



EAA Chapter 595 February 9th, 2019

Website: www.595.eaachapter.org/
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Minutes / Meeting of EAA Chapter 595 Rio Grande Valley

February Announcements

Birthdays

Betty Engle

February - 6

John Dockendorff

February - 13

Anniversaries

Robert & Carol Heiser

February - 4

March Announcements

Birthdays

Gerald Close

March - 1

Byron Engle

March - 1

Anniversaries

Byron & Betty Engle

March - 9

John & Nancy Dockendorff

March - 29

NOTICE

Weslaco Mid-Valley Airport has changed their identifier from T65 to KTXW

Events

Coffee & Donuts
Guest speaker
Ryan Newman
FAAST Program Manager
February 16, 2018
9:00am
Sun Valley Aviation
Harlingen

President Don Schwanke brought the meeting to order at 11:01 a.m. at Gulf Aviation in Harlingen, Texas and since quorum was met, official business was enabled. We had 15 members and 5 guests in attendance.

The members are as follows:

Don Schwanke	Geneda Schwanke	Jerry Gifford
Daniel Aguilar	Cindy Vasquez	Monte Vasquez
Gerald Close	Stan Johnsey	Robert Carter
Phil Bowers	Byron Engle	Larry Wheelock
L V Howell	John Peacock	Mike Brown

The 5 guests were:

Ken Mortensen	Robert Silva	Braxton Hornbuckle
Danny Kyril	Sebastian Montez	

Speaking of guests we did acquire 3 new members...
Danny Kyril, Robert Silva, and Braxton Hornbuckle
Welcome to our chapter gentlemen!

Don mentioned that the minutes to last month's newsletter were on the web for all to read. Don then asked Byron Engle for the treasurer's report and the chapter is solvent. Byron wrote a check for \$359.00 for the renewal on January 4th and made a deposit on January 17th for \$60.00. Jerry Gifford moved to accept the treasurer's report and seconded by Stan Johnsey. Motion carried.

Don then asked the guests to introduce themselves and started with Ken Mortensen from Junction City, Kansas. He is the secretary/treasurer for chapter 1354 and has been for some time. He had a Cessna 140, sold it and he has a Tri Pacer that's supposed to be flying that is down for an overhaul and hopes to have it back up and going soon. Their chapter is building a Zenith 750 Cruiser which Ken is getting a repairman's certificate for so he can do the annual condition inspection on it and will be using the Tri Pacer's Lycoming 0-320 on the cruiser for power.

Our next guest was Braxton Hornbuckle from McAllen, Texas and he is a junior at McAllen High School. He joined the EAA around Christmas time and very interested in airplanes. At some point in the near future he would like to build a sailplane. He is looking into Dan Raimer's homebuilder's books and he feels he might be onto something. So Don told him that he's in the right place and there are several members building a project at this time with lots of experience. Bob Carter told him there might be someone willing to give him a glider project.

Next up was Robert Silva from Brownsville, Texas. Byron did an Eagle flight on him a few weeks ago and invited him to join our meetings. He is a long-haul truck driver, so he has to schedule ahead of time to make the meetings. Robert is not a pilot yet but is very interested in becoming one. He was part of the Civil Air Patrol many years ago in the early 90's. Then he started his career and lost interest in it and started getting into it again to see where it takes him. Robert is already an EAA member, so joining the chapter was his next step. He is considering getting instruction to obtain a Sport Pilot's license as a first step toward his private pilot's license later on.



Don then told the membership and guests of the passing of one of our members, John "Doc" Dockendorff who was killed while carrying luggage from the parking area to the baggage area at the Harlingen airport for his 2 daughters. As he was crossing, a car knocked him down and he hit his head on the pavement. Apparently he wasn't hit very hard, but when his head hit the asphalt, he suffered a traumatic brain injury and he died in the hospital later. It was quite a shock as he was an active member and a good friend plus he had some great flying stories. Don asked anyone who had not signed the sympathy card that was being passed around to please do so as we are going to send it out to Doc's wife, Nancy.

Don then asked Byron for an update on our membership and Byron said he will have a more accurate count by April when all the dues are paid up.

Old Business:

Don presented a Chapter service Award to



Robert Carter for doing such an outstanding job for being the web editor.
Congratulations, Robert. Great job.

Don presented Vice President Phil Bowers his award and pin.
Congratulations Phil.



New business:

Don asked the chapter officers if we have been receiving the emails from EAA concerning webinars coming up in February and some are very informative and for self-improvement and some are for interest. The webinars are available on the EAA's website and if any of us are interested, we should register since space is limited to the first 1,000 registrants. The topics and presenters are as follows:

February Webinars

Become a better chapter leader- Presidents/Vice Presidents -presenter: Charlie Becker

February 12, 2019 @7:00 pm CST

Flying start- a new outreach program for chapters- penetrated: Kyle Voltz

February 18,2019 @7:00 pm CST

Paramotors: learning, flying, and buying the smallest, most portable aircraft -presenter: Jeff Goin

February 27, 2019 @7:00 pm CST

Become a better chapter leader-secretary/treasurer- presenter: John Egan

February 28,2019 @ 7:00 pm CST

March Webinars

An IA's Dilemma -presenter: Mike Busch

March 6, 019 @ 8:00 pm CST

First flight, No fright: All about Discovery Flights and Introductory Lessons- presenter: professor: H. Paul Shuch

March 13, 2019 @ 7 pm CST

Temporary Flight Restrictions, Airspace, and ADS-B-presenter: John Townsley

March 20, 2019 @ 7 pm CST

Avoiding Stalls and Spins-presenter: Gordon Penner

March 26, 2019@ 7pm CST



L.V. Howell asked about putting this info on the minutes to which Don said that was a great idea. Don also mentioned that the chapter could apply to participate in the Ray Aviation Scholarship program by the deadline February 11, 2019 and have the ability to nominate a deserving scholar. Chapters will be notified of their approval status by the first week in March 2019. At this point, approved chapters will be able to nominate a youth in their area for a \$10,000 flight training scholarship. The EAA chapter will play a critical role in the success of this program, as chapters are tasked with identifying and recommending local youth to apply for this scholarship. The chapter will also be tasked with mentoring and supporting the scholarship recipient throughout their

flight-training journey. Don then asked the membership if anybody knew why February 9th was special? Nobody knew. It is the 50th anniversary of the day that the 747 first flew. Fifty years and it's pretty a pretty impressive life and there are still many in service, flying people all over the world today.

Ken Mortensen mentioned that their chapter in Kansas has a youth Aviation project and he feels that they are very blessed that they get the \$10,000 from the scholarship foundation. They are building a Zenith Cruiser with the local youth. They come in, get things ready and the kids from the middle and high school, pull rivets, help get things lined up and whatever and do many other small and large jobs. There is still some question about whether the members will buy the completed airplane and then use it to train the students, or possibly sell it since there is no CFI to do the flight instruction. If they sell it, they could use the money plus the incoming \$10,000 a year to build an RV 9. Usually the older students are the ones that help out with most of the building. The members come out on Saturdays to help out and guide them and direct them and they try to set up things so that the kids can do most of the work themselves. The interesting thing is that it is a joint program by the local EAA chapter and the military and it is not sponsored by the local school district, as in a Project School flight.

Don asked the membership if anyone knew what it was that he was holding up? It is called a pulse oximeter and anyone can get one for \$7.00 to \$8.00 and it is a good idea to have one, especially if you are not aware of the effects of altitude on your blood oxygen level and what all that does. It has an LED that tells you your heartbeat, EKG readout, your pulse rate and your oxygen level. The reading from 95 to 100 is considered normal. If the reading is below 90, it is recommended that some O2 should be available, because there is probably something wrong.



Gerald Close asked if anyone was going to Fun and Sun in April. Stan Johnsey said he was thinking of going, but not too sure yet, he needs to finish the annual condition inspection and get some more flying time in the plane before going to Oshkosh with it.

Don asked Jerry Gifford to share with the members some info about Mobile Aviation navigation apps. He mentioned several such as Wingxpro7, Fly Q, and My Radar. Jerry said that you could get Wing-X Pro7 free if you are ex military or a CFI. He prefers this one because if he can make changes en route to avoid congested areas and TFRs, etc. Another of the many things it can do is switch from an IFR approach plate to a VFR moving map (sectional chart) and back again. The Fly Q can give information on several airports and it will give you communications for ATC. You can just sit there and listen for training purposes, as well.



Byron Engle said that MyRadar is free and is worth having. He has it on his phone and on his iPad as well. Byron proceeded to do a show and tell on an inboard flap that he has been working on (as well as other things). It is the right flap (the Turner has folding wings) and it was covered with fiberglass for a previous show and tell, so he brought the finished product to show the difference of the completed part. He's had to stop painting because of the change in the weather. Since he doesn't have a paint booth, he has to paint outside in front of his garage/shop and either it has been too windy, too rainy, or too cold. He still hasn't finished the rest of the flaps or the aileron but did the two inboard flaps, the rudder, and the stabilator anti-serve tabs done. He actually did do the stabilators but his spray gun messed up, so he had to sand it down and do

it again when weather permits. Don said that we should have a certificate since Byron has gotten to this stage and now he is working on the fuel tank. He was asked if he is keeping photos on his project and Byron said he has three albums of photos. His plane is all wood (plywood covered) 1/8 and 1/16" thick mahogany and covered with very thin fiberglass cloth that model airplane builders use. It's not for strength but for the finish and it took two coats of resin, one to stick the fiberglass down and once it cured Byron sanded it down, then he put another coat and sanded that. Then he primed it, sanded it again, primed it again, sanded it and primed it and finally sprayed two finish coats of paint on it. He has enjoyed building it but gets frustrated because of his cramped situation in his garage/shop.

Don asked our last guest to tell us a little bit about himself, he is Sebastian Montes and has flown 150 hours and is interested in building a 4 seater/ hi performance airplane. He is seeking ideas and looking to see which plane would be ideal for him. A suggestion was that it would be cheaper to buy a high performance four seat Mooney or a Grumman Tiger. He asked if it would be cheaper to build an experimental aircraft and was told not really. If he were to buy an experimental already built, then an A&P mechanic could sign it off, but on a certified airplane, he would have to have an A&P and an IA sign off the annual inspection. He could but a Mooney or a Cherokee Arrow for about 1/3 the price of an RV10.

After sharing different options the question arose as to where were we going to have our luncheon. Two suggestions were: Los Asados and Longhorn Cattle Co. So after a show of hands, the membership decided that Longhorn Cattle Co. was the preferred place to go. Don moved to adjourn the meeting. Seconded by Byron Engle. Motion carried. Meeting adjourned at 12:15, so off we went and enjoyed a fantastic meal. Betty Engle invited us all to come have coffee and tres leches cake afterward. About 7 members showed and enjoyed the camaraderie, the cake, coffee, and Byron's progress on his Turner.

Next meeting is Saturday, March 9, 2019 @ Edinburg Airport
C y'all there.

Respectfully submitted,
Cindy Vasquez
Chapter 595 secretary