



Minutes / Meeting of EAA Chapter 595 Rio Grande Valley

August Announcements

August Birthdays

Janis Baker
August 20th

August "Meet & Eat"

August 17th @ 1:30pm
Chili's in Weslaco

Upcoming Announcement

September Anniversaries

Jerry & Shirley Gifford
September 18th

September Birthdays

Linda Peacock
September 12th

John Peacock
September 19th

Robert Carter
September 29th

September Meeting

The August 3 meeting of Chapter 595 met at the Schwanke mansion, but no business was conducted as quorum was again not met. There were 3 members & 1 guest attending; Don Schwanke, Byron Engle, Phil Bowers & Robert Carter. Patrick & Mailinh had just arrived that afternoon from Michigan and were not even unpacked from their trip, so they politely bowed out. Patrick says he did more actual IFR flying on this trip than on any trip he's ever done before. He said that most of the trip up & back was in the clouds. At one point, he said that he was in the clouds for an hour and when he landed, he was exhausted. It takes a LOT of work and concentration to hand fly in the clouds for any length of time. It's very stressful and takes all the concentration one can muster (especially without an autopilot).

Bob Carter is now a real, live airplane owner! He bought a 1965 E model Mooney (that's a C model with a 200 hp engine)! There's a lot of work to be done before it can be safely flown, but he's started on it already and should be flying in a couple of months. There's some corrosion in the tailcone that will require the partial removal of one skin and a stringer, a later model landing gear has been ordered (used) with new rubber doughnuts (shock absorbers) and will be installed. There are new tires & tubes to install and brakes to check, as well as plumbing, new oil & fuel lines and wiring and a host of other things that makes an airplane fun and safe to fly. He'll be going through the entire plane from stem to stern (that's called following the learning curve, folks) and he'll really know his airplane inside & out when he's done.



Don Schwanke is installing a new fuel tank system in his RV-12 (Air Force One, that is). The original tank he built that came in the kit holds 20 gallons, but only 15 are useable because of the location and design. While it does work, coming in with only 5 gallons in the tank means that the engine could stop just when he needs it the most, so he's installing the new tubular tanks in each wing with a header tank under and behind the seats, giving 26 gallons of useable fuel. A much better option than the original design, me thinks.

Byron Engle's in the middle of his busy season repairing wind instruments, so he hasn't done much on the T-40A. One thing that was just made was a tailpiece for the Mazda starter on the Corvair engine for the plane. This keeps the starter from twisting the brackets and keeps it centered during a "kickback".

A lot of work for some gain.



Ted Miller, Jr. attended Oshkosh (his 1st time), but did not attend to tell of his adventures, maybe next meeting.

A lot of discussion was had about all the world's problems (most were solved) and a lot of aviation was spoken. The monthly EAA program was viewed after refreshments and the most interesting part was the rebuilding of another Boeing B-29 bomber. No longer will the CAF have the only flying B-29. This one will fly in a year or 2 (maybe sooner). Man! There's a LOT of work to restore one of those huge airplanes! The undertaking is massively intimidating!

The August "Meet 'n Eat" will be August 17 at Chili's in Weslaco at 1:30 p.m. and the next chapter meeting will be Sunday, September 14 at the Schwanke mansion again at 2:00 p.m. It would be nice to make quorum again, so try to be there. The refreshments are good and so is the company, so no excuses next time (please)!

Submitted by ACTING secretary/NLE,
Byron Engle