



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

### *June Announcements*

#### **Birthdays**

**Robert Heiser**

June – 20<sup>th</sup>

#### **Anniversaries**

**Don & Geneda  
Schwanke**

June – 2<sup>nd</sup>

**John & Linda  
Peacock**

June – 22<sup>nd</sup>

### *July Announcements*

#### **Birthdays**

**Nick Lung**

July – 7<sup>th</sup>

**Phil Bowers**

July – 15<sup>th</sup>

#### **Anniversaries**

**Nick & Sharon  
Lung**

July – 2<sup>nd</sup>

**Phil & Janis  
Bowers**

July – 4<sup>th</sup>

The June meeting of Chapter 595 opened at exactly 10:30 a.m. in the conference room at the Edinburg Airport with 8 members and 3 guests in attendance, so quorum was again not met. No official business was discussed, but almost everything else was. Members and guests in attendance were:

Don Schwanke  
Robert Carter  
Jerry Close  
Debora Melvin  
Shirlene Jenkins  
Metri Garib

Byron Engle  
Ted Miller, Jr.  
Elizabeth Robertson  
Raymond Mendez  
Merle Jenkins

President Don Schwanke spoke about the forced landing that past member Richard “Dick” Smith had last Wednesday from fuel starvation. He’s 98 years young and walked away from the accident with only a cut on his left wrist. The experimental Capella was dismantled & moved to his hanger in McAllen, or to his home in Pharr. Pretty exciting week for a 98-year old pilot who’s been flying almost all his life!



Don had a small Rivnut with a very small tag under the head to keep it from rotating to show the membership and spoke about the installation.

Aircraft Spruce told him to just use a small needle file to make the notch with but Byron told the membership that Merle Jenkins has a very rare and special tool that makes the notch when inserted into the hole and squeezed, quite a tool.



Merle is trying to retire from A&P work and is selling many of his tools & equipment; sorry to see that, Merle, but you've certainly put in your time & effort over the last 60 years, or so. We all appreciate your help and that you are the only charter member of Chapter 595 still living in the Valley. Congratulations!

Elizabeth Robertson has stumbled and fallen into the proverbial tub of buttermilk; she's been helping a pilot out of Houston by flying pipeline patrol all over Texas, Louisiana and part of Arkansas. She's been putting in as much as 35 hours flying time per week and is going back for more punishment. We should all be so lucky to have all that FREE flying time! She's working on her commercial license and eventually her instrument rating and possibly even her CFI. She already has her ground instructor's rating, so she's like a house afire on this flying thing. You go, girl!

Byron Engle then gave a report on the nightmares of trying to install a small GPS for the new 406Mhz ELT that he installed in his Cherokee 140. It took 2 weeks of figuring (and about \$250 in labor at Gulf Avionics) to get everything straightened out, but he finally wired it in and it seems to work OK now. The annual inspection on his 140 was fairly extensive this year and there's still a few things to work out, but the plane's flying great now and the wax job turned out really well. He spoke about the wax he used; it's called Seal-a-Plane and is available from the major aircraft suppliers. It wipes off as easily as it goes on and it lasts about a year if the plane is hangered, six months if outside. He also spoke about a product he's been using to eliminate the problems encountered with the usage of 100LL avgas. It's a produce called Decalin RunUp and it chemically changes the lead oxide (which causes the problems) into lead phosphate, which is a tan to off-white color and doesn't cause problems. Valves don't stick and the spark plugs come out clean with minimal blasting. It can, because of the light color, help show exhaust leaks.

Robert Carter was asked to report on the restoration of his Mooney M-20E and he has the interior installed (all that's left is the installation of some of the carpet and the 2 front seats); he's done the landing gear adjustments and needs to reinstall the cowling and take care of some other details and he's ready to go flying Tuesday (but who knows WHICH Tuesday?).

A LOT of discussion about ADS-B was entertained and Don mentioned that the FAA is offering a \$500 rebate on the purchase of the ES transponder that goes along with the other ADS-B equipment. There is a timeline on this, however and those who have already purchased the equipment will not be eligible for the rebate! Figures; that's your government at work!

At this time, a vote was taken and the meeting was adjourned at 11:35 a.m. The membership left to enjoy a delicious lunch at Trevino's Restaurant in Edinburg. The next meeting will be at Gulf Aviation, July 9 at 10:30 a.m. in the meeting room.