



<http://www.595.eaachapter.org>

A lucky 13 people showed up for a great meal at Arturo's in Weslaco on June 24th. We had the room to ourselves, and fabulous service. Many went home with a chew-wah-wah box. **Mailinh** (Myling) won the raffle for a cloth reversible aviation-print bag hand made by member **Evelyn Urban**.

The EAA meeting on Sunday July 1st didn't have enough for a quorum, with seven people in attendance. New member **Keith Michal** came for his first 595 event.

Robert Carter showed **Teresa** his very professionally designed roster, almost ready for putting in the information which will keep track of member #s, expiration dates, contact information, spouse, anniversaries, BFRs, Medicals, DOBs, etc. Our organization is fortunate to have **Robert** as a member of our 595, and editor of our our excellent webpage.



1929: Commercial air service arrives in the Valley. On March 9, Brownsville opens its Municipal Airport with fanfare and celebrities such as Charles Lindbergh and Amelia Earhart. At the new airfield, a major hub for Pan American airways, railroad passengers from "up north" can embark on flights into Latin America aboard the Ford "Tri-Motors" of PAA and its Mexican affiliate, Compania Mexicana de Aviacion. In the 1930s, Braniff and Eastern added Brownsville to their domestic routes, while Pan Am reaches the Far East and Europe – a sky network linking the Rio Grande Valley to the nation and the world.

Museum of South Texas History

About six people are attending the 2012 Oshkosh Airventure Show this month. **Beverly Kelbert** and **Teresa Markle** will be flying via airlines to stay for three days of the event. **Nick Lung**, and **Larry Wheelock** and wife **Norma** plan on attending, too.

NEWEST SOON-TO-BE MEMBER OF EAA CHAPTER 595

Dr. Keith Michal was an Air Force pilot, and has 1500 hours. He flew KB50 Tankers, T6's, and B25 type rated planes. He almost became a Captain, but quit and obtained a PhD in Physiology. He taught at Ohio State College of Medicine.

His first plane was half interest in a 65 hp Luscombe. The co-owner flipped it, ending the Luscombe, his next plane was an Aeronca.

Keith was a former EAA member in Ohio.

He retired and ended up moving to Pharr. He has 4 children and 12 foster children. Down in our valley he began as a go-for in a Reynosa medical clinic called Bethana, and helped build a surgery room there.

He started the Pharr Literacy Project, a faith-based, community driven program which offers the community many opportunities to help others, such as ESL, obtaining GEDs, work locating, putting on plays for cultural immersion. His wife teaches cultural arts there.

PLP is supported in part by the National Endowment of the Arts. Check out their good works at <http://pharrliteracyproject.org/>.



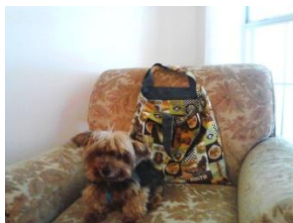
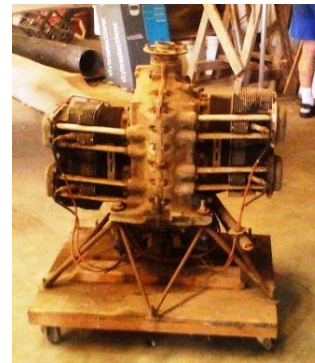


Photo of the hand-made shopping bags **Evelyn Urban** has been making. She has about five left, some have pockets inside or outside. Will raffle them off at Meet and Eats, or let us know if you'd like one. Free! That's **Teresa's** yittle yorkie **Baby Doll**.

BYRON'S LATEST ACQUISITION

Byron found his latest engine from a yahoo group he belongs to. He met a fellow group member from Colorado (a 26 hour drive!) to share in the purchase of the uncompleted Turner T40 Project from a deceased aviator who lived in Wallis, Texas.



His new used Lycoming engine was in the hangar at Reb Field when this photo was taken. It will have to be overhauled, as it had no logs with it, and the time on the engine is unknown. He thinks it came out of a Piper Apache (twin engine), the type of plane that **Byron** trained in.

It is set up for a constant-speed propeller; there were VERY few airplanes at the time period set up like that. The only one that comes to mind is the VERY early wood-wing Mooneys. Only a few were made, and **Byron** doesn't know which model 0-320 engine was used on them. The Piper Twin Comanche had 0-320 Lycomings, but they were fuel-injected, not carbureted like the one he has.



Byron's new used prop.

To err is human,
to forgive is divine;
neither of which
is Air Force policy.

CALENDAR

July 15th, Sunday. Meet at 1330, Eat at 1400 hrs. Chili's in Weslaco.
Use our mailed out discount flyer for Chili's on this day, and give to like-minded friends!
July 23-29, 2012. The Oshkosh AirVenture 2012
No August meeting on the first Sunday.

Thursdays on PBS at 1930 hours. The Aviators, is an aviation newsmagazine which includes reports on the industry and people in it, airplane technology, and interesting flight destinations, as well as safety tips for private pilots.

HISTORICAL AVIATION EVENTS OF JULY

July 25, 1909 The first cross-Channel flight was when Louis Blériot flew in a 25-horsepower Blériot VI monoplane from Les Baraques near Calais, France, to Dover Castle, England, in a 26.61-mi (38-kilometer) 37 minute flight across the English Channel.

July 21, 1921 The first U.S. black female pilot, Elizabeth "Queen Bessie" Coleman, born poor as could be in Atlanta, Texas. She received her license June 15, 1921. Her interest in flying began when she was a manicurist in a Chicago barber shop where many pilots visited. Despite her flamboyant attitude and beauty, she still had to go to France to obtain her flying license since no one in America would teach a black woman to fly. Bessie then learned aerobatic flying in France and at Fokker in Germany. She primarily flew Curtiss JN-4 "Jenny" biplanes and army surplus aircraft left over from the war in her daredevil air shows. She was killed April 30, 1926, in a "Jenny" she had just purchased in Dallas, when a wrench used to service the engine slid into the gearbox and jammed it. She died at the age of 34. A postage stamp was made in her honor.



July 15-22, 1933 First around-the-world solo. Wiley Post was born in Grand Saline, Texas. After doing parachute jumps for a flying circus, he lost his left eye in an oil rig accident, and used that money to purchase his first aircraft. He flew a Lockheed Vega, Winnie Mae, 15,596 miles around the world in 7 days, 19 hours, using one of the first autopilots made. He developed the first pressured flight suit in 1935, which he wore 50,000 feet above Chicago. Post was killed with Will Rogers in an airplane crash near Point Barrow, Alaska, in August 1935.



(info from Wikipedia.com)



Many of you are aware of Jean Garric's latest hobby, and the link below describes how he built it. Here are some recent photos of his completed project. It looks like a palm tree is growing out of the cockpit – tree not included. The price is about one million dollars. It is a work of art! It's at Weslaco Airport -- easy to see from the gate by the fire house.



The front is clear glass so they could take photos of enemy territory.

<http://www.worldwarbirdnews.com/2012/03/02/a-potez-63-11-will-soon-fly-in-texas/>

"Grouchy"

PRESIDENT'S CORNER – DONALD SCHWANKE

"AFTER THE BUILD"

So years have passed since you squeezed that first rivet or glued that first board. You have persevered thru the financial drain of buying parts and tools, the long days and nights of tiring work. You have registered your creation and test run the engine a few times and done some taxi tests, but you need only one little piece of paper, your Airworthiness Certificate. Should be easy enough, the FAA has the responsibility for that, and to qualify you don't even have to prove that the plane will even fly! (Nor do you have to prove you have the skills to fly it)

So you call the FAA and are told they are too busy to bother with such trivia, go get a DAR to do it. Wait a minute; what does the Daughters of the American Revolution have to do with it? Nothing, DAR stands for Designated Airworthiness Representative, a system whereby the FAA delegates their authority to an individual who can then charge for doing what we are paying taxes to have done! They don't pay them anything, they get to charge you whatever they want and work whenever they wish and charge for transportation to your project. They also have a geographical area of responsibility, so you have to find one in your area. Problem is, this area does not even have one!

I have taken this up with the EAA, and intend to talk more about it at AirVenture meetings this year. In my estimation, someone needs to get the FAA to do what they are being paid to do. Some areas of the US are not as spread out as we are, and there is no problem, just areas like us down here.

**Map App for AirVenture 2012: Computer or iPad <http://us.mg5.mail.yahoo.com/neo/launch>
To download to iPad or android phone: find it on your smartphone. Easy to download.**

CHAPTER OFFICERS:

President: Don Schwanke 956 797 3282 DonGeneda@rgv.rr.com
Vice President: Jerry Gifford 956 787 0294 aleejay@slinkcom.net
Treasurer: Byron Engle 956 425 5214 bengle@rgv.rr.com
Secretary: Ruby Cover 956 440 9285 rcover38@msn.com
Newsletter Editor: Teresa Markle Call or text 956 400 9007 zingy4444@yahoo.com
Please send articles, photographs, comments, jokes and suggestions to me. Thank you!