



EAA Chapter 595 April 13th, 2019

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

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

NOTICE

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

Events

Coffee & Donuts
November 17, 2018
9:00am
Sun Valley Aviation
Harlingen



President Don Schwanke called the meeting to order @ 11:01 a.m. @ Gulf Aviation in Harlingen with 19 members present. Since quorum was met official business was enabled.

The members present were as follows:

Don Schwanke	Mike Brown	Ted Miller Jr.
L. V. Howell	Robert Carter	Phil Bowers
Cindy Vasquez	Jerry Gifford	Monte Vasquez
Shirley Gifford	Geneda Schwanke	Robert Silva
Merle Jenkins	Danny Kyril	Shirlene Jenkins
Braxton Hornbuckle	Larry Wheelock	Byron Engle
Jared Bird		

Don encouraged everyone to read the minutes from our last meeting since they are on the website. Don then asked treasurer Byron Engle for the treasurer's report and the chapter is solvent. Ted Miller jr. moved to approve the treasurer's report and it was seconded by Merle Jenkins. Motion carried.

Old Business:

Our chapter shirts are finally here and what was agreed upon was that the chapter would pay for all of the shirts and the membership would pay the chapter back as they pick up their shirts. We do have 6 extra shirts for sale with the chapter logo, but no names on them if anyone is interested.



The next topic that was brought up by Don was about the discussion of flight reviews. Don had gone to a meeting at Sun Valley Aviation and

the program was presented by an FAA FSDO representative who is retiree Gary Stamper's replacement. It was mostly for CFI'S, but that wasn't made clear, so Don listened to the presentation. Don was offended when the presenter said that if a CFI flies for an hour with someone, signs his name in the logbook, that anything that pilot does wrong in the next two years will be on the instructor's shoulders and possibly certificate. It was suggested that if the pilot being reviewed had problems, they may need to fly as much as 7 or 8 hours for the review. The flight review in its original form was not a test and that you couldn't pass or fail; it was just a review. The Association of Certified Flight Instructors, by paying their dues, hired a pretty powerful lobby, it seems. They lobbied the FAA to change the rules and make it actually an hour of ground instruction and an hour of flight instruction for the endorsement with the possibility of further instruction as needed. It's still called a review, but not a biannual flight review. Unlike the original, it's a review that's more like a test, even though the FAA says differently. What the presenter pointed out is that they should run the pilot through all the maneuvers he/she ever did to get their license. Basically what this amounts to is trying to convince the reviewee that he/she must pay up to 7 or 8 hours for a flight review so the instructor makes more money. If one is current, an hour should suffice for the review but if not, then UP TO 7 to 8 hours of review can be recommended. Byron is up for a flight review this year. What he did the last time was an hour of ground school and an hour of flight review. He and the instructor looked through charts, reviewed some rules (FARs) and some review on the iPad, among other things. Then when he went flying. They did stalls, accelerated stalls and some commercial flight maneuvers. Since Byron has a commercial license he had to do some commercial maneuvers and the last time he went for the review, he had to do some lazy 8's and other maneuvers, including engine out procedures, etc. It was about an hours' flying time.



It was announced that Richard Cole, the last of the Doolittle raiders passed away at the age of 103. He was Jimmy Doolittle's co-pilot during the raid. What an amazing man; a true hero, but he would never admit to that. He lived on his ranch just outside of Comfort, TX. He was buried in Arlington National Cemetery in Washington, DC.

New business:

Byron Engle took 4 young eagles up Sunday, April 7th at Port Mansfield and passed 2,000 flying hours. Byron also spoke to Arlene Garza and she wants to have some kind of a fly in at Gulf Aviation or a Young Eagles event and if we can, she will give the flying participants a big discount on the fuel. She wants to get things moving at Gulf Aviation and Byron is trying to recruit people into taking instruction. Arlene has done so much for the chapter, so anything we can do to help her out would be great.

Danny Kyril asked about progress on any projects and Byron said that he was going to have to take his Turner Super T-40A up to his hangar North of Kerrville (at least temporarily) and maybe go up every two weeks to work on it since he doesn't have room in his garage to finish the project. As Byron said, "It's not an ideal situation but for now that's going to have to work." He is dreading having to haul lots of tools, nuts, bolts, aircraft parts, wiring, etc up to the Hill Country. He also needs to build a long work bench & several cabinets before moving all the stuff up there. The wings need to be built to get it to where it's semi-finished and maybe even to cover & paint the plane up there. Maybe if Byron gets far enough along, he might try to get it inspected since he would only be about 80 miles from San Antonio where the FSDO office is. Don asked Byron how the wire labeling experiment worked out and Byron said that the tape that Don had shown him didn't hold out very well so he is just using the white tape. Don did say that if anyone needs the labeling device for the wiring he has one available and would loan it out. It would save from all the guesswork and having so many wires all tangled up and strewn together. The wise thing to do is to label the wires with printed heat-shrink tubing before putting the terminals on. This is especially great for wire identification.

Don asked Monty how his Thatcher CX-4 project is coming along. Monty said that if he could put it all together right now, he would almost have an airplane (at least it would look like one). It's just the little stuff right now, such as the wing tips and hooking up the controls, etc. It's about 90 % done and 90% to go. Danny Kyril said he was working on one but lately hasn't been able to. He has an Avid Flyer in his garage, but hasn't decided which engine he is going to use (he has 2).

Don asked Jerry Gifford if he bought his ADS-B and Jerry said not yet, because it is going to be installed in his Ercoupe in Kansas. If one has a certified airplane, it can take a lot of money to become compliant by 2020. Jerry bought the uAvionix wingtip beacon, which weighs only 8 ounces, contains a strobe light as well as a red navigation light, has the GPS inside and is easy to install, having only 3 wires and fits where the old tip light was. Jerry hasn't figured out how to program it, because one must get the installation manual online. It's programmable and it uses his old transponder instead of having to buy a new one. It's a rather neat little package. Byron said that he's ordered the uAvionix Tail Beacon, but has to wait for FAA certification before the company can send it to him.

There being no more business, the question arose as to where to go to eat. Someone mentioned trying Chinese. After discussion about which one to go to, a decision was made to go to The Great China Restaurant/Buffer in Harlingen. Someone else asked about Golden Corral but the majority decided that Chinese would be good. The next meeting will be Saturday, May 11, 2019 at the Edinburg Airport terminal building at 11:00 am. Don moved to adjourn the meeting and Merle Jenkins so moved, seconded by Ted Miller Jr. Meeting was adjourned at 12:05 pm with the members going off to enjoy great food and camaraderie.



Respectfully submitted,
Cindy Vasquez
EAA Chapter 595 secretary