



## EAA Chapter 595 May 8<sup>th</sup>, 2021

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

#### ***May Announcements***

##### Birthdays

##### Anniversaries

#### ***June Announcements***

##### Birthdays

**Robert Heiser**

June - 20

##### Anniversaries

**Donald & Geneda Schwanke**

June - 2

**John & Linda Peacock**

June - 22

#### ***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 @ 11:06 am at the Edinburg Airport with 9 members and 1 guest in attendance. Since quorum was not met, the meeting was labeled as informal, but the executive committee is able to do the necessary business needed.

The members were as follows:

Don Schwanke	Monte Vasquez
Geneda Schwanke	Cindy Vasquez
Ted Miller, Jr.	Art Chavarria
Byron Engle	Merle Jenkins
Shirlene Jenkins	

The guest was: Wayne Maxwell

Mr. Maxwell works for United Launch Alliance at KHRL building rocket bodies & parts. He is visiting out chapter to become familiar with the goings on. He's a 2<sup>nd</sup> Lieutenant in the Brownsville Squadron Civil Air Patrol and has a 13 year old grandson who is interested in the Young Eagles program. Byron mentioned that he's the coordinator for the RGV and we can set up a flight at the end of the month, if desired. Wayne used to live in Edinburg not far from Kenny Birch (who built an airstrip on his property named Birch's Perch, North of Edinburg). Merle & Shirlene live next to it and a discussion started about whether they knew each other. Welcome to Chapter 595, Wayne!



Don asked for the treasurer's report & Byron said that the chapter is solvent. Ted Miller, Jr. moved that the report be accepted and seconded by Merle Jenkins. Motion carried.



The latest business is what we plan to do with the RV-12 parts that Robert Carter was picking up in Salado. EAA has about 1000 chapters worldwide and Mike Dailey of Salado, TX donated the parts of the RV-12 kits that he had completed to National EAA. Headquarters then did a contest to see which chapter could come up with the best reason to win and Don Schwanke won!



When Robert arrived in Salado, he thought that there was just 2 wings and the tail section, but it turned out that it also included the tail cone with the wings & empennage, so Robert had to do some improvising on his loading technique. There are no limitations as to what Chapter 595 can do with these parts and that was what most of the discussion was about. Many ideas were tossed about, but a decision still needs to be made as to what we are actually going to do with it. If we decide to follow through and upon completion, we, as a chapter aren't allowed to own the plane, according to EAA rules. One of the ideas that some members had was to complete the airframe sans engine & instrument panel and sell it to an individual for final completion. If the plane was completed & flown, the chapter & membership would be liable for anything that happens afterward, so the idea to just use it for an educational learning experience, possibly for young enthusiasts, seems to be the best solution at present. The chapter

membership will decide how to handle this situation at a later date.

There was some discussion about where to build the structure and one of the ideas was to use a hanger at KTXW, which could be an option. Another idea was to maybe use a garage or a local barn, which could also work, but it would need to be secure and at least have electricity, lights, storage, maybe water and possibly restroom facilities. There's a lot to think about, but this could be a huge opportunity to garner interest, especially from younger groups such as Boy Scouts, MMA students, Civil Air Patrol, etc., as well as the chapter members. There is some interest from everyone in the meeting, anyway.

There was talk about which engine to use if the chapter decides to complete the project, such as the recommended Rotax 912 engine that Van's recommends, but that has a price tag of around \$30,000.00, including the cowlings, engine mount, etc. The fuselage kit goes for \$6700.00 plus shipping and there's a 6-month waiting list for delivery. The avionics kit (glass panel, etc.) costs roughly \$35,000.00, but it's possible to put in the minimum amount of instrumentation to legally fly, which would lower the cost considerably. Don's personal choice is the Viking /Honda Fit conversion for about \$20,000.00 complete.

The question came up about how to finance the project. The chapter doesn't have the money to purchase the fuselage kit, let alone the rest of the project. The possibility of a bank loan didn't sound good to the membership, so maybe some fundraising projects could help. People could also donate what they could afford, which is another option.

Speaking of donations, Robert's best friend, Todd Aune donated roughly \$500.00 worth of lumber to box the parts that he and Bob picked up in Salado. Todd, his son Jaden & Robert drove a total of 850+ miles to do the honors and arrived at Weslaco Mid-Valley Airport early Sunday morning (1:30am) with the prize(s). Robert and Todd have donated their hanger to store the pieces until a suitable place can be found to do the assembly, or whatever the chapter decides to do with the project. Speaking of Robert, Byron stated that he is very meticulous about anything and the condition of the RV-12 wings, tail cone & empennage were in perfect condition when they unpacked it Monday morning. Robert does his best to do things to perfection and correctly. Great going, Robert!



Byron reminded the membership that the 1<sup>st</sup> order of business should be to find a suitable place to either build or store the project, then decide what to do with it at a later date. Until then, Robert & Todd say the project can be stored in their hanger for now. Financing and/or building is secondary. A hanger at the airport would be good except for entrance & egress: only those with a gate card can enter. Bathroom facilities would possibly be lacking as well. Don said that everyone involved in the building would need supervision and Ted Miller asked who in the membership would be willing to donate the time to be there to supervise and 5 people volunteered. Art Chavarria mentioned that he saw a video of a couple at Oshkosh who had an RV-12 and had numerous used parts or parts that were no longer needed for sale at very reasonable prices and seemed to be in very good condition. That's a good possibility to save some money, plus what could be found on line.

Ted Miller, Jr. said that if the fuselage is completed, it would be a very marketable airplane, allowing the new owner to install the engine & avionics & paint of his/her choice.

Don asked for a conclusion to the meeting and it adjourned at 12:02 p.m. He then asked where the membership would like to go eat and Byron suggested the Texas Road House, which is where they went. Ted Miller invited everyone to his hanger to look at the RV-3 he's rebuilding and everyone liked the tour and the plane. Thanks, Ted!

The next meeting will be at Gulf Aviation meeting room in Harlingen, Saturday, June 12 @ 11:00 a.m.

Respectfully submitted,  
Cindy Vasquez

