



as well. He felt that the most enjoyable part of the trip was flying up there with Byron. He learned a lot from just listening to Byron when he was talking to the controllers and picked up on a lot of the lingo. Another experience was when they just missed the big storm upon arrival. Byron had to land at Fond du Lac Airport and they spent the night in a very expensive motel there. They took a bus into Oshkosh the next day and Byron finally flew his Cherokee into Oshkosh Monday evening between airshows. The flight back took about 2 hours longer because they were bucking a head wind the whole time. The fastest they went was about 50 miles north of the Valley and had to file an IFR flight plan while in the air with Houston center and they put them down to 7,000 feet in the clouds and it was very bumpy. Byron requested that as soon as they could, allow a decent out of the clouds. Byron said they were in and out of the clouds and there were lots of thermals, which made the ride really rough. When they got down below the clouds, the wind died down a bit and they got up to 92 knots. During the first part of the journey, they were going between 78 and 86 knots. Normally it takes 3 hours 15 minutes to get to Mexico, Missouri from Oshkosh, but it took them 4 hours, using 41 gallons of gas (10 gallons per hour). They left Missouri for Henderson, TX and they climbed up to 8500 feet but it took an hour to get there because they were very heavy. That leg took them 5 hours exactly instead of 4 hours 15 minutes, again burning 41 gallons (8.3 gph). They took off from Henderson at about 7:30 and about an hour later it was dark with no moon, so Byron just went on instruments. It was VFR and it took an hour and a half of night flight and they landed at Byron's place in the Hill Country, spent the night there and took off for home the next morning.



Other old Business that Don mentioned was that at Oshkosh the FAA actually said that they are about to change the light sport rules to benefit more pilots. People like Don have been flying without a medical for years under light sport rules, but they found out that older people without a medical are much safer than the younger kids with a medical so they are looking the regulations over again and it looks like some rule changes are in the works. Since there was no more old Business we went on to:

#### **New business:**

Don mentioned that November is election month and even though it is two months away, it will be necessary to appoint an election committee as provided by our constitution and bylaws. Don said Cindy Vasquez would be perfect for that position. Hopefully we can recruit some willing members to take on that task by January 2020. Please think about elections in November.

If someone is looking to buy an airplane right now, the Beale's ELSA is in Montgomery, Alabama but when it gets back, it will be sold. Don sold both of the airplanes to the same person with the intent that the ELSA be a trainer until he could handle Air Force One and then it would be sold. The decision to sell has been made by the Beale's. It is an RV-12 with all the goodies on it, built by an A&P and always owned by an A&P. This plane has it all from the Skyview with autopilot, strobes, and Sirius XM. And it is all up to date. The airplane is still bare aluminum and is going to be sold either as it is, or at a price painted to the buyer's specifications. It would be delivered to wherever the buyer wants and painted however the buyer would want it done. It zips along at 135 mph, burning only 4 gallons of gas an hour and can use auto fuel. Something to think about would be possibly that two people would buy it together as a partnership.



Byron mentioned that Arlene Garza called him and asked about our meeting next month at Gulf Aviation which Don confirmed and said "Yes, we are planning on it". She has a guy there that is getting a Master Pilot award and the FAA wanted an organization to be represented to help present it. Arlene thought of chapter 595. The FAA has promised to be there that Saturday, so the presentation can be with Chapter 595 in attendance. She got the go ahead from the FAA. This gentleman is getting the same award that our own Larry Wheelock did a few years ago.

Byron went on to share that Dynon has the D10 and the D10A, Garmin has the G5, so he has been thinking about an AV30. They have an AV-20, which is about \$700 to \$800. The AV-30 is only for the ELSA right now but, they are working on certification. Byron said that the AV30A will be certified, but the little one isn't certified. It's the AV20 AV20A (the little one) and it does all kinds of things. Byron said that there is an article in KitPlanes and he had been looking

for an in-depth article and as he said... not all the facts are in yet but it looks very promising for a T-40. Byron said that this has a very sharp and very clear image unlike the others.

Since there was no more new business, Cindy said that she and Monty Vasquez would like to host the meeting in November at their home just West of Sebastian on the second Saturday of the month. Also, it had been approved by the chapter that Byron would write a check for the remainder of the shirts that we have so the chapter will be the owners of said shirts. Since there were six extra, the total amount was for \$270.00 to turn in to Mr. Ben Vera from Raymondville.

There being no more business to discuss, the subject came up of where to go eat. The membership all decided to go to the Texas Roadhouse in Edinburg for food, fun & frolic.

Don then entertained a motion to adjourn the meeting. Robert Carter moved to adjourn the meeting and seconded by Monty Vasquez. Motion carried. The next meeting will be Saturday, October 12, 2019 at Gulf Aviation in Harlingen @ 11:00 a.m. The meeting adjourned at 11:45 a.m.



Respectfully submitted,  
Cindy Vasquez  
Chapter secretary