



EAA Chapter 595 Newsletter for August 2012, after Oshkosh La Feria, TX, in the Rio Grande Valley

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



SPECIAL EDITION – OSHKOSH AIRVENTURE 2012

Chili's was a great place to be on the 15th of July. Eight people showed up, and we had excellent fast service from a waitress named Megan, whose smile could be seen from across the room. Most food plates or bowls of enchilada soups were cleaned, or doggy boxed.

There will be no meeting the first Sunday of August.

The next Greet and Eat on September 19th,
1300 and 1400 hours, in the back room,
will be at Arturo's in Weslaco.

*A superior pilot uses his
superior judgment
to avoid situations that require
the use of his superior skill.*



This is Gene Turner, the designer of all the T-40 series aircraft (one of which Byron is trying to build).

This photo was taken a week or so ago at his home in California City, CA. He's 87 years young, and is redoing a T-40A that was built and flown since 1981 by another man who died about eight years ago.

Below are three photos about the possible biplane donation to our 595, which is in a hanger at Burch's Perch. The builder, Mr. Williams, took many photos of the original in the Smithsonian to work off of. He had already built several airplanes, and some have ended up in museums.

Mr. Williams passed away about a year ago, and left his estate to his caretaker, who is considering donating the plane to our EAA 595 Chapter.



CALENDAR

Sunday, August 19th, 1330 hrs Meet and Greet, 1400 hrs Eat at **Arturo's in Weslaco**.

Thursdays on PBS at 1930 hours CST . **The Aviators**, is 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, sponsored in part by EAA and AOPA.

Fridays and Mondays at 2000 CST is **Ice Pilots NWT** on the History Channel. Fall's season may be on Wednesdays.

This immensely popular docu-series follows the adventures of the maverick Arctic airline, Buffalo Airways.

Fall will be its third season. Full of white-knuckle missions and in-your-face personal stories,

Season Three promises to enthrall viewers with tales of Buffalo's extraordinary vintage warplanes servicing remote communities in the extreme conditions of Canada's North.

PRESIDENT'S CORNER – DONALD SCHWANKE

“AFTER THE BUILD”

So years have passed since you squeezed that first rivet or glued that first board. You have persevered thru the financial drain of buying parts and tools, the long days and nights of tiring work. You have registered your creation and test run the engine a few times and done some taxi tests, but you need only one little piece of paper, your Airworthiness Certificate. Should be easy enough, the FAA has the responsibility for that, and to qualify you don't even have to prove that the plane will even fly! (Nor do you have to prove you have the skills to fly it)

So you call the FAA and are told they are too busy to bother with such trivia, go get a DAR to do it. Wait a minute; what does the Daughters of the American Revolution have to do with it? Nothing, DAR stands for Designated Airworthiness Representative, a system whereby the FAA delegates their authority to an individual who can then charge for doing what we are paying taxes to have done! They don't pay them anything, they get to charge you whatever they want and work whenever they wish and charge for transportation to your project. They also have a geographical area of responsibility, so you have to find one in your area.

Problem is, this area does not even have one!

I have taken this up with the EAA, and intend to talk more about it at AirVenture meetings this year. In my estimation, someone needs to get the FAA to do what they are being paid to do. Some areas of the US are not as spread out as we are, and there is no problem, just areas like us down here.

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Thank you!

OSHKOSH 2012 AIRVENTURE WITH BEVERLY AND TERESA, Saturday through Tuesday only.

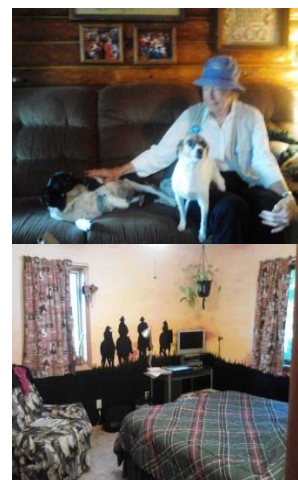
Beverly Klebert and **Teresa Markle** arrived safely via American Airlines into GRB on Saturday. Drove 45 minutes to the beautiful home where we rented two rooms.



*Upon entering the long driveway to **Carol** and **Steve's** big log cabin home, we were greeted by **Meko** and **Buddy**, their two dogs. We immediately received kissy licks from the canines, their tails awaggin' so much they would never enter a stall.*

Our hosts were delightful, and their home absolutely beautiful, with a forest in back and beside their home, a green field with a vegetable garden, flowers and birds and bunnies flitting around in their yards. No bugs at all!

***Carol** painted one room with horse scenes on the walls. They had three car garages; the double-wide garage the home owner built himself with trees from his property! The husband and wife have their own Harleys.*



Saturday evening **Beverly** and I drove the rental car to OSH, only ten miles away. It was delightful driving by the airplanes, many of which had pup tents set up next to them. We drove past the museum, and plan on going there Sunday. With the construction on Highway 41 going on, exits were difficult to find. We ended up making many u-turns to get around, besides having to deal with the circles at intersections all thru the area.

We ate near downtown Oshkosh at *Primo's*. **Bev** had a beautifully presented chicken salad. **Tree** had spaghetti and meatballs, but it was no comparison to her mother's version. The meat tasted like it was all filler. Note shadow on chair of **Bev** taking a bite of her salad, and one of the yucky uneaten meatballs on **Tree's** plate. Found our way back to the house easily, and visited with our hosts until time for bed. **Beverly** and I slept like logs in the log cabin. We had a continental breakfast with THE best pastry **Tree** has ever had, made by our hosts' daughter **Brooke**.



Jerry, a Winter Texan friend of **Teresa's**, who used to be an air force crew captain, met us Sunday morning. We went to

Becket's Fox River Brewery in downtown Oshkosh, which **Byron** recommended us to. We all had clam chowder with hot rolls, and our bowls were cleaned to the last drop -- delicious! and the service from **Andy** was superb. We ate on the back patio and watched the boats go thru the raised bridge for watercraft, then took the city bus shuttle to the airport.

Some notes about the 2012 AirVenture Oshkosh from their Commemorative Souvenir Program:

803 commercial exhibitors, 10,000 aircraft came to the event, 36,000 campers on the AirVenture grounds, over 6,000 traffic cones, 300 handheld radios used by EAA volunteers and staff, 861 journalists registered for the event (from five continents), 260,000 copies of *EAA AirVenture Today* newspaper distributed, and two million sheets of toilet paper used throughout the event site.

SEE
WISCONSIN'S *First*
Air Pageant
CURTISS-WRIGHT AIRPORT, MILWAUKEE
5305 W. APPLETON AVE. PHONE: HILLTOP 5-7222

2 ACTION-PACKED DAYS
SATURDAY & SUNDAY
SEPTEMBER 8th-9th

SATURDAY HIGHLIGHTS

- ★ 1000 MIDGET AIR RACE! THE NATION'S TOP RACING PILOTS.
- ★ SPECTACULAR FIRE CONTROL DEMONSTRATION!
- ★ SEE PILOT SPIN PROP ON STALLED PLANE IN MID-AIR!
- ★ BELL HELICOPTER IN ACTION RESCUE DEMONSTRATION!
- ★ SERVICE JETS IN ACTION THE WORLD'S FINEST!

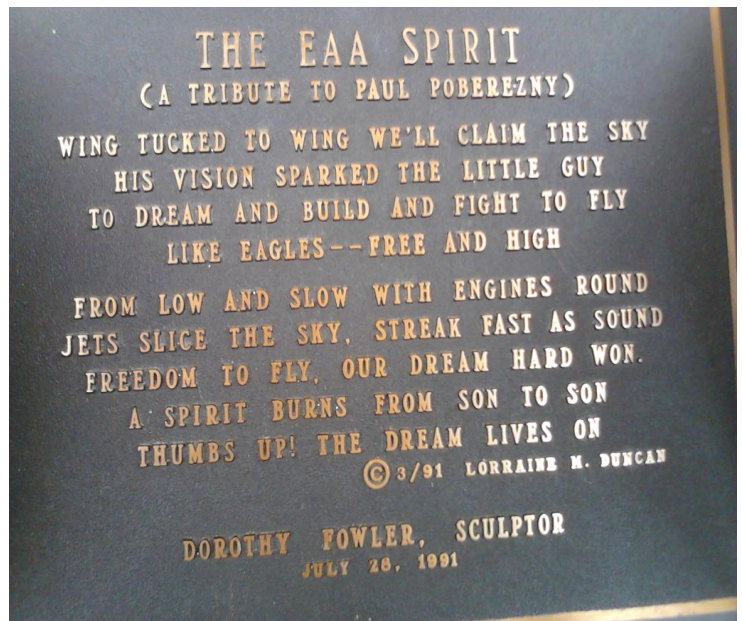
SUNDAY HIGHLIGHTS

- ★ COLE BROS. AIR SHOW! 2 1/2 HRS. OF AIR THRILLS.
- ★ FLYING FARMER IN THE ECCENTRIC PLANE!
- ★ CIVIL DEFENSE AIR LIFT! HUNDREDS OF PLANES IN ACTION.
- ★ HELICOPTER DEMONSTRATION SENSATIONAL NEW PLANE!
- ★ NAVY JET EXHIBIT! SEE WHAT MAKES THE JETS TICK!

ADVANCE SALE PARKING TICKETS NOW ON SALE AT AIRPORT AND PLANKINTON ARCADE LOBBY. BUY NOW AT REDUCED PRICES!
Sponsored by the MILLER BREWING CO.



Shuttle bussed from town to the AirVenture Museum, which has over 200 vintage planes and other aircraft exhibits. We got a photo by a statue of **Paul Poberezny** at its entrance. The plaque below it says→



Though their webpage says Sunday is free, one has to have a Monday ticket to enter the museum area. **Teresa** DOES NOT recommend purchasing admission tickets prior to the show. What a big hassle that was! And you're not supposed to bend or fold the paper the ticket is printed on. Hours and hours on-line or on the phone, and at the air show about an hour on different days just to get it all figured out correctly. Just buy the tickets there and save yourself hours of hassle and printer ink and cussing.



Sunday was a "quiet" day there, so we visited the AirVenture Museum. First we walked around the top story, looking down at all the assorted planes below or hanging from the ceiling. They had movie shorts up there, and a kid's play area of flight games.

*They also had a two-person "interactive" chamber with bombers shooting at us on a screen. We could maneuver in complete circles, and bank as much as it would allow. **Teresa** got an early ride with **Jack**, and we howled with laughter and screams of terror while we flipped around and stalled while trying to bank a circle. Never shot down another plane, and no plane hit us. Next **Bev** and I went on our ride, with more laughing and yelling! It was so much fun!*

We saw the office desks, ledgers, and books of **Audrey and Paul Poberezny**. **Fred**, the docent, mentioned the 50 names around the ceiling were **Paul's** favorite planes, and the ten in dark letters were his super favorites.

The docent told some stories of **Mr. P**. One day he was called to pick up **Mr. Paul**, and **Fred** asked him to sign his baseball cap. But **Paul** said NO! because **Yeager** had already signed it. Several weeks later **Mr. Paul** walked into the museum, and noticed **Fred** was wearing a different baseball cap, and **Mr. P** asked to autograph his cap for him. **Mr. Poberezny** also remembered the docent's wife was hospitalized, and he wrote her a personal get well card.



We saw the red "Mechanix Illustrated" Corben Baby Ace, featured on the cover of MI in 1955, which included homebuilt plane construction articles, and information about the Experimental Aircraft Association, which attracted a huge increase in membership to the two-year-old organization.

***Bev n Tree** touched a moon rock!*



At the air museum we saw one of the the Virgin space shuttles, bi planes and tri-planes, a BD-5, Lancair 200, Loudenslager Shark, Loving's Love, Rutan's Varieze, Taylor Aerocar, Rutan's specials, women's flight suits, and Van's RV-3 Prototype. There was a replica of the Wright plane, how it was made, and the time schedule of how it increased in height and distance with just five tries until it flipped and crashed.

There was also a replica of the Spirit of St. Louis over a tiny diorama of Paris with the Eiffel Tower and Arc de Triomphe, The Seine River, and the Avenue de Champs-Elysees. The Spirit flew in at night after Lindbergh crossed the Atlantic Ocean, then he made a turn around the Eiffel Tower, and landed on the airfield with car lights head-lighting the runway!



Also of special interest was a big USA map with the emblems of each group. Beverly was proud to see how our 595 emblem looked so good compared with all the other displays.

Her husband Harley designed it for our club!



*Worn out after hours of amazement in the museum, we purchased some t-shirts and memorabilia, and then went outside to catch the last bus back to town. It started to sprinkle a little rain, the only precipitation we had, but more exciting was an Ercoupe like **Beverly** had once flown and had to put down into a cornfield!*

Hopefully we can read her biography soon on the 595 webpage to find out more about her history with the 595!

For dinner we had custard ice cream at *Leon's* (opened for 65 years), and ordered a hot ham and cheese sandwich for dessert to eat on the front porch of the log cabin we're staying in. Then **Jerry** and **Tree** drove back to **Becket's** to hear and dance to the bluegrass band, but they quit after two songs by the time we got there. The outdoor patio was full, and service again was excellent. **Jer** and I then went to the **Acee Ducee Tavern** down the road, and met AirVenturers from Amarillo and around the country. We plugged the jukebox and danced to several songs, including *Amarillo by Morning*. If you go there, be sure and check out the back half of the bar where many pool tables are. This gigantic back room was full of autographed EAA posters and memorabilia, which was delightful to see.



***Jerry** spent the night in the basement bedroom. We woke up to pleasant weather and a delicious breakfast, and drove to the air show on Monday. We arrived early, and didn't have to wait to get onto the five story tall Ferris wheel.*

We couldn't tell at that time that 3/4 of a million people would be in attendance during the week!



Teresa had about 30-40 programs she wanted to attend Monday, but only made it to two: the Canine Interdiction Presentation (Belgian Malinois dogs sniff for drugs, the Bassett Hounds sniff for veggies and fruits and pork). The next presentation was of a prototype of a flying car plane, but it is years off from being practical.



After that we met up with **Don Schwanke**, happily showing off **his plane engine** with quite an audience visiting with him.

Don also pointed out what he wants his plane to look like when he's finished:
→

By then we were hungry, and had the meal **Don** suggested: a brat with kraut.

It was hot hot hot then, even for us Summer Texans, and there weren't many air conditioned buildings there. Free drinking water, though.



Tried for two days to locate the **Norma and Larry Wheelock** and **Nick Lung**, but never did find them.

Beverly found a great place to sit near the field on the grass, and we watched the preview of planes. And THEN the air show began! About half-way through the show, it clouded over enough it was much cooler and more comfortable.

The Liberty Parachute Team sky divers came down near the start of the air show. Each member averages 25 years of experience and over 2,000 jumps to their credit. They are among the most elite skydivers in the world. They flew down with "freedom streamers," a POW flag, and the grand hurrah of the USA flag, while the crowd took off their hats, put their right hand over their heart and sang the American Anthem.



John Mohr flew his 220 hp Stearman, doing 4 and 8 point rolls, hammerheads, barrel rolls, the falling leaf, an elevator pass and an octagon, inverted passes, slow rolls near the ground, a square loop, and would slide down the runway on one wheel facing the crowd. Mr. Mohr has over 25,000 hours of flight time.



Grandpa "Greg" Koontz and the Alabama Boys "won" a flight in a J-3 Cub, and Gramps did his best to "learn to fly," going every which way and almost crashing many times before finally landing with his Alabama Boys waiting for him. **Koontz** is a famous instructor and aerobatic trainer, and on the second day was able to land on a moving pick-up truck!



Gene Soucy, AKA "Mr. Air Show," entertained us with a solo performance today, doing every maneuver imaginable. He has received more accolades and awards than any other aerobatic performer alive today. Tomorrow he flies with **Teresa Stokes** as a wing walker. **Ms. Stokes** donated a liver to him in 2003, and he was back flying three months later!





Michael Rambo was **Teresa's** favorite, making smooth loops and aerobatics, the smoke coming from far ends of the plane. Michael flew a Hawker Beechcraft Texas II Demo. His bio is an amazing portfolio of aviation firsts! He could go 315 knots in this turbo prop plane with a digital cockpit, loads greater than +7 Gs, and perform 4 point rolls right smack in front of us.



The Lockheed P-38F-1-LO Lightning World War II fighter plane was restored to flying condition after being buried beneath ice for over 50 years. Glacier Girl ran out of fuel on a remote ice cap in Greenland as part of a flight of P-38s and B-17s. The crew was rescued after spending several days on the desolate ice. Fifty years later, in 1992, it was brought to the surface from under 25 stories of ice after it had drifted one mile away from its original location. It was transported to Kentucky, and restored to flying condition. A book "The Lost Squadron" tells the story. This plane can now be seen performing at air shows. In 2007 it was sold to Lewis Energy's CEO, Rodney Lewis.



Our host had purchased an ultralight plane. Steve taxied it several times, and finally lifted it 200 feet off the ground and over a cornfield. However, it crashed upside down, fuel running onto his clothes, face and body. He climbed out without a spark, covered with dirt and corn stalk pieces, and tried to find his way out of the field. The first person turned him down for a ride as he looked so raggedy, but he finally got a ride back to his unreparable UL.



That evening we ate at a Chinese restaurant, where **Bev**, **Jerry** and **Tree** filled up. **Jerry** dropped us off at the house, and headed to his home about 60 miles away. He was lots of fun.

Again **Beverly** and **Teresa** slept well. Woke up to another delicious continental breakfast, and took the bus to the airport. We were too tired to go to programs, but did make it to the last of the **Paul Poberezny** presentation. **Beverly** got to visit with him in his red VW, and shook his hand!



We met up with **Don Schwanke** for a hot ham and cheese sandwich with some young French propeller salespeople **Don** had met before. **Don**, **Bev** and I visited a few big airplanes, then **Bev** and I went on a search for the **Wheellocks** again at the Vintage hanger, without luck. By now we were ready for the second day of the air show. Too many planes to keep track of this time, and Tree's spare and new battery were kaput.



*One of the most exciting events was when **Teresa Stokes** wing walked all over on **Gene Soucy's Showcat**. She's only 27 years old, and has been wing walking since 1988. She is also an artist, and lives in a houseboat-studio near the Johnson Space Center in Houston. She has multiengine, instrument, and commercial ratings, and enjoys vintage cars and flying acrobatically.*



*Some of the other performers were the AeroShell Team (T-6 Texans),
Bob Carlton in a Super Salto Jet Sailplane,
Bill Leff in a T-6, the Canadian SkyHawks,
Chuck Aaron in an acrobatic Red Bull BO-105 Helicopter California,
Doug Rozendaal & Bob Odegaard in a P-51D & Shrike Commander,
The Iron Eagles in Super Christen Eagle Biplanes,
And Jim Peitz in a Beechcraft F33C Bonanza.*

Beverly and Teresa arrived safely back in the RGV late Wednesday night.

BELOW ARE EXTRA PHOTOS OF EAA OSHKOSH AIRVENTURE 2012



Hearts made by two planes



WWII Junkers-52 plane



C-17 on display



Team RV



C-17's massive bulk (see Don and Bev?)



D-3



Piper Cubs as far as the eye could see!



Tuskegee Red Tail



75th Anniversary of the Piper J-3 Cub



Photos of the fireworks taken by our hosts Saturday evening!

LINKS TO HIGHLIGHTS OF AIRVENTURE 2012:

<http://airventure.org/news/latest.html>