



EAA Chapter 595 November 12th, 2016

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Minutes / Meeting of EAA Chapter 595 Rio Grande Valley

November Announcements

Birthdays

Larry Wheelock

November - 20

Shirley Gifford

November - 27

Anniversaries

December Announcements

Birthdays

Jerry Gifford

December - 23

Anniversaries

Events

Coffee & Donuts / Seminar

Saturday, November 19th

Doors open at 9:00am

Sun Valley Aviation (KHRL)

Christmas Banquet

Ted Millers residence

Saturday, December 10th

11:00 a.m

Bring a Dish

The November 12, 2016 EAA Chapter 595 meeting was called to order @ 10:40 a.m. by vice president Phil Bowers in the absence of president Don Schwanke (who was taking care of some family business) in the meeting room at Gulf



Aviation in Harlingen. Many thanks to Arlene Garza for providing the room! Thanks, Arlene! Arlene has generously offered a \$.25/gal. fuel discount of all EAA chapter members upon proof of membership. Granted, it's not the least expensive around, but it is full service (there is no self-serve at Gulf). Try to support our local vendors if possible. Thanks again, Arlene!

There were 11 members in attendance therefore official business could be taken care of as quota was made. The chapter gained 3 new members: Hap Day joined and Monte & Cindy Vasquez rejoined the chapter after a sustained absence. Welcome to all! Great to have you!

Phil spoke about methods to recruit new members & Jerry Gifford said that he checked with headquarters and there are approximately 125 EAA national members in the RGV. Jerry volunteered to contact as many national members that he could reach and see if there are any who might be interested in joining the chapter. Phil also mentioned the possibility of having a meeting or 2 in Brownsville, but interest seemed to wane at that suggestion. However there is still a possibility that a meeting could still be feasible at Southmost Aviation's meeting room.

Byron mentioned that Evelyn Urban has been making aviation themed carry bags and 6 were put on the table for donations. Phil suggested a \$5.00 donation for each and every one was sold! Byron said that he has several more bags full at home & will bring them to each chapter meeting for donations and also give them to each Young Eagle he flies. Evelyn really enjoys making them and giving them to us. Thank you so much Evelyn, you are appreciated!



Phil called for any old business and there was none. He called for new business and there was more discussion about the recruitment of more new members and several suggestions were considered. Jerry Gifford asked Byron for a list of current members, which was e-mailed to him Sunday. Robert Carter volunteered to provide e-mail addresses of the national members to Jerry so he can contact them.

Phil spoke about the Veteran's Day concert being given Tuesday Nov. 15 @ 7:30 p.m. at the Trinity Worship Center on the corner of Expressway 281 and Nolana. Tickets are \$5.00 and can be purchased at the door, but people need to get

there early to not only purchase tickets but to find a parking place. These concerts are given by the McAllen Symphonic Band and are VERY popular and well attended!

Since there was no program planned, several members were asked to talk about some of their aviation oriented adventures and Phil spoke about an accident that happened in Harlingen in October 1995. A twin-engine Cessna 402 had 6 passengers and was on a scheduled (part 131) trip to Monterrey, Mexico was having trouble trying to start the engines. After several tries, a mechanic was summoned and disconnected the magneto "P" leads (grounding wires), as that was the only way they could start the engines. They were started and the pilot began his takeoff roll, got into the air when the engines quit. He landed in a plowed field South of the airport and no one was injured. After the FAA inspected the airplane, they found several spark plugs wouldn't fire, only one side of each magneto would fire and because both "P" leads were disconnected, no run-up of the engines was possible. In addition, the airplane was about 360 lbs. over gross weight (with full fuel). Scary, huh?

Hap Day, who was a career military pilot was flying a KC-97 4-engine aerial refueling tanker had taken off from his base in Arizona to refuel a B-47 jet bomber (the B-47 was the first all-jet bomber that the SAC had in the 1950s-it preceded the B-52 bomber). The KC-97 had 4 Pratt & Whitney 4360 cu. in. reciprocating engines and was slower than the bomber, so the bomber had to really slow down to match the speed of the tanker. After he got to a medium altitude, one of the engines went out. Since the tanker was heavily loaded, it couldn't get up to the altitude that the bomber was, so the bomber came down and was really low on fuel. After the bomber hooked up to the tanker, another engine went South, so the tanker and the bomber went to a lower altitude to try to finish the refueling. After that was achieved, another engine went out on the tanker, so after the bomber got some fuel, Hap landed the tanker on only one engine. Needless to say, the approach had to be perfect because there was no going around! Just another day at the job!



Merle & Shirlene spoke about the Labor Day CAF Airshow in Burnet and that it was a really good show with lots of planes there and things to do. Phil then spoke about a near accident at Arrowhead airstrip next to Lake Corpus Christi. There was a single place homebuilt there called a Bushby Mustang 1 taking off and he pulled it off the runway too soon and staggered into the air and headed for the trees at the end of the runway. He went down behind the trees and a few seconds later was seen flying out of the trees! He managed to swerve & dodge the trees to continue flying! Very lucky pilot! He also spoke about an Ercoupe that flew into the Texas Air Museum (years ago), tried to takeoff and overran the runway into a plowed field. He turned around and taxied back to try again, twice! He finally made it and flew home. A

while later, the Ercoupe was at the airport in Harlingen for some radio work and Phil told the radio tech to go look at the wing. It was severely damaged and the plane had to be grounded for repairs! After the repairs, the plane was sold to a different owner, I think.

Another story was related about another Ercoupe that had to be hand propped (it had no electrical system) and ran away from the owner and after running around in circles with the owner/pilot attached to the tail, ran right into a Cessna 206 and destroyed it. The owner had no insurance, so the Ercoupe was "donated" to the FBO, repaired and sold to pay for the 206.



There are a LOT of stories like these that can be told and learned from at any EAA/pilot gathering and are always entertaining and informative to listen to. Many things can be learned from other people's experiences and adventures. Hanger flying has its merits!

At this time, Phil asked for a vote on the restaurant for lunch; Shirlene Jenkins suggested the Longhorn Cattle Co. in San Benito. The chapter unanimously voted in favor and the meeting adjourned at 11:36 a.m. for the procession to the restaurant.



The next meeting is our annual Christmas Banquet at 11:00 on December 10th and Ted Miller, Jr. generously volunteered his house in Edinburg again. The address is 3518 West Chapin Rd. it's on the corner of Chapin & Mon Mack Roads. If you get lost, his phone # is (956) 457-6979, please bring something for the potluck luncheon, as Ted will supply the meat, condiments, plates & drinks. Also, please let Ted know what you're bringing, so no 2 dishes are duplicated.

Submitted by Byron Engle, secretary/treasurer Chapter 595 Rio Grande Valley

P.S. L.V., please tell Hattie to bring the lid for the pot & we'll bring yours (they got swapped last year).