

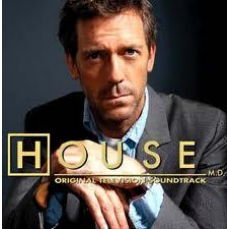


Newsletter for July 2012

EAA CHAPTER 595

RGV

SOUTH TEXAS

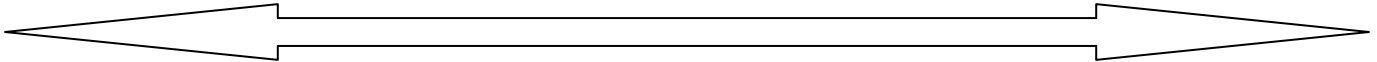


*"Driving a motorcycle is like flying.
All your senses are alive.
Being House is like flying, too.
He's free of the gravity of what people think."
[Hugh Laurie](#)*



**KEEP THE POINTY SIDE FORWARD, THE DIRTY SIDE DOWN,
AND IF YOU PLEASE, STAY OUT OF THE TREES!**

Experience is the ability to recognize the mistake... AGAIN!



PRESIDENT'S CORNER – DONALD SCHWANKE

My thoughts are in two places for this comment section. First I am so impressed with those that help the chapter to be what it is. I would be lost trying to accomplish the many requirements of chapter "life". I want to especially thank Ruby and Max Cover. We tend to dump the jobs on them, and they take it willingly, to the point of overloading them, and when they head north for the summer, we really do miss their help. Thanks for all you do Ruby!

Also please read the article about Byron Engle and the Young Eagles flights in this newsletter, the EAA has kept statistics, and the Young Eagles program simply has worked well to provide a first step for future pilots.

My second thought is about EAA Technical Counselors. Recent statistics have not been kind to the safety record of amateur built aircraft accident rate. The EAA established the Tech Counselor program 50 years ago to help promote EAB safety, and has noticed that many fail to utilize the free services of the tech counselors. We are extremely fortunate, we have three in our chapter, Merle, Larry, and myself. Many chapters have none, nor is there one close enough to a chapter to be of any help. We are here to help, we cannot and do not fail or pass a project, but simply furnish another set of eyes to advise, inspect, inspire, educate, and record. We do not charge for this service, yet these records with your project usually increases the resale desirability and value, but most of all, we just might find something you overlooked that can make the aircraft more safe.

The EAA Flight Advisor program does much the same thing, but for pilots. Unfortunately, we have none in the chapter, and the closest one is in Houston as I recall, too far to be of any value to us, if anyone is qualified to be one, the chapter would be very grateful of you applied for the position.

More information can be obtained here:

http://members.eaa.org/home/homebuilders/about/flight_advisors_faq.html

**VISIT OUR OWN CHAPTER 595
WEBSITE'S PHOTO GALLERY
FOR MORE FUN PICTURES!**

<http://www.595.eaachapter.org/>



St. Patrick's Day 2012

16 Photos / Updated Apr 11, 2012



Oshkosh 2011

36 Photos / Updated Aug 15, 2011



Members Activities

RON ADKINS, HUMMEL bird

17 Photos – Updated Feb. 15, 2012

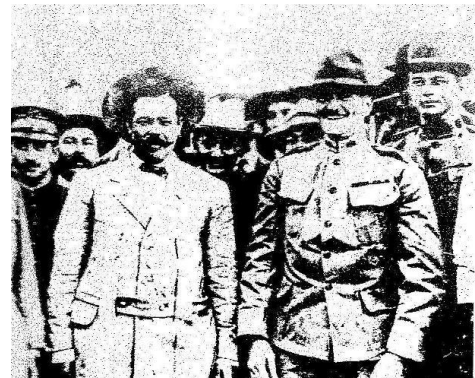
KNOW THIS FELLOW?



**This is Harmon Dobson, who opened his first
Whataburger, here in our Valley.**

**He was a former bush pilot,
and would tow bright red “Whataburger”
banners behind his single-engine
Piper Super Cub,
blowing a big air horn that sounded
like a duck honking,
and dropped coupons and leaflets
from the plane
inviting folks to the restaurant.**

RECOGNIZE THESE FOUR MEN?



**Four future military geniuses
in Texas in 1914: From left,
Alvaro Obregon, who defeated Villa and
became president of Mexico in 1920;
Pancho Villa, leader of the
feared division of the North;
John “Black Jack” Pershing,
and a very young George
“Blood and Guts” Patton.**

JUNE'S QUESTION OF THE MONTH, AT OLD REB MEETING ON JUNE 3RD.

Flying is long hours of boredom interspersed with 20 seconds of sheer terror.

Have YOU had any moments of sheer terror during a flight? What happened?

1. Wake up and see an airliner in your face. Norma Wheelock
2. When a bullet came thru the fuselage on landing at a strip in Vietnam.
3. One evening about 10 at night flying over Kelso, Washington, heard a loud "clank," checked panel, everything looked OK, decided to go back. Next day, found I had a bird strike.
4. Back when I was in the Army & working on my Comm. License, I was flying an old Cessna 182 from SAT to Atlanta, GA. I had fueled up just before dusk in Greenwood, MS, checked with the on-field FSS before takeoff & they said the cloud bases were @ 2000 ft. & tops @ 4500 ft. 20 minutes east of Greenwood I flew right into a cloud @ 5500 ft. I had some instrument time, but no rating. I tried to climb, glide & turn; nearly panicked, so I called on the radio and finally got El Dorado Arcadnis FSS. They gave me a heading & in 5 minutes flew out of this cloud. I spent this night in Greenwood & continued on to Atlanta the next day. That was the reason I now have an instrument rating.
5. We owned an old Piper with the old-fashioned overhead trim, taking off from a 1-way strip. Fred pulled some control, and the whole thing came out, cable and all! Had enough time to turn around and land (uphill of course) and land, but there were a couple of deer crossing the runway which we barely missed!
6. One day, landing at a small rural airport, I decided it was not a good landing, applied power and (tried) to climb out, whoa, whoa! Not climbing, a bridge ahead, what the!! Then I noticed I had not raised flaps. Anyway that was sure some 20 scary seconds!

Shortly after 9:00 a.m., Saturday, June 16, 2012, about 4 cars pulled up to the hanger at Reb Field in Mercedes, TX. It was the Scoutmaster, John Randolph and part of his troop from Los Fresnos. Several were there for their 1st airplane ride in their young lives. The occasion was to earn an aviation merit badge and to receive the awards for participating in the EAA's Young Eagles program.

The pilot was Young Eagles coordinator for the Rio Grande Valley, Byron Engle, with Phil Bowers handling the all-important ground work, such as not allowing anyone near the airplane while it's running, dealing with the paperwork, etc.

Ten children were flown (2 at a time) and each one had a great time, although a few were somewhat nervous at first. After 5 minutes in the air, most of the trepidation disappeared and they began to appreciate and enjoy the flight. A few didn't want to come down (including the pilot), but since there were others waiting, each flight had to end.

After the kids were flown, a few of the parents and the scoutmaster asked for a ride and received one. They were just as thrilled as the children, maybe more so. A good time was had by all and everyone left with a good feeling and great memories.

Each child received their own Young Eagles log book, a wristband and a certificate of achievement award, suitable for framing. This is the thing each child (and parent) will remember for the rest of their lives. Some even wanted to become a pilot when they grow up.

By Byron Engle



CALENDAR

July 1st, Sunday. 1400 hrs.

July 4th, Wednesday.

July 15th, Sunday.

July 23-29, 2012.

August 1st, Sunday, 1400 hrs.

Meeting at Old Rebel Field

Independence Day

Meet at 1330, Eat at 1400 hrs. Chili's in Weslaco.

The Oshkosh AirVenture 2012

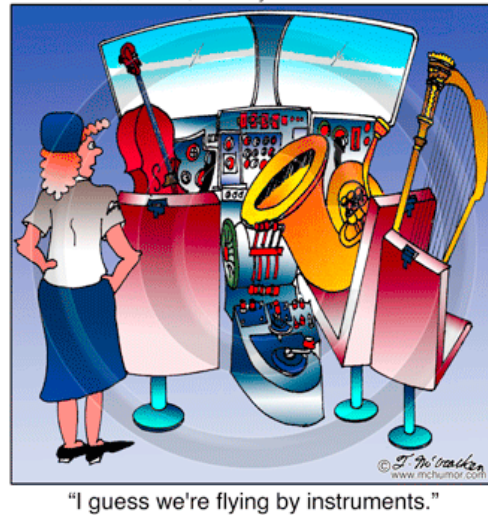
Meeting at Ole Reb Field until further notice.

Thursdays on PBS at 1930 hours.

The Aviators, an aviation newsmagazine which includes reports on the industry and people in it, airplane technology, and interesting flight destinations, as well as safety tips for private pilots.



MCHUMOR.COM by T. McCracken



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NAME THAT PLANE IN THE PHOTO!



Come meet Ron at Party Time Liquors in Harlingen! He loves aircraft and war stories, and tho hasn't flown, knows all about the local airport histories. He has met Yeager. His 91 y/o father-in-law Don Martin was an aircraft mechanic serving in England during the Battle of Britain; Don is the only surviving Vallite member of the Army Air Corps 59th Serrvice Squadron which saw action in North Africa and Italy during WW2. Ronald would like to help build a kit plane or at least see one, and would like a ride in a private airplane. (DeHavilland Beaver is the plane in his liquor store; he would like to get it flying.)

Party Time Liquors, 1135 Ed Carey Drive, H-Town, 956 428 6082.

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 Thank you!