

WACO Classic News - Fourth Quarter 2012



Photo AOPA



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Show calendar:

Sun-n-Fun April 9-14
Lakeland, FL

<http://www.sun-n-fun.org/>

AirVenture July 29 to August 4
Oshkosh, WI

www.Airventure.org

WACO Aircraft
15955 South Airport Road
Battle Creek, MI 49015
269-565-1000

FlyWaco@WacoClassic.com

www.WacoGear.com

Once in a while I actually get to fly! By Peter Bowers

With airplanes in nearly 20 countries around the world, WACO factory pilots often get to fly in some very special places. It seems every time we have a fun trip somewhere, like a delivery to Florida, a ferry from the east coast to the west coast, or a trip across Europe, my commitments often keep me here or other conflicts arise that prevent me from taking the flight. As you may recall from the last newsletter, Dave Hirschman along with AOPA photographer Paul Harrop flew N113KJ out to the AOPA Summit in Palm Springs. They were accompanied by Mike Quayle in his gorgeous WACO D model N835MK (pictured below) and factory pilot Jerry Kemp. I had made the same trip a few years ago in N369AS, our last demo airplane, and I found myself yearning to do it again. So I promptly dismissed every offer to fly N113KJ home from Palm Springs. This trip was mine!
(continued page 3)



On Final into Deming, NM



<http://groups.yahoo.com/group/wacoclassic/>

All New 2013 WACO YMF-5D Aircraft



The engineers and artisans here at WACO continue to refine and improve the YMF-5D, for 2013 customers can expect the following:

- NEW PPG Aerospace paint offering more color options and lighter weight
- Standard Garmin GTN-650 Touchscreen GPS and enhanced base avionics
- Relocated COM 1 antenna providing for better communication range
- Larger pilot side foot step accommodates larger shoes
- New lighter weight tail wheel and main wheel assemblies
- New one-piece wing root fairing provides for a cleaner look and lighter weight
- Optional camera mount on upper vertical stabilizer
- Air filler doors on wheel pants improve safety by allowing for easier access
- New Carbon Fiber engine baffles
- New "Safety Throttle" in front cockpit
- All 300 HP Engines now feature New Production aluminum cases and long 1400 hour TBO
- Improved adjustable rudder/brake pedals for tall pilots & a new closed loop rudder cable system that improves rudder feel & function.
- Pilot seat adjustment now uses a gas piston, replacing maintenance prone bungee system
- Upgraded 406 Mhz ELT
- All frames are fabricated using German tubing that has been precision cut on a CNC tube cutting machine.
- Under skin seals have been improved to enhance pilot and passenger comfort in cold weather and help minimize heat intrusion during warmer times.
- Increased front cockpit space
- Improved LED strobe lights and Landing lights
- Concord sealed batteries now standard
- Improved fuel tank design
- Improved engine hoses and connections
- New 'Zero Maintenance' trim system.





Photo AOPA

More Photos from Palm Springs trip.



Yes, I like to fly LOW



On Final into Deming, NM



Three on Display at AOPA



Over the Sea of Tranquility, the Moon



Somewhere, NM



Photo: AOPA

(Continued from page 1) Once in a while I actually get to fly!

The weather was perfect, as is usual for Palm Springs and fortunately the forecast for the entire trip looked great. As it was just after the show, we had a few demo flights to do before departing just before noon on Sunday. For the return trip I was solo in N113KJ, with factory WACO pilot Jerry Kemp and Lara Gaerte in N835MK. Our first stop was Ryan Field (KRYN) just west of Tucson where we gassed up and had a vending machine lunch of Snicker bars and preserved popcorn. Over lunch we choose Deming, NM as our overnight stop. It was just under a two hour flight and a frequent stop on southern route cross-country trips we knew the airport FBO was great and Deming offered several hotel options. We took off out of Ryan and contacted Tucson approach. They vectored us due East, directly over the top in Tucson International. As a taxpayer, I appreciated the great view of the Davis-Monthan AFB bone yard that was off to our left, with its one of a kind collection of aircraft. We were able to reserve our hotel and coordinate a ride from the airport while in flight through the Bluetooth telephone link in the audio panel. We arrived into Deming late in the afternoon and secured both Wacos on the ramp for the evening. The folks at the Holiday Inn provided a ride back to the airport in the morning and we were off the ground before 7 am, heading north up the Rio Grande Valley, flying past Truth or Consequences airport, then towards the Socorro (ONM) VOR. This kept us out of the giant restricted area north of El Paso. The flight up the Rio Grande was an incredible experience, with perfect visibility and smooth air. Just before the VOR, we took a right, flying northeast towards our first fuel stop for the day at Dalhart, Texas (KDHT). As seems typical for the Texas panhandle, the wind was howling, requiring us to chock all the wheels at the fuel pump to prevent the airplanes from moving. The next stop was Stearman Field for a WACO Burger (an extra spicy version of the Stearman burger). The fuel farm was OTS at Stearman, but fortunately both Wacos had long range tanks and each still had about 1.5 hours of gas on board. After a quick hop over to El Dorado (EQA) to gas up, we headed towards our final stop of the day at Jefferson, Mo. The unplanned fuel stop pushed out our arrival into Jefferson to just after dark, and we really appreciated the new super bright LED landing and taxi lights. Again we had leveraged technology from the air by calling ahead to coordinate our hotel reservations and crew car. For the day we logged 887 miles and 7.9 flight hours. The following morning I had an easy non-stop flight to the factory in Battle Creek, while WACO N835MK went to its home in Auburn, IN.

It's difficult for me to put into words the experience of flying up the Rio Grande at an average height of about 100 feet, or flying over parts of the country so desolate that you are tempted to land just to experience the silence that must exist in those places. Words like thrilling and exciting don't properly express the visceral experience of such a flight. It's why I fly and why I feel truly privileged to be able to create such memories. Trip Statists: Total NM: 1737 Time (h:m): 15:37



Photo: AOPA



WACO Factory Pilots, truly the Joe Cools of the air

“How does it get any better than this, I get to fly these cool airplanes, all over the world with all expenses covered and actually get paid for it.” Wait a minute, you want to get paid ?

For Waco pilots, it's not always sunshine and tailwinds ; as the weather, TFR's and revolutions can all conspire to delay and complicate long distance flights and deliveries. From the political unrest in Africa that happened during a recent delivery, stranding Bob Wagner for over two weeks, to having the police show up at a German airport because “someone” forgot to check in with customs when we arrived the night before. Fortunately as Americans the Germans immediately judged us to be both non-terrorist and ignorant enough of the rules to excuse our transgression. Besides I am sure they thought that anyone flying such a cool airplanes had to be good fellows.

Carl Dye—WACO Chief Pilot Carl's career in aviation started as a mechanic in the Air Force in 1955. He started flying privately about 1962. Carl says this was in the day when “flight planning” was this; look out the window at the weather, have in idea where you're heading, go. By 1966 he was a charter pilot and CFI, and continued this into the 1970's. He went to Taylorcraft in 1982, as a test pilot and in 1985 he came to Classic Aircraft (now called WACO Classic Aircraft) in Lansing. Carl was our test pilot (and only pilot at the time!) and also flew experimental certification tests, demos, check-outs and deliveries. Carl has 12,000+ hours and he probably trained and checked out about 200 people in his career. Over the years he has learned a lot about flying, especially what *not* to do. He has flown in all different types of airplanes, such as light twins, Beech, Piper, Cessna, and the list goes on. A couple years ago, Carl stopped flying and now is our General Manager, Chief Inspector, DAR, IT guy, and a gold mine of information. Carl also is the person who designed all the upgrades that made the new D-model possible, like the new panel design that allows for the advanced avionics we now offer, and proposed the 300 h.p. engine.



Bob Wagner - Airshow Pilot, Wright Brothers Master Pilot award recipient, ACE, and QB. Bob and his wife Patty Wagner were the longest running husband and wife wing walking airshow act in the country. They did this for over 30 years and just recently retired from that, but they did not 'retire'. For several years Bob also flew the Goodrich 1929 WACO CTO Taperwing with the Liberty Parachute Team. Bob flew with smoke on around the parachutists who fly with the American and POW flags unfurled during descent at the beginning of most major airshows in the country. Bob and Patty are also involved with the Waco Museum in Troy, Oh,.

Gabriel Valim- Like many pilots, Gabriel first became interested in aviation as a kid flying RC airplanes. By the time he was in middle school he was learning to fly, and he got his license in 2003 when he was still a freshman in high school. In fact, he could fly solo before he could drive a car. He got his commercial rating in 2007. Gabriel has flown skydivers, aerial survey planes, towed banners, and worked as a corporate pilot. He was working for the airlines when he found his way to the WACO factory. He really loved the planes here (of course!) and wrote his resume on a post-it note. The next day, we called him and the rest is history. Gabriel has over 3000 hours, with probably half of those in tailwheel airplanes. He's an ATP, multi-engine, single-engine, seaplane, CFI and MEI. Currently, he works for us as a ferry pilot, and does training for new WACO owners. He also helps with sales and at the airshow events we attend. He and his wife are expecting a new aviator in the family in January, and the nursery is decked out accordingly.

Jerry Kemp- RET. LT COL USAF, RET. Jerry “Joe Bob” has both the unique distinction of successfully ejecting from a USAF F-111 after a complete hydraulic failure. Jerry's resume is quite extensive with 40+ Years of Flying Experience, 20,000+ Hours of Flying Time, MILITARY: Fighter Pilot: F-4,F-111, F-16, Sq. Commander, Operational F-16 Sq. USAF instructor Pilot COMMERCIAL: Major Airline Capt, Instructor Pilot, Check Airman TYPE RATINGS: AirBus 319,329,321,330 Boeing 727,737,757,767 Fokker F28, F100:CE-500, L300. Don't let all of his credentials and ratings intimidate you, Jerry is a very laid back, but highly skilled pilot.





***The Great Lakes by Waco Classic
Project Update December 1, 2012***

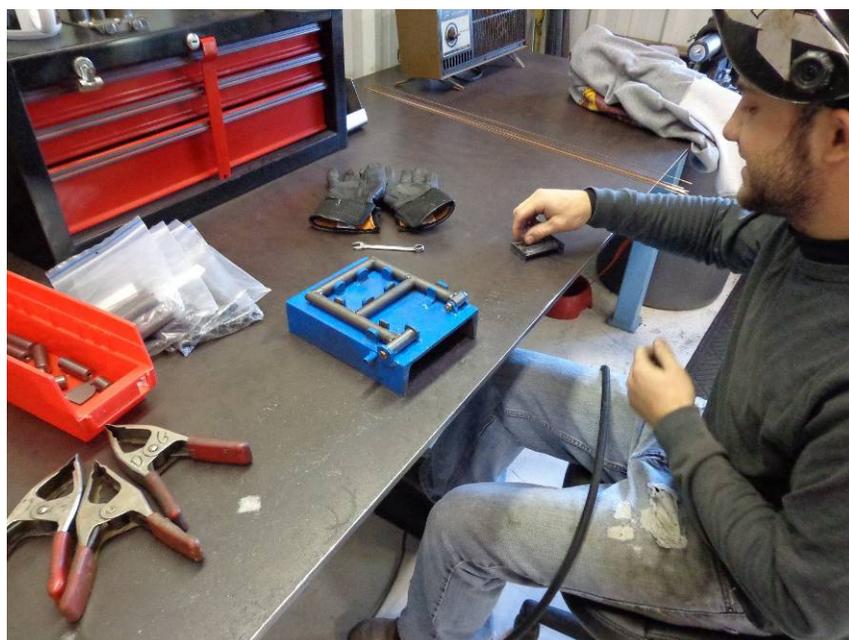
We have been making great progress with the Great Lakes. Nearly every component is either on order or in-house. Our greatest frustration has been getting the supply chain up to speed, as some key vendors are drastically behind schedule. In some cases, production has been delayed while waiting on critical parts. We expect to have the fuselage and wings generally complete before the end of the year. Production has started for component parts intended for the first 10 aircraft.



Tip skins for wings



Wall-O-Ribs



Grant welding production Great Lakes brake pedals.



Photo AOPA

S-Tec 55x available for WACO-YMF-5D

Customers will have the option of fitting a very robust 3 axis autopilot from S-Tec. The model 55x offers enhanced servo control and is a true 3 axis autopilot that can fly vertical guidance for ILS or LPV (WAAS) GPS approaches. Additionally, electric trim is standard with the autopilot installation. The autopilot is available for both new production aircraft and as a retrofit to older aircraft. When retrofitting to aircraft prior to 2011, a new trim system is required at an additional cost.

System Fifty Five X: features and functions

- GPSS (GPS Roll Steering)
- Altitude hold with optional altitude trim
- Course intercept capability

- NAV mode
- Dual mode-HDG/NAV & HDG/APR
- VOR/LOC/GS/REV/GPS coupling with 3 gain levels
- VOR/LOC/GS/REV/GPS course deviation and NAV flag warning
- Digital vertical speed command
- Pitch trim annunciation
- Control wheel steering
- DG/HSI compatible
- Remote annunciator
- Automatic or manual electric trim



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WACO is excited to now feature Spinneybeck Leather as its supplier for the leather used in all new production aircraft.

Spinneybeck is the world's leading and largest supplier of quality upholstery leather with global headquarters facility located in Getzville, New York. www.Spinnybeck.com

Employee Focus—

Daehwan Lee - Avionics Technician

Daehwan has worked in our avionics department for 2 years. He is a licensed A&P, and earned an Associates degree from Lansing Community College. He is currently pursuing a bachelors in engineering. He's had an interest in aviation for many years, and hopes to get his pilot's license some day. In the meantime, he enjoys working at WACO, and the challenges of working on these cool airplanes. Daehwan is a newlywed and he enjoys spending time with his new wife. They like to explore new places, events and restaurants in the area. He also likes cooking, movies, and playing video games.



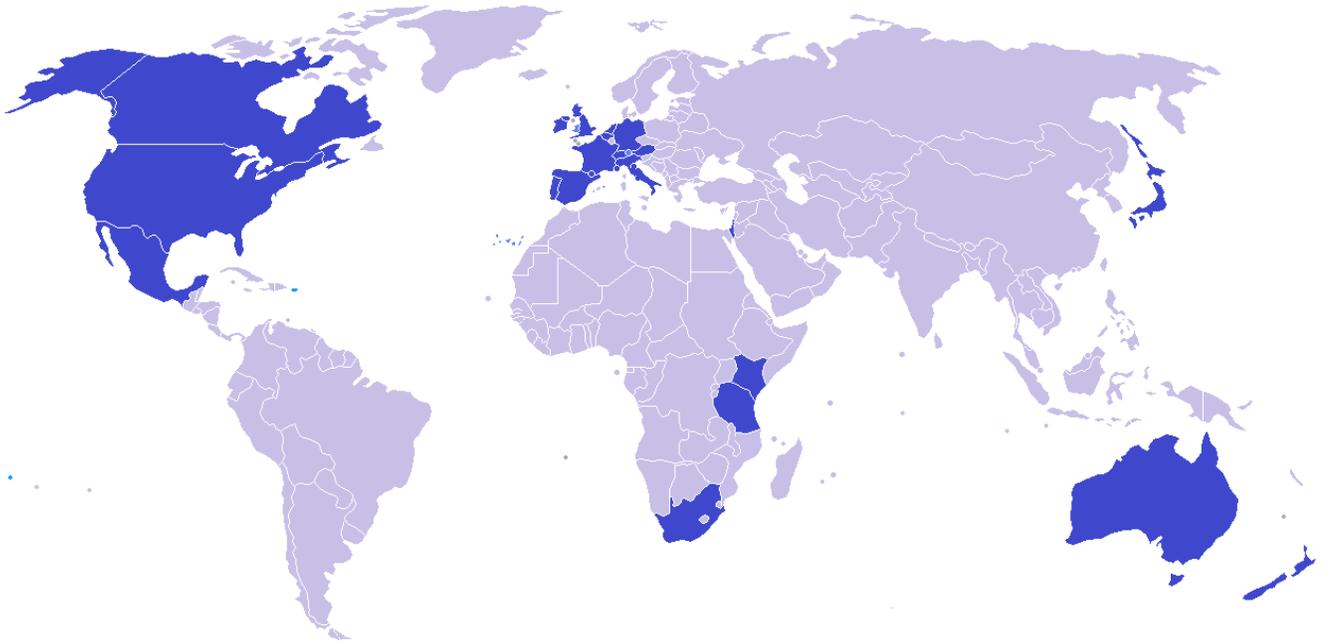
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<http://groups.yahoo.com/group/wacoclassic/>



WACO YMF-5's Around the World



Once in a while I actually get to fly! - Trip Map

