



Minutes / Meeting of EAA Chapter 595 Rio Grande Valley

August Announcements

Birthdays

Janis Baker

August – 30th

September Announcements

Birthdays

Linda Peacock

September – 12th

John Peacock

September – 19th

Robert Carter

September – 29th

Anniversaries

**Jerry & Shirley
Gifford**

September – 18th

EAA Chapter 595 August meeting was called to order by president Don Schwanke at 10:42 a.m. There were 11 members and 1 guest attending, therefore quorum was made and official business could be attended to.

The members were:

Don Schwanke

Byron Engle

Hector Zuniga

Debora Melvin

L.V. Howell

Robert Carter

Ted Miller, Jr.

Con Crowe

Shirlene Jenkins

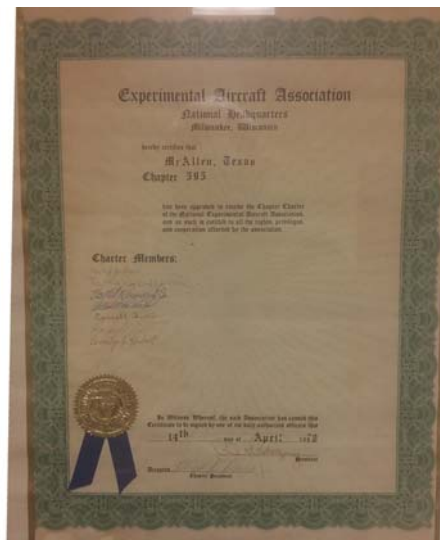
Merle Jenkins

Phil Bowers

The guest was Ciara (pronounced Sierra) Perez (who is interested in obtaining her private license)



Byron gave the Treasurer's report and Don gave a report on the late fee for filing the Annual No Tax Report and the Annual Public Information Report. Since Don paid the late fee with his personal credit card, the membership voted to reimburse him for his expense. Byron will try to get that done on time next year so no late fee will be charged.



Don then showed the membership the chapter charter from EAA from 1978, just after the chapter was formed. Beverly Klebert, who was a charter member along with Merle Jenkins had forgotten she had it and when she cleaned out her home prior to moving, found it and donated it back to the chapter; frame & all.

(Larger photo available on the web) [HERE](#)

Since there was no old business, Don moved on to New Business. Last week, Don moved his RV-12 into his hanger with the help of Bob Carter, assisted by Byron Engle. It now has its permanent home and is out of the garage (that makes Geneda ecstatic!) He still needs to do a few more things to it before it flies, so he will taxi it all over T65. Taxi tests are necessary to fix anything that could happen while flying. It's always better & easier to repair on the ground than in the air!



Robert Carter installed a new fuel pump on his Mooney; he found oil in the fuel at the injector servo, and the only way oil could get into it was from a perforated diaphragm in the mechanical fuel pump. He's about ready to do some more taxi tests before he flies, so the day's getting closer! Keep us informed, Bob!

There was no program planned for this meeting, but the conversations drifted to the many contributions made by the Experimental-Amateur Built (E-AB) aircraft to the certified

aircraft market, such as the new electronic (i.e. "glass panel") instruments, composite construction, various STC's for auto gas and many research & development projects that found their ways into the certified marketplace. The FAA seems to be realizing this and has (in some instances) made some progressive changes because of this. The new 3rd Class medical reform and new certification procedures in Part 23 FAR's are making aviation less expensive and access easier for the public. EAA's Young Eagles/Eagle Flight program to help recruit new potential aviators has been a success and the FAA finally recognizes these advances.

The amount that the chapter members know about these and other things is very impressive. There are a lot of new advancements in the ADS-B program that manufacturers are bringing about that is lowering the cost and improving the safety of aviation and it's not over with yet. Ted Miller spoke about the new STC available from EAA for only \$100 to install a Dynon D10A or D100 in the panel of many certified aircraft and that Garmin is coming out with a version of their own for many makes of aircraft. The amount of safety that these electronic instruments offer makes the old gyro instruments seem antiquated by comparison. The EFIS versions are exactly the same as the certified ones and cost less. Because of the numbers built, the price of the certified units go down as well. Don Crowe spoke about the GPS units installed in his commercial trucks and the technology transfers into other areas of transportation, including aviation.

Byron spoke about a new "all in one box" by NavWorx in Rowlett, TX that has everything in it for ADS-B in & out for only \$2000.00. It contains WAAS GPS and is certified for all aircraft. The FAA will be offering a \$500.00 rebate after September for those who install ADS-B, thereby favoring those who waited and penalizing those who installed their equipment before Sept. 2016. It also allows the owner to keep the original transponder, as it has what's called a "Transponder Monitor Single-Point-of-Entry (TransMonSPE). It connects directly to the Mode C unit and includes "Delivery of Traffic and Weather to various displays". For more information, contact NavWorx, Inc. at (888) 628-9679, or visit www.navworx.com/. Hopefully prices will come down even further in the next 3-4 years before the 2020 deadline. For more information on the ADS-B rebate, visit www.faa.gov.

The restaurant voted for the luncheon was the Texas Road House (The food was OUTSTANDING!) in Edinburg on Trenton Rd. & Expy. 281. September's meeting was voted to be at Gulf Aviation in Harlingen, September 10 at 10:30 a.m. the meeting was adjourned at 11:52 a.m.

Submitted by Byron Engle, secretary/treasurer of Chapter 595 Rio Grande Valley.