

“THE TAILDRAGGER”
EAA Chapter 972
Gladewater, Texas



January 2008 - Next Meeting: Thursday, January 10, 2007, 6:30 PM
Gladewater Airport Office
Guadalupe's for dinner at 5:30 PM

Roger That! By Roger Wieting.

Looking back at 2007...

Hey! Who deployed the spoilers?! Folks, we've descended through 2007 way too quickly. Why, it seems like only yesterday that we were fretting over where to store chapter stuff, the location (and actual contents) of the bylaws was a complete mystery and the newly elected president was skipping out on the first meeting of the year!

Well let's see, 2007 was actually a pretty active year for Chapter 972—not that we couldn't always enjoy more Chapter events, fly-outs and generally more widespread involvement, but we did manage to accomplish a fair amount this year. (Fortunately, the by-laws turned up early on, so we were able to manage some sense of decorum through the year.) We started off our 2007 event schedule with plans for a Runway Gumbo lunch in February, although the weather chose not to cooperate that day. But on March 24th we served some 50 folks from the mysterious Chapter 972 silver kettle, so by the time the Gladewater Gusher Days event rolled around on April 21st, we were well-practiced and firing on all four (hey, I sit behind a Lycoming IO-360...) serving up the best breakfast pancakes AND lunch gumbo within at least a hundred yards of 07F! Also, Gusher Days marked our first Young Eagle event for what has turned out to be another successful year for flying kids.

In May, we didn't have a 'meal event' (guess we just weren't hungry), but we did achieve a milestone: Chapter 972 became the owner of a 14-foot trailer, the purpose of which is the dedicated, orderly and portable storage of our beloved Chapter "stuff". I'd say the transition of stuff storage from Bart's hangar to the trailer has been a win-win. We have already enjoyed the convenience of having the stuff right where it's needed, and I'm sure Bart feels like his hangar grew a few feet on the east side. (Note that we haven't yet weaned the Chapter away from the continued gracious use of Bart's refrigerator; that may be a tougher nut to crack, but one we'll eventually need to address anyway. In the meantime, thanks, Bart!). We tried to have a Runway Gumbo lunch in June, but got rained out again. And the bad luck continued, as we were also rained out for a Young Eagles & meal event planned for Rusk County in July. Late in July, several of us made it up to Oshkosh, bringing back stories that were shared in the following days and weeks.

Somewhere in the May-June timeframe, we had the pleasure of 'experiencing' with Robert Caldwell his transition from an Ercoupe project to ownership of a Stinson (and of course, the associated tailwheel endorsement). Way to go, Robert!

In August, we had our second annual Ladies' Dinner, which was once again a great success. It seems that this will indeed be a continuing tradition for the future. It's nice for the guys to prepare gourmet foods outside the confines of the Chapter 972 Mystery Kettle once or twice a year, eh? We finally had a convulsion of good weather, pancakes and (a few) Young Eagles on September 15th and then flew more kids in Henderson on the 29th. On October 20th, some Chapter members helped Dave and Marcia Mason get things ready for the Reklaw fly-in and then the next weekend,

most of us enjoyed this fantastic annual event, in perfect weather and among a record-breaking crowd. (What was that I heard from you, Dave? Was that “uncle” I heard you say...?)

We had the final Runway Gumbo event for the year on November 10th and then had our annual Holly Lake Interplanetary YE flight and Chapter Christmas dinner on Saturday, November 1st. At the Christmas Party, it was my pleasure to provide awards to many of the folks in the Chapter who have worked hard at making this year a success. It was also my privilege to present (in absentia) Dave Mason with the Tom Southern Award for Outstanding Service. The many years Dave has hosted the Reklaw fly-in have been very generally beneficial to GA in this area, and specifically beneficial to Chapter 972, as serving meals has provided for the majority of our fundraising in recent years. It's high time we recognize Dave (and Marcia!) for this ‘labor of love’, year in and year out, to make this event such a joy for so many. Thanks guys!

2007 has not been a year without tragedy. The fatal crash of two P-51 Mustangs at Oshkosh is indelibly etched in many of our minds. Scott Crossfield died in the fury of a level 5-6 thunderstorm. Aviation-minded people everywhere were saddened by the loss of Steve Fossett. Much closer to home, Sharlene Robinett lost her father after a difficult series of health issues. In November, we were shocked and deeply saddened at the sudden passing of Robert and Barbara Caldwell's son Steve, and then again as we learned that Gene Turner had also passed away. Though peace is sometimes hard to find in the midst of such difficult circumstances, we lift up our hurting families in sincere prayer and ask in their behalf for comfort and strength sufficient for the days ahead.

All in all, 2007 was a year of continued comradery for a good group of folks. As we move into 2008 and lay out the necessary plans, we will strive for more consistency in planning our events and hopefully, as a result, we will have a higher level of participation. We should also be actively recruiting new members—chapter growth would definitely be a good thing; particularly for fresh, young members who might appreciate and benefit from mentoring by some of our wise and talented older members. We really have a lot to offer, from sage advice, to real-life war stories, to our numerous “flying carpets” that can give young people a taste of real aviation. Why would we not further exploit these many resources for the good of GA? We'll be talking about some ideas along these lines in the coming weeks & months. Till then, fly safe and have fun out there.

Merry Christmas and Happy New Year!

THE EAGLE'S NEST

Bill Vawter, Y. E. Coordinator

This is the final chapter of the on going saga of flying Young Eagles in the chapter for 2007. This has been a productive year in that we achieved our goal of 100 in having flown 110 this year, plus, there is a possibility that there will be more before the year is over. First, I would like to congratulate Jerry Gardner in achieving the 300 mark. To date he has flown 307, so that is the reason you may have seen him flouting the \$35,000 jacket around the premises. It has taken a lot of GAS to fly that many. Again, Jerry congratulations and hope you keep it up. We have two others that are trailing Jerry in reaching the 300 mark Wayne Collins has flown 252 up to date and Bart Robinett is trailing with 227. For a while it was nip and tuck with Jerry and Wayne, but then Jerry got off the stick and went whole hog and left everyone behind. As of 12/01 after the flight at Holly Lake Ranch, the following pilots logged their 10 or more flights for the year. They are: Ken Andrews; Jerry Gardner; Robert Caldwell; Gene Humphrey; Garnet McClure; Bill Vawter and Roger Wieting. The following pilots are close: Jonathan MacClements - 2; Bart Robinett -2; Wayne Collins -3 and Bob Tippens - 5. If these guys can get these numbers erased, this will be first time

that the chapter has achieved 100%. Get with it guys. With all the set backs that we have had at times in flying due to weather, I feel that we have achieved quite a record for a chapter of our size. We have, as of 12/01/07, flown 1966 Young Eagles.

THANKS TO ALL OF YOU THAT HAVE PARTICIPATED IN THE VENTURE. MOST OF ALL, THANKS TO THE WIVES THAT HAVE ALLOWED YOU TO PARTICIPATE.

A new year, 2008, is just around the corner so we shall start off with a clean slate in flying these kids. I can sure use some help at these different flights in keeping up with the paper work. It is hard for me to schedule, write certificates and try to fly. So, if anyone wants to help, please do so. Remember also, we can use someone on the ground working as a ramp supervisor. This is to help monitor kids and adults going out on the ramp, especially if planes are turning up. We have had a good safety record and we want to keep it so. Another first for the chapter is that two of our members will have a son and a grandson attending the aviation camp at EAA in Oshkosh his next year. Our fearless leader, Roger Wieting's son will attend and Jerry Gardner's grandson will attend. The points that we earn when we fly 10 or more kids may be designated for part of the tuition for the camp. So until we meet again next year at the new Guadalupe's, Erma and I wish each and everyone of you a

MERRY CHRISTMAS and A HAPPY NEW YEAR.

TO: ALL EAA CHAPTER PRESIDENTS, NEWSLETTER EDITORS

November 30, 2007

When I read through the history of your EAA, living every day for half a century plus, I truly know how time flies. I want to share with you some of the thoughts of our members as they appeared in our Sport Aviation magazine back in 1963. The organization of dreamers, homebuilders and fellow aviation supporters building/designing their aircraft under the CAA/FAA 51% rule we worked so diligently for and earned is something to be treasured. One can build his or her airplane for educational and recreational purposes and friends can work with you for their own educational value. Really, we can build one half of it – the other half, such as engines, propellers, wheels, brakes, instruments, radios, items not normally within the capabilities of those who work with hand and mind can be purchased. Now we are faced with a situation of the FAA amateur building program being used for commercial purposes – from building complete aircraft or well over the half mark ... not within the intent of the program given to us by those CAA/FAA folks who believed in us.

Let's hope we don't lose this privilege.

Sincerely,

EXPERIMENTAL AIRCRAFT ASSOCIATION

**Paul H. Poberezny
Founder and Chairman of the Board**

Did Mooney Ever Build a Twin?

I was reading some old magazines the other day in my hangar at lunch and came across a real trivia question. Did Mooney ever offer a twin? Why “yes”. At the annual sales meeting with all their dealers, way back in 1959 and after a record year in ‘58, they introduced a new model, the Mark 22. This was a light twin to be offered for sale in 1960. It would have a gross weight of 3,250 lbs with two 180 hp Lycoming engines and a cruise speed of 210 mph. They wanted this to be the least expensive twin on the market, around \$30,000 but they may change the price because of design changes and bugs they might have to fix on the prototype. The top seller for Mooney at this time was the Mark 20A at \$14,850. In 1958 they delivered 168 Mark 20A’s. Something happened in 1959 or 1960 because they never delivered a Mark 22. What happened? I actually called Mooney after reading this old article and talked to two high officials with Mooney Aircraft and neither one knew anything about a Mark 22 “twin” engine aircraft.

My source was the magazine “Flight” dated January 1959. This issue dealt with Mooney’s new aircraft and sales meeting, the new Cessna 310C, Beech Launches Jet sales, the new 295 hp Super Helio Courier, Piper Pawnee for Dust or Spray and crash and survival aspect of the Pawnee design.
Editor

New FAA Administrator.

We have a new administrator to replace Marion Blakey. His name is Bobby Strugell and was nominated by the Bush administration. He had been working with Ms Blakey as deputy director.

He is not a friend to General Aviation! He has been a supporter of user fees and worked closely with Blakey to develop the FAA’s user fee ridden modernization proposal. To no surprise, he is supported by the Air Transport Association, who is promoting user fees on GA. NBAA, GAMA, AOPA have been avoiding the user fees issue and using carefully chosen words to welcome Strugell without actually praising him. One GA commentator observed, “Its what I call praising with faint damns”.

EAA President Tom Poberezny said that Strugells is very familiar with EAA and our members enthusiasm of flight. We only hope we do not hear about the user fees again in the future.

Courtesy of GA New, December issue.

Chapter Officers

President	Roger Wieting	Secretary	Denny Renwick
Vice Pres.	Garnet McClure	Young Eagle Co-Or	Bill Vawter
Treasurer	Robert Caldwell	Newsletter/Historian	Jerry Gardner
