



**Minutes / Meeting of EAA Chapter 595
Rio Grande Valley**

August Announcements

Birthdays

Janis Baker
August - 30

Anniversaries

September Announcements

Birthdays

Linda Peacock
September - 12

John Peacock
September - 19

Robert Carter
September - 29

Anniversaries

Jerry & Shirley Gifford
September - 18

NOTICE

Weslaco Mid-Valley Airport has changed their identifier from T65 to KTXW

President Don Schwanke called the meeting to order @ 11:00 a.m. @ Gulf Aviation in Harlingen, Texas with 12 members present so official business could be conducted.

The members are as follows:

Don Schwanke	L.V. Howell	Geneda Schwanke
Phil Bowers	Byron Engle	Merle Jenkins
Danny Kyril	Shirlene Jenkins	Robert Carter
Monte Vasquez	Ted Miller Jr.	Cindy Vasquez

Don stated that the minutes to last month's meeting are on the website for all to read and asked Treasurer Byron Engle for the treasurer's report and the chapter is solvent.

Don asked for a motion to approve and Ted Miller Jr. moved to accept the minutes and the treasurer's report and seconded by Robert Carter. Motion carried.



Old Business: Don asked if the shirts were all paid for and Cindy Vasquez said no. The chapter still owes Ben Vera for 6 extra shirts that we are awaiting to sell to other members. There were a total of 6 with 2 of them sold already so we have 4 left. Byron said we would go ahead and pay for all of them so they would then become Chapter property for sale to others. Byron was up next to report on his adventures in Oshkosh with Robert Silva. Don asked if anyone else besides Byron and Robert had gone and Byron said that John Peacock was there, although he didn't get to see him. Michelle Robertson was also there volunteering most of the time, but did take time out to watch the incredible night fireworks show Wednesday evening. Larry Wheelock didn't make it after all because he had engine problems with his Mooney. In a way it was good that Larry didn't make it because the rain would have messed up his wheel bearings. Byron said that his Cherokee 140 was overloaded and he won't do that again. He did say though that it didn't go out of CG because all Cherokees are nose heavy. He and Robert left Weslaco and landed in Henderson for fuel for the first leg of the journey. The longest leg was from Henderson to Mexico, Mo. Byron already had a reservation at a motel there, so the next morning they got up fairly early and took off about 9:00 a.m. and made the last leg to Oshkosh in about 3 hours. As they got closer to Wisconsin, the clouds got lower but they



still had a nice tailwind. They arrived in the Oshkosh area at 12:00 noon and that's exactly when the 1st squall line was going through Oshkosh. Byron was in contact with Madison approach and they were telling all aircraft to go elsewhere. Byron said he was going to Fond du Lac and he was told that it looked good on the radar and that maybe the storm wasn't going to hit there. About 10 minutes later Byron was on right downwind for runway 18 @ Fond du Lac, 1800 feet and he had just passed the threshold with a big gray/blue ugly cloud in front of him. The controller said, "75 Juliet, start your base leg NOW". Byron pulled the throttle, popped two notches of flaps, applied full left rudder, full right aileron, and dropped like a stone. They landed, taxied in and shut down and by that time it was beginning to sprinkle. Byron said he needed fuel

but there had been a lightning strike and it had knocked the electricity and the fuel pump out. Meanwhile, Robert had already gone into the FBO and Byron was trying to gather all his stuff up when the 50 mph gusts hit. Byron stayed in his airplane and the rain came down so hard he found out how many leaks his Cherokee had! He wound up pulling out the carpets and wringing them out like washrags. After the rain let up, Byron went into the FBO and said there was about an hour and a half between the first squall line and the second one that hit. While waiting, Byron said he wanted fuel so they got the truck out and topped off the tanks. By the time they finished fueling, the linemen had parked him on the ramp in front of the FBO and tied his Cherokee down. Byron & Robert waited until about 6 o'clock or so before deciding that Oshkosh was going to be closed for the day, so Byron told Robert to look for a room to spend the night (Robert has a big iPad). He found one at a Motel 6 and spent the night (at almost \$200!). The next day they left around 11, called a cab and went back to the airport and waited until the late afternoon, then got on a bus to Oshkosh. Since the camping trailer was waiting for them, they didn't want to rent a room for another night in Fond du Lac. When they got to Oshkosh, there are volunteers who drive vans back and forth to take people and their stuff to their destinations on the airport grounds. Another hour's wait then off to the trailer. When they finally got to the trailer, they threw all of their stuff in, got a ride to get registered, wandered around, ate & made it back in time for a shower & bed. The campground was in flooded many places and there was a 6-mile line of vehicles on the frontage road South of OSH waiting to get in. But because the campground was so wet and soggy, not everyone could be let in. Many were running out of gas waiting to get in. Finally around 9 p.m., the gates were opened and it was chaotic. They had class "A" buses parking on the street. (And those streets are narrow). It was awful and there were so many people there. Don mentioned that there were 849,000 in attendance for the week. Byron & Robert spent the night in the trailer and weather was beautiful for the next 3 days. It was in the upper 40's or maybe low 50's during the early mornings. As the days passed, the humidity rose along with the temperature, so Wednesday & Thursday afternoons were uncomfortable. Robert was ready to go home on Wednesday, but Byron had some other things to do Thursday, so Robert had to wait. While looking around the exhibit buildings, Byron stumbled across the Duluth Trading Post exhibit and saw the Oshkosh special "Buck Naked" underwear. He bought a pair (they have airplanes on them) and said that they are the most comfortable he's ever worn, so Betty ordered 4 more pairs and they gave her the convention special discount price. Byron said that they walked a lot and he and Robert had their fill of seeing all the displays & items for sale. Byron was used to it, but Robert wasn't and had difficulties at times. Danny Kyril asked if there was a better way of getting around like a scooter or something and Don said that one could rent one for about \$750.00 for the week. Everything is very expensive there. Monday afternoon Byron went back to Fond du Lac to retrieve his plane and upon arrival, noticed a Curtiss P-40N sitting on the ramp. When he went to investigate, there was a war bird outfit from Florida that was offering flight instruction in it. He asked about the prices and they told him it would be \$480.00 for 10 minutes, a 15-20 minute lesson would be about \$800.00, a half hour lesson is \$1200.00, a 45 minute lesson is \$1800.00, and a full hour lesson is \$2800.00. The price drops if the customer buys a 5-hour block; then it's only \$2450.00/hour! The instructor sits in the back of the two-place cockpit and the student does everything from starting to taxiing, to flying and landing. It costs about \$10,000 to get a 5-hour checkout to be able to solo it.

After all of their adventures, Byron and Robert were ready to come back home and left Friday morning at 10 am. When they taxied out, there were 2 planes in front of them (very lucky): the first one was a DC-3 and the 2nd was a Beechcraft Baron.

Just before they began to taxi, a Beechcraft Bonanza made a VERY hard landing and the left main landing gear folded so the FAA closed the main runway. All was not lost however, because they also use the East side taxiway as a runway. The controllers do a very good job and know exactly what they are doing and you'd better do what they tell you to do when they tell you to do it! Byron did his run up and they flagged him out on the runway and cleared him to takeoff. Byron climbed to 3500 feet because of the clouds (it was cooler below the clouds). He said they were doing about 78 knots at first, but eventually he got up to 4500 feet, averaging about 85 knots. After they landed in Mexico, Mo, they fueled up, (they had sandwiches in the air to save time) and climbed up to 8500 feet. This leg normally takes 4 hrs and 15 minutes to get to Henderson, but this time it took 5 hours and he still used the same amount of fuel that it took to go from KOSH to KMYJ. When he landed and fueled up in Henderson, it was about 7 pm and left Henderson @ 7:30 p.m., flew to Byron's place in the Hill Country and arrived about 10:00p.m. Average speed was about 85 knots and it took them about 15 (one way) hours flying time to get back home to the Valley.

It was an adventure... they had night flight, instrument flight, in the clouds, and just about all of it was an adventure. At this time, there being no more old Business we moved on to:

New business:

E-LSA: something that is a part of the EAA that everybody should know something about, especially builders of amateur built aircraft. E-LSA stands for Experimental-Light Sport Aircraft. From the day it was established, the requirements were for a 2-place aircraft with a fixed-pitch propeller, 1320 lbs. gross weight and no faster than 120 knots. Some think that the requirements are constrictive and ever since then, there have been rumors that some positive changes will be made. After years of rumors, the acting FAA chief addressed an audience at EAA and announced that the light sport aircraft will have an increased gross weight and up to four seats and also added that electric power plants will be permissible (which for a long time has been the goal for EAA along with providing other emerging technologies). This would encompass the Mooney's, the Cherokee's, Cessna's and many other makes of aircraft. In fact, self-medical certification in light sport has had a better record than the medical certifications for certified aircraft. In amateur built aircraft, Don indicated that there are reforms as to how well proven kit planes can be constructed and flown. Perhaps even without the experimental moniker. That has always concerned some people when they get in an experimental aircraft because there is a required sign saying it is an experimental aircraft and does not comply with certified aircraft standards. It seems like this is a move in the right direction, especially since Van's Aircraft has put out more airplanes than Cessna did last year. Amateur built has really come a long way and it's nice to see that it's being looked at in a more positive light.



Elections are coming up this year and if you have anybody you would like to nominate then we will have a nominating committee appointed (probably at the next meeting). If anyone one would like to run or know someone who is interested, please let us know. Give it some thought.

Since there was no more business to discuss, the topic of where to go eat came up. Byron Engle had mentioned 2 months ago that we should try the Tejano Grill, but the problem was that they don't take reservations. Instead, one of the waitresses promised to keep some tables open for us. Betty Engle arrived early & helped get things set up for us. Thank you, Betty! She also invited the membership to come by her house for coffee & dessert after the meal.

The next meeting is Saturday, September 14, 2019 @ Edinburg International Airport @11:00 a.m.

Don entertained a motion to adjourn the meeting. Phil Bowers moved to adjourn the meeting and seconded by Merle Jenkins. Meeting adjourned at 11:50 a.m.

Motion carried.

C y'all next month

Respectfully submitted,

Cindy Vasquez