AM Pancake Breakfast on October 7th, 2017 at the EAA Chapter 59 Hangar, Museum & Training Center.

EAA Chapter 59 History -Part 3

Part 3 of Chapter 59 history could have covered the time up to the present. However, it covers just five years due to the fact that these years were quite active and well documented. This was due to the hard work and talent of newsletter editor Noah McCullough, who would serve the Chapter in this position for twelve years. So bear with us for a couple of more months as we review the past, and perhaps by doing so, learn something useful for the future.

In January of 1986, Chapter 59 was lining out activities for the year. The Texas Sesquicentennial Celebration Airshow, a big event for Waco, was discussed since our EAA Chapter was invited to participate. Chuck & Eula Heath, whose home and Piper Cub had been tornado damaged, located another J-3 fuselage. In February, the first annual Jake Parrish fly-by was scheduled, a tradition still carried out each year in memory of all Chapter 59 members who have "gone west." Planned fly-ins for the year were finalized with a covered dish fly-in at Rankin's Roost in March, in May a hamburger lunch at Heathrow and the Sesquicentennial Airshow at TSTI in June. The USAF Thunderbirds and the supersonic airliner Concorde were scheduled for the airshow. For July a covered dish fly-in was planned at White Knuckle Airport (Bob Brashear's home). August was set for Oshkosh and September, the annual SWRFI.

May of 1986 brought in a new member for Chapter 59, Jim Warren, who had contracted "RV fever" from Noah McCullough. Chapter member and well known aerobatic pilot Mike Frey was nominated for an EAA Achievement Award. There was an article reprinted in the 59 Grapevine called "Aerogas Prices Unreasonably High" as per gallon costs soared to nearly \$2.00/gal. Meanwhile, Joe Stahl was selling MOGAS at Flying Heart Ranch for .89/gal. It was reported in May that James & Bill McCarley has started building another RV-4. Newsletter Editor, Noah McCullough, listed a number of RVs



Jim Warren had built an RV-4 from a kit, but this Rose Parrakeet was a challenge built from scratch with numerous improvements to the original plans. Note that custom nose bowl. Wow!

being built in Texas, including national award winning builder and Chapter 59 member Paul McReynolds. Noah predicted that in 3 years there would be "more RVs flying than any other sport aircraft."

Besides the Texas Air Expo at TSTI (which had a poor showing of EAA aircraft) June brought an enjoyable antique/classic fly-in at the Deer Pasture Airfield south of Lampasas. Jerry Ferrel was there with his rare Star Cavalier, which was destined for display in a major air museum. The June Grapevine classified ads showed a Luscombe 8A with a recent recover and fresh annual for sale at \$7,500. A Volksplane was available for \$2,500.

In September 1986, Max Shauck failed in his first attempt to cross the Atlantic in an alcohol powered airplane, a Piper twin. Engine problems resulted in an off field landing. The newsletter announced that a 75th anniversary enactment of the famous "Vin Fiz" flight across the U.S. would bring the Wright biplane replica once again through Waco, Texas. James McCarley took 1st place in the antique category at SWRFI with his 1947 Aeronca Champ. At the October meeting, Chapter 59 contributed \$100 to the Max Shauck Atlantic crossing fund and officers were elected for 1987-89; Hal Harle, Pres.; Noah McCullough, V.P. and George Hamer, Sec/treasurer.

At the January 1987 meeting, member Ken Detjan announced that he had talked by "phone with his good friend, Paul Poberzny and that Paul wished to pass along his best

(continued next page)



**DESIGN
SUPERSTORE**

HIGH STYLE / LOW PRICE

Keith Richbourg
President
keith@discounttx.com
254-772-8453
fax: 254-772-8463

5506 Franklin Avenue, Waco, TX

www.designsuperstore.com



**DISCOUNT
FLOORS**
QUALITY • STYLE • VALUE



Goldstone
GRANITE • MARBLE



ARTISAN
CABINETS • HARDWARE

www.performancepropellersusa.com



- Custom Propellers for Experimental Aircraft
 - Two & Three Blades
 - Repair & Refurbish All Makes
- Custom Fit Spinners (for OUR Props Only)

THE NAME SAYS IT ALL... SINCE 1988

Chapter 59 History (cont'd)



Chapter 59 Christmas parties have always been a special time for wives to find out who their husbands have been hanging out with. Sadly, many in this photo have gone west.

Christmas greetings to the Chapter 59 members. The FAA passed a new rule requiring only one inspection before test flight for experimental aircraft. Previously three inspections were required. January also marked the start of the Jake Parrish "Keep 'em Flying" awards for project completions by Chapter 59 members.

In March, Chapter 59 moved it's meetings to a room under the control tower at TSTI (soon to become TSTC). Robert Toliver was offering his beautiful polished Cessna 140 for sale at \$10,000. Dick Van Grunsven (RV creator and president) stopped over at White Knuckle for a visit in his RV-6 on his way back from Sun'N Fun to home in Oregon. In June, Calvin Parker, designer of the Teenie Two airplane spoke at the Chapter 59 meeting and later in June the Axtell Air Force hosted a fish fry at Wings for Christ. Bill Phillips was welcomed as a new member in August. He would eventually become 59 Grapevine Editor and bring computer technology to our newsletter. Chapter 59 held a poker run in October starting at Wings for Christ Airport and landing at Temple, McGregor, Chilton and return to Wings for a complete hand. In November, the Axtell Air Force prepared an attack on the Prairie Chapel Air Force (Roy Neuman's airfield) with their customary flour bombs.

Early 1988 brought news of the death of Joe Stone, retired Air Force pilot, active Chapter 59 member and great

asset to Waco aviation. AAF Commanding General Howard Pedigo reported on the fly-in at Roy Neuman's Prairie Chapel (Crawford) airstrip. Chapter 59 President, Hal Harle gave a ground school that spring for six chapter members working on private pilot ratings, all passing. Dick Van Grunsven again stopped in at Bob Brashear's White Knuckle airfield on his return from Sun 'N Fun. Dick depended on Bob as a primary source of construction advice to new builders. In June, Jerry Ferrel held a fly-in at his airstrip north of Temple. As "Baron Von Rolli" of the Imperial Air Force, it was an opportunity to confront the dreaded Axtell Air Force from the Wings for Christ Airport. The spring Antique Airplane Association fly-in in Denton was a great success with 267 airplanes registered. A Chapter 59 fly-in at White Knuckle in July brought 25 airplanes.

Now a well known ventriloquist/comedian of television, Las Vegas and Oshkosh fame, Jeff Dunham was, in 1988, a young Baylor student and Rotorway helicopter builder when he gave a talk at the Chapter 59 meeting in August about his project in progress at Flying Heart Ranch. Jeff was already an accomplished R/C helicopter flyer and talented ventriloquist doing local TV commercials on the side. As the year closed, Bill Tanner was elected

Continued next page



Nick Pocock loved & collected rare old airplanes. This was his OX-5 powered Curtiss Robin.

R & RAINEY
RAINEY LLP
 ATTORNEYS AT LAW

2900 W. Waco Dr.
 Waco, TX 76710
 254.752.8644
 Fax 254.752.8624

Elder Law * Estate Planning *
 Special Needs Planning *
 Asset Preservation* and more

EXTERIOR
 Wash, Wax, Windows,
 Boots, Brightwork,
 Undercarriage

SKY DETAILING
SD

INTERIOR
 Condition Upholstery,
 Seats, Wipe Down,
 Vacuum

Your Aircraft Clean.

Prop, Jet & Rotary
 SKY DETAILING

Kody Ellis
 254.292.2296

SkyDetailing1@gmail.com

Chapter 59 History (cont'd.)

as the next Chapter 59 President, David Gomez, VP and Marvin Gobel, Sec/Treasurer.

Well known Waco antique airplane restorer, Sid Hess gave a talk at the February 1989 Chapter meeting about his career as an Air Force pilot, which included the Boeing 707's used as Air Force One. In the March *Grapevine*, Hal Harle wrote an extensive article about his visit to Van's Aircraft in Oregon. He gave interesting information about the development of the different models, including the fact that the RV-6 was created after an RV-3 was widened and made into a side-by-side two-seater by a customer. Chapter 59 member and airplane builder, John Williams, was pictured in the newsletter with his highly modified RV-3, featuring an open cockpit and a shortened wing with no dihedral. The April newsletter featured an editorial criticizing the recurring (to this day) complaint about how the annual Oshkosh Fly-in is "not like it used to be." Joe Stahl listed his prices for training at Flying Heart Ranch - \$5/hr. for flight instruction and \$41/hr. to rent his Cessna 172. EAA members received a 10% discount.

Jerry Ferrel was building another rare airplane, this time a replica of a small production antique from a local company, the Temple Monoplane. This airplane now resides in the air museum at Love Field. Bill Phillips earned his private license in 1989 and Jake Witzel had his picture taken with one of his collection of antique gasoline engines. He still has that J-3 Cub project from back then, which he



At overnight or week-long fly-ins, it is always a good idea to find out what Jon Botsford is cooking. This was taken at SWRFI in Abilene.

said he's "going to restore someday." In June, Chapter 59 held a fly-in at Bert Hargrove's Circle H airfield (formally Rankin's Roost) with 21 airplanes showing up. Also in June, the EAA and Jim Warren received great publicity with a feature article in the Waco Tribune Herald about the construction of his RV-4. The headline read "Baylor Professor Hopes to Have his Creation in the Air by Summer's End," and mentioned that Jim had spent 10-12 hours a week for three years. Sure enough, Jim had the RV-4 flying in August, the day before he had to retire from the classroom. In July, one of many bean and cornbread lunches was served by the Axtell Air Force at Wings for Christ Airport. A breakfast fly-in was held the following weekend at Heathrow Airport.

Max Shauck was on the East Coast in September waiting for good weather for the Atlantic crossing in his alcohol powered Velocity. Phil Grisham gave rides in his Big Red Stearman at the November fly-in at Scott Field. Twenty airplanes flew in for this Veteran's Day event. By the end of the year, Chuck Heath had finished the Piper Pacer he had been restoring.

Early 1990 was marked by the death of John Williams on March 1st. A large part of the March 59



In years past, members gathered at the airport and soon headed off in a gaggle to another fly-in.

Continued next page

CLIFTON AERO 

P.O. Box 249 Clifton, Texas 76634
Clifton Municipal Airport
7F7

Aircraft Maintenance • Fuel • Sales • Pre-Purchase Inspections
Modifications • Restorations • Pickup and Delivery
www.cliftonaero.com

Tim Talley Office: (254) 675-3771
E-mail: cliftonaero@digitex.net Fax: (254) 675-4482

Larry Witt

TH!nk
Home Insulation

Lower your utility bills!
Free Estimates

254-640-6370
www.thinkhomeinsulation.com
larry@thinkhomeinsulation.com

2829 Mt. Carmel Dr.
Waco, TX 76710

Chapter 59 History (cont'd.)



A LeRhone rotary engine powered Nicks 1914 Farman. This was the day to fire up that rare engine for the first time.

Grapevine was devoted to the memory of this Chapter 59 member, airplane builder and aviator. The March newsletter also reported that a record 21 airplanes participated in the February Jake Parrish Fly-by. Six Chapter 59 airplanes went to the Chapter 187 picnic at Georgetown in March and at the monthly general meeting, Max Shauck gave a talk on his Atlantic crossing on alcohol fuel. He flew with a maximum of 136 gallons of fuel and traveled by way of Newfoundland, the Azores, Lisbon and Paris before arriving in Italy.

In the spring, the Axtell Air Force held another beans and cornbread fly-in at Wings for Christ, and Chapter 59 welcomed new members Jim Teale and Larry Witt. Member Bob Saxton (a local neurosurgeon) was photographed with his brand new Waco bi-plane. In May, the Texas Air Expo featured the Navy's Blue Angels and in June Nick Pocock traded his Luscombe for an OX-5 powered Curtiss Robin. By August, Jerry Ferrel

had flown off the restrictions on his Warner powered Temple Monoplane. There were only about six production units produced in Temple, Texas, and Jerry's reproduction is the only surviving example. Chapter 59 members were fortunate to see it at local fly-ins before it was relegated to display in the museum at Love Field.

In October, elections for 1991-92 selected Larry Witt, President, Bill Phillips, Vice Pres. and Alton Boyett as Secretary/Treasurer. The annual Scott Field event was held in November and a Wings for Christ chili cookout was held in December. Editor Noah McCullough wrote about his trip in the RV-4 to Reno for the air races. He said he much preferred the Oshkosh Fly-in. By the end of 1990, Hal Harle's new RV-6 was completed and in the air.

As Chapter 59 entered the last decade of the 20th century, there would be turbulent and uncertain times ahead. Much of the early generation of Chapter leadership had faded away or moved on. What new direction our EAA chapter would take was unknown and could not have been accurately predicted. In the next newsletter we will cover the hard work and good fortune allowing Chapter 59 to realize its long time dream of having its own building headquarters. -McMains



Remember when the B-17 landed at the McGregor airport?

Aircraft Spruce
 SINCE 1965
& Specialty Co.

Worldwide Distributor of
 Certified and Homebuilt Aircraft Supplies.

1-877-4-SPRUCE
7 7 7 8 2 3
aircraftspruce.com

Trim-Aire Aviation, Inc.

"Specialists in Maintenance for the Corporate Pilot."

P. O. Box 471 / Mexia, Texas 76667
254-562-2857
 buddym@trim-aire.com

Buddy Miller
 Home 254-562-3174

FAX
 254-562-7425

And Now, Return to 2017



Our Prez, Phil Perry, after the first flight of his RV-10, complete with that RV grin.

Just a few of the airplanes in town for pancakes on first Saturday.



FORT PARKER
 ★ **FLYING FIELD** ★
 741 Park Road 35
 GROESBECK, TEXAS
 76642
 www.fortparker.com



It seems to be helicopter season. At the Thursday lunch in mid-September one of our new members, Dick Campbell, flew in with his instructor on a dual cross-country training flight. Dick is a fixed wing pilot now learning to beat the air into submission in this Robinson R-22. He takes lessons at the helicopter school at the Georgetown airport.

Lycoming
Continental

ONAN
Tig Welding

An ECI Dealer

TEXAS ENGINE SERVICE, INC.
 PH. 512-863-8320
 100 MEADOW DRIVE
 GEORGETOWN, TX 78628-9556
512-864-5529

Carol Hancock

Seth Hancock

TEXUS MEDICAL INC.

Buy, Sell, Trade, & Appraisals
 Physician's Offices, Surgery Centers, Hospitals

Pat Baucom
President

2001 Franklin Ave.
 Waco, TX 76701
 www.texusmedical.com

Office 254-296-0235
 Cell 254-379-1382
 pat@texusmedical.com

Residential Hosp. Beds

**1st Sat Breakfast
9/2/17**



Chapter 59 had a very unusual visitor for our Pancake Breakfast in September. A Kaman K-Max helicopter pilot stopped by on his way to Beaumont to help with clean-up efforts in that flood-damaged area.

This “heavy-lifter” is uniquely built for jobs other equipment cannot manage. With a crew of one, it is designed to lift over 6000 lbs which is more than the weight of the machine itself. The K-Max has twin rotors, each mounted at a slight angle to the other, rotating in opposite directions and inter-meshing. It has no tail rotor.



Special purpose aircraft visits September pancake breakfast. -Monty Suffern

Although the twin rotor helicopter had to park near the helipads on the main apron at KPWG, the pilot Chuck, came and shared breakfast with a few of the stragglers. It seems that Chuck spends much of his time fighting fires with his helicopter drawing water from lakes and even swimming pools with his very capable machine, able to lift 6000 pounds. Because the wildfire seasons are opposite between the north and south hemispheres, there is often an exchange of fire fighting personal between the USA and Australia, and Chuck was in Australia with his helicopter fighting fires in 2008 during a particularly bad fire season down under.

On this mission the aircraft was en-route to Beaumont to assist with post hurricane Harvey flood cleanup efforts. Chuck explained that instead of using bulldozers to move downed trees and power poles which tends to drag power lines and cause sparking, with its massive lifting capabilities, his helicopter can simply move the items straight up as part of the post flood restoration. Obviously this aircraft has almost zero passenger carrying capacity, (it is a single seater) but it is one serious device, well suited to its heavy lifting mission. Those with sharp eyes will have noted that there is no tail rotor. The counter rotating main rotors do away with the need to apply a restoring torque to the helicopter.

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 |

Grapevine Editorial

Getting Better -McMains

"We don't rent pigs," a memorable line from one of my all-time favorite fictional characters (from Lonesome Dove).

Well, here at EAA Chapter 59, we don't rent pigs either. So, what do we do? Though I've been around this chapter for awhile, I can't really answer that question. That makes it tough for a guy trying to help out with a newsletter that will appeal to folks who have shelled out money and time to be a member of Chapter 59, but aren't sure of what they, either, are getting. Well, we don't rent pigs.

When you don't know what's going on, then you can only state what's *not* happening. Being a member of several other special interest groups (AOPA, Antique Airplane Assoc., AFCA, AMCA, AARP, ALPA, MAFCA on and on), I can tell you one thing they all have in common. They give you something when you pony up with the cash. Even if it's just a membership card saying you are member number 1234501 in this highly prestigious outfit.

We are fortunate here to have a smart and dedicated core of folks who are determined to see this group have a venue to talk airplanes with one another on a regular basis. Now, we all know that even that dedicated core gets weary (not to mention old) after years of carrying all the weight, like Atlas carrying the world on his shoulder (note: that's just a self-image. None of these guys look anything like Atlas). It's even more frustrating when few signs of appreciation are shown, much less rolling up the sleeves and volunteering to help.

So, I'm asking myself, as you are, why do these guys, this core, do it in the first place? I know you're waiting for the answer and it's a closely held secret only now to be revealed. I learned it at the now defunct SWRFI regional fly-in and again in the years I was going to Oshkosh every year without fail. One of the great things Larry Witt did when he was President was go to a SWRFI planning meeting and (like any good First Sgt.) volunteered Chapter 59 to keep the trash cans serviced i.e., haul garbage. This announcement was not greeted with great cheers and applause. Nevertheless we did it and soon found it to make SWRFI a really special event we really had a great time at. Here's the secret part. When you are a volunteer at these events, you get special treatment and privileges. At SWRFI we had our own electric flight line vehicles issued to us we carried our members around the flight line in. We used our trailer as we wished while working the trash duties. We would greet our camping members that flew in and give them first class transport to the camping area. We weren't just the Gurus of Garbage. We were the Sultans of Sanitation, the Titans of Trash, the Wizards of Waste.

Better yet, you can't miss those guys at Oshkosh wearing brightly colored T-shirts that say Volunteer on the back. They are not special Super Dudes or the Ace of the Base. They are just regular members who go up to the information booth at an area they have knowledge or interest in and sign up. The T-shirts are free, and so is



The Sultans of Sanitation hauling Chapter 59 members.

lunch at most of the volunteer area offices. If you work enough hours, you get a free week pass for next year. Try it next year. There's no week long commitment, so if there's something else you want to move on to just tell them you can only work this day, that day or whatever. It's similar at Chapter 59 in that events, especially Saturday pancakes, can be more enjoyable and you might even get free pancakes. Maybe our BOD would consider giving volunteers with the highest number of volunteer hours at our events free passes to Oshkosh. Sounds fair to me.

So I guess we know what a few members of Chapter 59 do. Why don't those same few take care of our excellent aviation library, our flight computer system upstairs, our museum and its soon to be gone only airplane. Make that unique airplane look like a museum piece in an aviation museum? Can we keep 501.c3 status as a restaurant? Speak up members. What do you want Chapter 59 to be. The leadership can't read your minds. It would probably be embarrassing if they could. Let them know if you want a membership card and a member number, or maybe a printed copy of the newsletter. Tell them you'll volunteer one month as a volunteer recruiter/greeter to make new members and future members feel at ease, welcomed and needed. Volunteer for kitchen duties just one time every few months. Grab a couple of your friends (or ex-friends) to give you a hand. I guarantee you'll end up having fun.

It was suggested at the last Board meeting that we just have a quarterly newsletter. If only a few members read it, maybe we don't need one at all. That would save one volunteer a lot of work. Then what would members get for their money? How would the 59ers get the word out then for upcoming events? By email? I can lose track of those quicker than you can say "what's it doing now?"

If you kids in your 60s and younger don't get out on the dance floor, EAA Chapter not only won't grow, but according to the laws of mother nature will shrink as our ancient volunteer core heads for the happy hunting ground, west, that is. Many of the folks running things in this outfit are over 70. I volunteered to do the newsletter this month and I'm having fun just rattling your cages, fellow members! I can write what I want. Use dirty words. So, this retired airline pilot walks into a bar with blue stains on his pants... Aw, never mind. -McMains

CALENDAR OF EVENTS:

| | | |
|------------------------|------------------------|--|
| Every 1st Sat. | Waco, TX | Pancake Breakfast Fly-in McGregor Airport (KPWG) 8-10 am |
| Every 2nd. Sat. | Groesbeck, TX | Second Saturday Sundaes (seasonal) Fort Parker Flying Field (01TS) |
| Every 3rd Sat. | Jasper, TX | Free BBQ lunch Fly-in Jasper County Airport (KJAS) -fuel discount |
| Every 4th Sat. | Granbury, TX | Granbury Airport Pancake Breakfast Granbury Airport (KGDJ) |
| Every 5th Sat. | Cleburne, TX | Pancake Breakfast Fly-in 8 am-11:00 Cleburne Municipal Airport (KCPT) |
| | | |
| Sept 23-24, | Addison, TX | Wheels & Warbirds, Cavanaugh Flight Museum (entry fee) |
| Sept 23, 2017 | Terrell, TX | Flights of Our Fathers Airshow, Terrell, TX (KTRL) |
| Sept 30, 2017 | Henderson, TX | Rusk County Fly-in (Vintage aircraft from Mid-America Flight Museum |
| Sept 30, 2017 | Cleburne, TX | Pancake Fly-in Breakfast Cleburne Municipal (KCPT) |
| Sept 29, Oct 1 | Hondo, TX | 4 Annual TX STOL Roundup, South Texas Regional, (KHDO) |
| Oct6-8, 2017 | Dallas, TX | Wings Over Dallas Airshow, Dallas Exec Airport (KRBD) |
| Oct 13-14, 2017 | Gainesville, TX | Fall Festival of Flight, Gainesville Municipal Airport (KGLE) |
| Oct 27-29, 2017 | Reklaw, TX | 32nd. Annual Flying M Ranch Fly-in/Campout & Cub Migration 7TA7 Don't miss it! |

About this time next year, tens of thousands of people will have recovered by now from being ill-fed, ill-clothed, and ill-housed. They call it their summer vacation at Oshkosh.

Chapter 59 Events

| | | | |
|----------------------|---|----------|--------------------|
| Every 1st Sat. | Pancake Breakfast Fly-in | 8-10 am | EAA hangar (PWG) |
| Every Thursday | Thursday Lunch Bunch | 11:45 am | EAA hangar (PWG) |
| Wed. after 1st. Sat. | Chap. 59 Board of Directors meet | 6:30 pm | EAA hangar (PWG) |
| Sept 24, 2017 | Ice cream social | 2 pm | EAA hangar (PWG) |
| Oct 13-14, 2017 | Overnight fly-out | | Fredericksburg, TX |

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 0-360-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

S
T
A
M
P

