



EAA Chapter 595 November 11th, 2017

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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

Morse Aircraft

Saturday, December 2nd

Food , Music, Car/Plane Show

Movie Night starts @ 6:30pm

Air America

Christmas Banquet

Saturday, December 9th

@ 11:00am

New Officers

Luncheon

(bring a covered dish)

President Don Schwanke called the meeting to order at precisely 11:00 a.m. and there were 7 members & 2 guests present, so quorum was again not made and no official chapter business could be done. The members present were:
Don Schwanke Robert Carter Kristen Esquivel
Jerry Gifford Cindy Vasquez Monte Vasquez
Byron Engle

The 2 guests were:
Groff Hansen
Jim Owens

Don reported that Ted Miller, Jr. was at another air race in New Braunfels (Austin area) that Saturday, so his absence was noted.

Gulf Aviation celebrated Veteran's day with music, a car show and lots of really good (flame cooked) hamburgers by Hector Garza (Arlene's husband). There

was also a WW2 veteran who spoke about his experiences during the war flying the Hump (the cargo route in the China/India/Burma theater) and the book he wrote about his experiences. His name is Jack van Norman and the name of the book is "Flying the Hump with Captain Jack". His experiences were really interesting to say the least. He is originally from Ohio, but now lives in the Pharr/San Juan/Alamo area and if anyone is interested in his book, his phone # is (515) 538-1118.



repaired and flying again soon, I hope.

Don surprised everyone by announcing that he & Jean Garric flew the RV-12 he bought a while back and is getting a good checkout before he test flies Air Force One (the RV-12 that he built). Great going, Don! We'll all be holding our collective breaths until that 1st flight is done! He also attended a Rusty

Past 595 chapter member Jeremy Reilly had to do an emergency landing in his Vultee BT-13 when the engine blew a cylinder on takeoff. He did a good job of turning the airplane around and landing without incident, but put on quite a show when the fire trucks showed up at his parking place in front of Gulf Aviation for a while. Glad you're ok, Jeremy and the plane will be

Pilots seminar at the airport before the flight, sponsored by the AOPA which helped take care of the ground school part of his Biennial Flight Review, which Jean (also a CFI) is helping him with.

Don talked about the Sam's donation to the cause at Gulf Aviation for the food for the Veteran's Day celebration; a gift certificate of the vast amount of \$25.00! Byron suggested that the chapter donate some funds to the cause for all the help Arlene has given to the chapter, but because the November meeting didn't make quorum, no business could be done. Hopefully the December meeting/banquet/officer installation will provide the necessary quorum. Food is a great incentive for attendance!

There will be a short election at the December meeting at Ted Miller, Jr.'s house and the installation of the officers as well as a great meal and camaraderie, so please try to attend. It will be December 9, 2017 at 11:00 a.m. His address is 3518 West Chapin Rd., Edinburg, TX. on the corner of Chapin and Mon Mack Roads. His phone # is (956) 457-6979, should you have trouble finding his house. DON'T use your GPS; there are problems finding his house with the units.

Don mentioned the tragic crash of baseball great Roy Halladay in Florida. He went into the ocean just off the coast while flying his Icon-5. At present, no cause was determined for the accident.



Byron then reminded the membership present that he is accepting dues for the 2018 year, but not everyone jumped at the chance. Maybe next time.

Bob Carter spoke about a person who entered the Class B airspace (unprepared) in Houston and had a really hard time with the FAA. Class B airspace requires that the pilot in command have at least a private pilot's license, his airplane must have 2-way radio communicational ability and (at present) an encoding transponder. He/she must ask & receive permission to enter or transit the airspace (have clearance) from the air traffic controller and he apparently did not. The FAA doesn't look too kindly on airspace infractions and will sometimes prosecute offenders. Hopefully that won't be the case in this instance, but we won't know until the report surfaces.

Byron reminded the membership that he has a lot of stuff donated to the chapter by Evelyn Urban and brings them to the meetings. Fewer & fewer people are taking advantage of her donations and Byron has to store them in his house and bring them to & from each meeting. The burden gets lighter, but is still there. There are books & cloth carry bags and some other stuff that need to go. Please take advantage of this, as when it's gone, it's gone (& Byron won't have to store & carry all that stuff around, too!).

There was a lengthy conversation about ANR (Active Noise Reduction) headsets (and the ensuing costs) and some very interesting points were brought up. One of which is that some units work better than others and (usually) the more one pays, the more one gets. All headsets are burdensome to wear for any length of time, but they do help to prevent hearing losses. Even the non-ANR headsets help. They are all uncomfortable to wear; especially on hot days at low altitudes for more than an hour (some more so than others). There are some lightweight sets that airline pilots wear that don't put one's head in a vise, but they are designed for quiet cockpits, such as in a jet, not for light planes like we all fly. Most ANR headsets go for \$1000.00 or more, which puts most of them out of financial reach for most of us. Still, one can dream.



Byron talked about an article he read about structural damage and high altitude/fast TRUE airspeeds that cause problems that pilots don't remember about or ignore; much to their chagrin. Very interesting. The article centered around the "hot rod" mentality by EA-B'ers installing bigger engines in airframes that weren't designed for them, such as a 180 or 200 horsepower engine in an RV-9 that was designed for a MAXIMUM of 160 hp. Flutter of the control surfaces can occur and the ensuing structural damage that can possibly occur. Frightening stuff, so be careful out there, folks. Do not exceed the Vne of the airplane! And TRUE airspeed counts!

At this time, the chapter voted to imbibe at the local feedbag, i.e. Los Asados Restaurant and the meeting was adjourned at 11:55 a.m. The next meeting will be our annual Christmas banquet at Hacienda Miller, December 9, where all will have a GREAT time! Please contact Ted to let him know what side dishes or desserts you will be bringing. See you there!

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