



EAA Chapter 595 April 10th, 2021

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

Minutes / Meeting of EAA Chapter 595 Rio Grande Valley

April Announcements

Birthdays

Jan Carter

April – 14

Anniversaries

May Announcements

Birthdays

Anniversaries

Events

Notices

This project will take a lot of effort from both club members as well as outside volunteers to become a successful education program as most of us envision. All ideas are welcome both from members of the chapter as well as those that are on our mailing list.

President Don Schwanke called an informal meeting to order @ 11:10am at Gulf Aviation in Harlingen, Texas with 7 members and 3 guests in attendance.

Members were as follows:

Don Schwanke Cindy Vasquez

Robert Carter Bob Heiser

John Peacock Carol Heiser

Jerry Gifford

The three guests were T. J. Perez and his fiancé Janie Ramirez and Arthur Chavarria

Welcome to our chapter.



Due to quorum not being met, no official business could be done at this time.



President Don Schwanke began an informal meeting and at this point there was a lot of discussion about how to get younger people interested in aviation. Don proceeded to ask the members if anyone needed to renew their membership, as he would take dues. Don was acting as treasurer in the absence of our treasurer, Byron Engle. Don said this is an important meeting but informal at the same time. The minutes to the last meeting are on the website for all to read. Don read the treasurer's report and the chapter is solvent.

Old Business: None

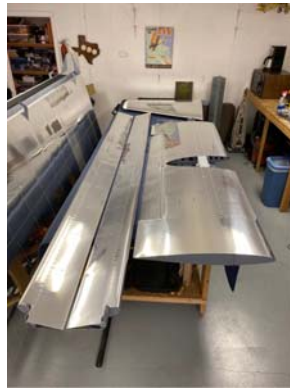
New Business:

The agenda for this meeting was how to move forward on the chapters Van's RV-12 (a 2 place light sport airplane) that was donated to EAA National headquarters and awarded to chapter 595. Don built one and bought another RV-12 and felt this would be a good educational project for local youths and adults, showing that there is more to aviation than just being a pilot.

Below are several photos of the donated items that the chapter has received

(the wing stand is included).

The first order of business is to go get the plane and we will have to do that by executive order. Robert Carter was volunteered under pressure to go pick it up in Salado, Texas and offered to store it in his hangar. The chapter will reimburse him for gas, meals, and any other expenses incurred. Robert also mentioned that once construction started we would need a suitable place where we didn't have to move airplanes outside to have room to work and that he would see if there was something available at KTXW (Weslaco Mid Valley Airport)



Empennage/Tail



Wings & Wing Stand (a)



Wings & Wing Stand (b)

The next question was what are we going to do with it? We are supposed to be educating and encouraging youth to come into aviation to join and to learn. We hope to get people interested in building an airplane and realizing how much fun it can be.

Don repeated that the kit contains the 2 wings and the tail. Don said it looks pretty good but what needs to be done next is how we are going to get the fuselage kit which is a larger kit from the size of it & the time to build. It doesn't include the engine or the avionics but once built, it would be ready for the powerplant and avionics. It's a beautiful way to educate everyone about homebuilding. We are not committed to anything once it's here and if we find that the craftsmanship isn't up to aircraft standards and nobody is interested, we can do whatever we want since we are not limited except for the desires and the ability of the chapter. Don shared some of his building experiences and said although the wings look complicated, they actually go together fairly quickly as does the tail, each taking about 2 weeks. The real time consuming part of it is the fuselage.



Don mentioned that the fuselage kit sells for \$6700.00 plus shipping and there is a 6-8 month waiting period because the factory can't keep up with the demand, so we do have to consider the lead time. When the time comes up and the kit is ready to be shipped, we then need to decide how we are going to finance it.

Robert said what he would like to see before putting any deposits or purchasing anything is a plan on how it will be built, he also mentioned that building it as Vans intended, it would broaden our market when it comes time to sell it, either to an individual or to a group. Before we spend any money however, we should look around for anything on the used market, or possibly someone else that has a project RV-12 that they want to sell.

Don asked Robert about the Boy Scout Explorer program and Robert said he knew of an aviation badge and one of the ways they can earn it was by having a speaker come in and talk to them about aviation. Robert said he would stop by Rio Grande Valley Boy Scout

Council and see if they were interested in getting some of the troops to participate (labor wise) in building the RV12.

In further discussion... the chapter cannot own a flyable airplane, so once the DAR signs it off it can't be a Chapter aircraft. The hope is that we can get someone to finance it in return for getting the plane once it is completed. There's also the option that a member can loan the chapter the money to buy the fuselage with the understanding that he gets his money back once it is sold. Also, if we as a group get to a point where we lose interest or can't complete it, we have the option to sell it as is.

After the fuselage is complete, we would have to start thinking of a powerplant. The RV-12 uses a Rotax 912 engine to qualify for Light Sport otherwise it will be licensed under E-AB (i.e.-homebuilt). A 130 HP Viking engine with everything firewall forward is roughly \$20,000, another option: Byron has a 110 hp Corvair engine conversion that he would like to sell but would leave us to design engine mounts and cowling. Don mentioned that being a 6-cylinder engine it could possibly create a forward CG problem and balance is very critical on an RV12. The Corvair weighs 220 pounds.

Robert again mentioned that we need to decide how we are going to build it because at present, we don't have a buyer, but the larger the market of buyers, the better chance we have of selling it. The closer we stay to what Vans intended for the aircraft, the better the chance of selling it we'll have.

T.J. Perez asked if anyone has reached out to the schools to get the youth involved and Don said he has tried but has had no luck at all. Robert said that there are 2 schools in the Rio Grande Valley that he knew about that have an aviation class, one in Rio Hondo and the other is Brownsville Porter High School.

Bob Heiser and Don Schwanke offered to be mentors on the construction of the project. Arthur Chavarria mentioned he had several friends with sons in their 20's that he would talk to, along with his own son about becoming chapter members. One of the sons is a pilot as well.

Don asked if there were any other comments or questions and there were none, except where to go eat. It was decided that Los Asados was the place where the membership wanted to dine.

The meeting adjourned @ 12:35 p.m. with the members and guests going to lunch.

The next meeting will be at the terminal building, Saturday, May 8th at the Edinburg International Airport @ 11:00 A.M. See y'all there.

Respectfully submitted,
Cindy Vasquez

