EAA Chapter 595 July 12th, 2020

Website: www.595.eaachapter.org/
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Minutes / Meeting of EAA Chapter 595
Rio Grande Valley

April Announcements

Birthdays

Jan Carter
April - 14

June Announcements

Birthdays

Robert Heiser
June - 20

Anniversaries

Donald & Geneda Schwanke
June – 2

John & Linda Peacock
June - 22

July Announcements

Birthdays

Nick Lung
July - 7

William Bowers
July - 15

Anniversaries

Nick & Sharon Lung
July - 2

William & Janis Bowers
July - 4

August Announcements

Birthdays

Janis Baker
August - 30

September Announcements

Birthdays

Linda Peacock
September - 12

John Peacock
September - 19

Robert Carter
September - 29

Anniversaries

Jerry & Shirley Gifford
September - 18

Greetings to all! Since March 2020 when we last met things have changed and I just wanted to send a shout out to all the membership to see how everyone is doing during these most uncertain of times. I don't have the foggiest notion when we will be able to convene again, so I think this is a good way to check in with some of you to see what you have been doing and or working on.

Thanks to Don Schwanke, John Peacock, Larry Wheelock and Monty Vasquez, for helping me out with their pictures and updates.

From Don:
"I was luckier than most I guess, I had an overload of projects that were not too affected by COVID19 stuff. The best of all was on April 1st I finally got to see my years of airplane parts assembling actually fly! It was bittersweet of course, since I wanted for so long to make that first flight. It flew nicely and has flown steadily ever since, with the 40 hours of Phase 1 required by the FAA nearing an end. I still get a thrill every time it goes flying! Look for a short squib in Sport Aviation in the near future.

I got a little more airplane stuff accomplished, to include a couple of Annual Condition Inspections. After doing hundreds of them, it still is a "big deal" to me. I'm always wanting to learn and one was a learning exercise. Most were Experimental Amateur Built, or EAB planes, lately added the Experimental Light Sport or ELSA. This was my very first Special Light Sport Aircraft or SLSA, which is a little bit like a commercially built plane and an experimental cross.

Otherwise, I am still restoring my diesel pusher motor home and my recently acquired 1959 Chrysler Imperial Crown Southampton. I had looked for years for a special one like I had back when they were new. In today's dollars, the cost would be $67,859.83. Making it harder than most to restore as all the extra parts at end of production were bought by a dealer – that promptly had them go up in a large fire. It being too small a market for remaking stuff, it is a real challenge to find parts and I have scrounged the entire USA, as well as parts from Australia and Sweden.

Here is what Air Force 1 looked like when I started:

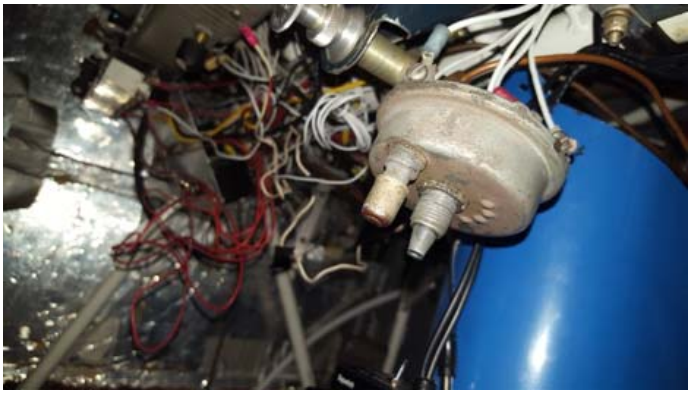
From John Peacock:
"I've just been up in Iowa with nowhere to fly. I just got my Exp Mustang 2 out and did 3 takeoffs & landings, re-hangared and decided that I will be back down next month. I also put my flight on 595 Facebook.
See you next month."

From Larry Wheelock:

"Monty came and helped me a couple of days and we took the rudder to Weslaco to get some small cracks repaired, but after the virus, restrictions took effect and all the work had to be done by me and Norma. A 108-1 Stinson was brought to me in late January for a pre-buy inspection and if purchased, to leave for work on several known issues as well as adding some equipment and removing some obsolete equipment like Loran C and ADF. When finished, I was to complete an annual inspection on the plane.
The prospective owner from Lebanon, Maine stopped by on February 2nd to look at what he was buying and I took him for a short demonstration flight. He does not have his Private Certificate and wanted to buy the Stinson for his training back in Maine."

Rob Browning, Jr. with his soon to be owned Stinson 108-1
"At that time we compiled a list of things that he wanted done; some that the seller would be responsible for and more that he would be responsible for. The list was pretty long and got a lot longer as I got into the airplane. The engine had recently been torn down for a prop strike inspection and had less than 70 hours since 6 overhauled cylinders had been installed, so it was not the subject of much work. However, it was later found that one of the exhaust studs had no nut and the stud was damaged so the muffler had to be removed to replace the stud. After removal of the muffler, it was found to be cracked so was sent off for repair. The "repaired" muffler (actually a newly made one) came back and upon the installation attempt it was found that it didn't fit. To save time and make sure of accuracy in fitment, a new one from Univair was purchased and it fit perfectly after a new stud had been installed after removal of the damaged one.

It seems the list of things found to be not quite correct kept expanding. At some point in time, the electrical system had been modified from the original self-resetting circuit breakers to an auxiliary panel and another circuit breaker panel had been added for avionics. The wiring for all that was a real rat's nest. Part of the original list was to remove the Loran C and the non-functioning ADF. The cabin heat cable was defective (would not move) and was wrongly connected to the cabin heat manifold. To achieve access to the nut on the instrument panel to replace the control, the removal of both the ADF and the transponder was required. The transponder was reinstalled in the former location of the ADF in order to utilize the mounting support already in place. The original ignition/starter switch was defective and was replaced with a keyed twist to start switch, but tracing the wiring became a nightmare.



The original Stinson ignition/start switch was replaced with key type switch.
The vacuum gauge was defective, so it was replaced.
The oil temperature gauge was defective. It was replaced as well.
The hose from oil cooler to filter was a non-legal "racing" hose. The 2 EGT probes for the GEM monitor were defective. They were all replaced as well.
The non-original pitot static system was tested, evaluated and all hoses were replaced along with some air compressor hoses with nylon tubing and fittings.

The ball indicator was replaced with a used 2 1/4" electric turn and bank wired to the bus for the master switch.
The defective clock was replaced with a surplus 8-day clock.
The tail wheel assembly was found to be worn with some damage. It was more cost effective to replace with a new Alaska Bush Wheel rather than buy parts to install in the existing one.
I took the KX155 Nav Com and indicator and the transponder to Gulf Avionics for work on the digital display and certification of the transponder.
There are many other things too numerous to mention all of them in this short note.

I added a new uAvionics AV-20S, a small multifunction display that has many functions including buss voltage monitoring, outside air temperature for density altitude, angle of attack, attitude and many other things. This was plumbed into the pitot-static system. This was under the authority of FAA Policy No: PS-AIR-21.8-1602 "Approval of Non-Required Safety Enhancing Equipment" (NORSEE) with just a log book entry.

A new uAvionics Tail Beacon for ADS-B out was added and programmed with the N number etc. I flew it for a checkout and got the FAA report that all was well. This was wired from a breaker on the avionics panel so that anytime the avionics switch was turned on, the Tail Beacon was activated independently of the navigation lights. The owner also sent a new Hercules (made in UK) climb prop he wanted installed and that was done.

Finally on July 3rd, the plane left and was flown by ferry pilot Ted Howard, a Stinson owner with his friend and headed for Maine."

Monte's notes:
"As for us ... this pandemic and this heat have got us cornered in here. It is awful because here in Willacy County, we have had several friends pass away from COVID-19.
We don't go anywhere unless it's absolutely necessary.
We have been keeping ourselves busy with lots of stuff that needs to get done and still haven't been able to finish it all up."
Monte has been working on his CX4 ... working on fiber glassing (which he hates doing) and hooking up the engine, wiring and the instrument panel. While waiting for items to come in, he has been priming the plane in preparation for the final finish coat. I guess this pandemic has really slowed down deliveries because it has been a month and a half since he ordered the second ignition system and exhaust pipes from Great Plains to build his exhaust system. We have called a couple of times and they claim it is on the way.
Here are a few of the pictures we took.
Without any further delay, this is what some of our members have been working on and or doing. Take care... God bless y'all. Until we see each other again;

Respectfully yours,
Cindy Vasquez