



## EAA Chapter 595 March 9<sup>th</sup>, 2019

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### Minutes / Meeting of EAA Chapter 595 Rio Grande Valley

#### *March Announcements*

##### Birthdays

**Gerald Close**

March - 1

**Byron Engle**

March - 1

##### Anniversaries

**Byron & Betty Engle**

March - 9

**John & Nancy Dockendorff**

March - 29

#### *April Announcements*

##### Birthdays

**Jan Carter**

April - 14

##### Anniversaries

#### **NOTICE**

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

#### *Events*

President Don Schwanke called the meeting to order @ 11:03 am at the Edinburg Airport Conference Room. Since quorum was met official business was enabled. There were 15 members and two guests in attendance.



Members are as follows:

Don Schwanke	Stanley Johnsey	Robert Carter
Jerry Gifford	Byron Engle	Daniel Aguilar
Cindy Vasquez	Mike Brown	Monte Vasquez
Robert Silva	Ted Miller Jr.	Harvey Schneider
Jared Bird	Braxton Hornbuckle	John F. Peacock

The 2 guests in attendance were Mike Schwanke and Elizabeth Robertson.

Don then asked Byron for the treasurer's report and the chapter is solvent. Jerry Gifford moved to accept the treasurer's report and Stanley Johnsey seconded it, motion carried. Don then mentioned that the minutes to the last meeting are on the website for anyone to read, so we don't have to read it during the meetings.

#### **Old Business:**

Our shirts are still in the process of being made and we should expect them by mid March, so we are hoping to get that business wrapped up by the April meeting. Byron mentioned that the chapter could pay for the shirts and then the membership could pay the chapter. Jerry Gifford made a motion to have the chapter pay for the shirts and Byron Engle seconded it, motion carried. This would simplify the whole process.

Don brought up the webinars. He watched the one for the president/Vice President and he had found that as a chapter, we are not the only ones with a dwindling membership and we doing the right things to increase our membership. Other chapters around the country are also having the same problems. As Don mentioned... people just don't like to join, or are too busy and/or don't have the time to participate.

Cindy Vasquez also took the secretary/treasurer webinar, which was very informative. Anybody can take these; one doesn't need to be an officer in the chapter. One can do it just for their own improvement/amusement. The webinars are free and easy to attend; one can watch it and come back to it at a later time.

Jerry Gifford said that he got in touch with a visitor from Kansas who was at last month's meeting and he wanted to know if the chapter built an airplane. He told Jerry that they got a grant that somebody in the Midwest left and they get \$10,000 a year towards building the airplane. They tried to get a school involved, but they ended up with students from the school coming to the chapter's hangar to build, so the school is not involved. It's the students that have shown interest in the building of this project. Don then said that we couldn't get schools in the "Valley" interested in building. Vans Aircraft will actually sell them a kit to build almost at no cost, so the school can sell it when they are done. Many schools are doing that, but not down here. Byron said the reason for that is it's not in the curriculum anymore, ever since the Texas Legislature passed the Education Reform Act to become law in 1984. Don and Byron have both talked to people in the schools and have had no luck at all. Part of the problem with Project Schoolflight is that a knowledgeable tutor needs to be in charge of the project and almost all of the shop teachers are not; nor do they care to be. Perceived liability is also a problem for administrators and teachers.

### **New Business:**

Ted Miller Jr. did a show and tell. A few months ago he wrote an article for KitPlanes Magazine and it was published in the March issue. Ted said we could access the article online. Congratulations Ted for a wonderfully written story.



Ted also spoke about the differences between a certified aircraft and a homebuilt one. With a certified aircraft, you have to do an annual inspection and if it's in commercial usage, it also requires a 100 hour inspection as well, which requires a licensed aircraft mechanic (an A&P). The annual inspection requires a sign off by an A & P with an inspection authorization (A&P / IA). On homebuilt aircraft, there is a different scenario. If you build a homebuilt aircraft and apply for and receive a repairman's certificate, you are then allowed to perform your own annual condition inspection. If you did not construct your airplane, then a licensed A&P mechanic must be involved and must sign off that condition inspection. Ted did not build his homebuilt and he is also not an A&P, so he must have a licensed mechanic observe his work and sign off that the work was properly completed, or the A&P must do the work. Whenever Ted does his condition inspection he has a form that he put together which is a checklist of everything that needs to be looked at on the aircraft. It is quite detailed and keeps him on track. On a homebuilt that is done correctly, you are looking for roughly the same things that one would find on a certified aircraft, i.e., to take as much of the aircraft apart as is readily accessible and examine it looking for cracks, loose fasteners, improper torque on fasteners; just about any kind of defect that might be there that could affect the airworthiness of the aircraft.



Don then brought up that there are no requirements for a logbook on any aircraft, experimental or certified, if kept they belong in a safe place until the annual inspection occurs, then the mechanics will be able to sign them, but not necessarily in the aircraft.

Don went to the Sun Valley get together Saturday morning (coffee and doughnuts), and it was a very interesting program. It was especially for CFI'S; particularly new CFI'S and nobody knew that because they didn't put it in the advertisement but it was very well presented and everything about it was absolutely perfect except for one area: BFR's. He said that some CFI'S want to just fly a little and do a short ground school. A

biannual flight review is now called just a flight review. It's a review and it's always been that way. Some CFI'S are greedy and decide that maybe it's a good way to make some quick cash to get a few hours of dual. After much

discussion among some of the chapter, Don asked the most important question.” Where to go for lunch?” There was a unanimous decision. The Texas Roadhouse on Trenton Rd. in Edinburg.

Before the meeting adjourned, Don announced that the next meeting at Gulf Aviation in Harlingen. Don asked for a motion to adjourn the meeting and Jerry Gifford so moved, seconded by Byron Engle. The meeting was adjourned at 12:05 pm with some of the members going to enjoy great food and comradeship.

Respectfully submitted,  
Cindy Vasquez  
Secretary



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