



EAA Chapter 595 June 9th, 2018

Website: www.595.eaachapter.org/
 Facebook: www.facebook.com/groups/EAChapter595

Minutes / Meeting of EAA Chapter 595 Rio Grande Valley

June Announcements

Birthdays

Robert Heiser

June - 20

Anniversaries

Donald & Geneda Schwanke

June - 2

John & Linda Peacock

June - 22

July Announcements

Birthdays

Nick Lung

July - 7

William Bowers

July - 15

Anniversaries

Nick & Sharon Lung

July - 2

William & Janis Bowers

July - 4

Events

President Don Schwanke called the meeting to order @ 11:06 a.m. at the Edinburg Airport with 10 members present so quorum was met and official business could be conducted.

The members were as follows:

Byron Engle	Merle Jenkins	Geneda Schwanke
Monty Vasquez	Stan Johnsey	Hector Zuniga
Robert Carter	Debora Pinto	Cindy Vasquez
Don Schwanke		

We had one guest, LV Howell.



President Don then asked Byron Engle to give the treasurer's report and the chapter is solvent. Merle Jenkins moved to accept the treasurer's report and Bobby Carter seconded. Motion carried. Merle Jenkins mentioned that his wife, Shirlene Jenkins was not present because she had pneumonia. Here's wishing her a speedy recovery.

Old business:

Byron asked about some chairs that need to be moved from Don's hangar since he has sold it. So they are going to work at getting them moved to Byron's hangar. Don also has a toolbox that needs to be emptied out as well.

Merle Jenkins mentioned that he could not recall the name of the gentleman who offered the chapter a Great Lakes bi-plane so Merle could call him. The landing gear apparently is too far forward and it would have to be modified. It appears that the only things salvageable on this plane would be the instruments and the engine. Comments about this plane were that the guy did a pretty good job with this plane but as Merle Jenkins said he should have done a weight and balance on it.

Byron said that he has been doing a lot of work on his plane. Lots of work doing painting on the control surfaces up through primer. Byron also mentioned that he thoroughly enjoyed his flight on the RV 12 and that the Skyview is something else. He didn't think that he could ever master it. He had to sit and let the engine idle for a while as the Skyview booted up and he just wanted to familiarize himself where everything was... the tach, oil pressure, water temp. Etc.



New business:

Mr. Hector Zuniga made an announcement that in partnership with South Texas College they are going to be doing summer camps-Mondays thru Thursdays from 8 -12 on ware rd and military at the technology campus. And in August again in partnership with South Texas College there will be a 2 year program- zero to flight instruction - doing ground instruction and flight simulation at their location and doing the flying out of McAllen. It is already a done deal and should be moving into the new classrooms on Monday morning. Don told Hector to keep Bobby Carter informed to keep the aircraft community educated on things like this. Bobby can then put this info on the chapter website. Byron then said he wished that TSTC had done something like this.



On another note, Chris Deleon gives his eternal thanks to the chapter for helping out with his tuition while going to school. The chapter put money toward his tuition for his becoming an A&P. He had a rather bumpy start and finally decided to open up his own business and now he has more business than he can keep up with. Nonetheless Chris wanted to pass along his appreciation for all of the help that got him to this point.

Bobby Carter then asked why the EAA did not allow the chapter to do a scholarship program anymore. Byron said that they contacted us and said they are not in favor of us continuing to do that so unfortunately we no longer continued. Chris Deleon was the recipient both times.

Don then asked if there was any more new business and there was none so Don went on to present a short discussion brought up from the last meeting.



Maintenance of aircraft- everyone has a different usually wrong idea and he wanted to address it. The FAA says that for example on a plane like Byron's he can do certain things on it because he is the pilot and owner. These things are limited though... he can't pull the prop but he can change the plugs, change the oil, bulbs, and do brakes. Very minor things. Byron can't get just anyone to work on his plane but what he can do is ask Merle or Don because they are A &P's they can give 100 hour checks which is NOT the exact same thing as an annual. On Byron's plane they can't give it an annual because it takes an IA because that deals with the type certificate. It's really not an increase in skills but rather paperwork and certification.

Now on experimental aircraft it's all different- anybody can do the work on it. You can hire someone to do it for you. Experimentals do not have a type certificate and are never air worthy. Come annual time you can get a repairman's certificate so the builder can do an annual condition inspection. He can do his own work on his plane. So on an annual you don't need an IA because there is no type certificate. Monte Vasquez then brought up that

he had sold his challenger to John Wiebelt and only Monte could do the inspection for that plane but not John. Therefore the original builder can do the condition inspection for the new owner since he knows everything about that plane. And it's probably a lot better inspection than from an A&P who hasn't even seen it before. Stanley then said he is going to buy an RV 4 and the guy could give it the condition inspection and Don reminded him that only if he has the repairman's certificate. Therefore the world of experimentals is a lot cheaper and a lot more reasonable. So in a nutshell those are the differences between a certificated plane and an experimental.

LV Howell then said his kit Fox Vixen is for sale, which prompted Don to bring up some info on liability. As was mentioned it's a shame that some of those planes are so beautiful but because of the liabilities some planes are just being junked.

After all of this discussion members were hungry. So it was unanimously decided that we would go to the Texas Roadhouse in Edinburg.

Don then moved to adjourn the meeting and seconded by Byron Engle, motion carried. Meeting adjourned at 12:05 p.m.

After we wrapped the meeting all with great food and awesome fellowship had a great time. It was L.V.'s Birthday and he followed the Roadhouse tradition (see photo).



Next meeting will be Saturday, July 14, 2018 @ 11:00 am at Gulf Aviation in Harlingen, Texas. See y'all then

Respectfully submitted,
Cindy Vasquez
Secretary