

EAA Chapter 81 Meeting Minutes  
October 17, 2009

Meeting was called to order by President Duane Boyd. Miraculously, all officers of the chapter were in attendance and, to all appearances, sober.

Treasurer's Report: Mick Myal reports that we have \$2,281.99 in the bank. A CD rolled over on October 7, initially valued at \$6,900, and is now worth \$7,319.93. Mick, who is pathologically honest, wondered what we should do with the loot. Several of those in attendance had suggestions to offer, most completely self-centered, and a few even having something vaguely to do with aviation. One of the more practical suggestions was that we purchase a showcase in which to display Chapter 81 possessions, such as books and photos, in our meeting room. This would require permission from the Airport Manager, and the prez is going to inquire. One member suggested that we form a committee to decide what to do with the money, but most of us felt that wasn't necessary. Finally, it was decided that the membership offer suggestions about how Chapter 81 funds should be best utilized to promote our goals of aviation and education and present them at the November Project Meeting for consideration. Suggestions can also be submitted to Webmaster Bruce Noon.

There was no Secretary's Report, as Secretary Bob Miller was forced to play hooky in order to attend the annual Kitfox Factory Fly-In and Pig Roast at Homedale, Idaho. This momentous event, unfortunately, took place over the same weekend that Neil Cubbon presented the progress on his RV9-A project. Those who attended the Project Meeting tell us that the wings are on, so it's beginning to look a lot like an airplane! Although Bob regrets having missed Neil's presentation, he is happy to report that he had the opportunity to fly another Kitfox, and the fire of his enthusiasm for his project has been re-lit. Hopefully, this will result in some progress being made on his Kitfox, which will be the subject of the November 21 Project Meeting.

Old Business: Tom Sargent, who has been working on his RV6-A for 11 years, is ready for first engine start. The aircraft is painted, and he is very close to being finished. As previous Chapter 81 President Bob Hasson required 11 years to build his RV6-A, Tom will hold the new record for time spent building one of these marvelous aircraft.

New Business: Buck Clippard has been speaking to Tom Keating of Pinal Airpark, and has been able to arrange a tour of the aircraft there. Among the many and mysterious workings at Pinal Airpark, there were 3 conversions of Boeing 747-400s into Super Guppies. These were cargo conversions with an enormous front opening for transport of very large missile parts. We have asked Buck whether this could be set up for our February meeting, when the weather will be suitable for an outdoor meeting (if it's not raining). If this took place, we would rearrange our meeting schedule to begin with a Chapter Meeting at the Ryan Field meeting room in January, 2010, and have Project Meetings on even months.

Secretary Miller volunteered his lovely wife Lori to reprise her role as Christmas Dinner coordinator. The present members were satisfied with the previous site, El Corral Restaurant, and Lori will arrange for invitations to be sent to all members. Things get a little hectic as we approach Christmas, so the Christmas dinner will take place a bit early in the month, on Wednesday, December 9 at 6PM, and a limited menu is provided on the invitation. New business, of course, also included the upcoming Copperstate Fly-In, taking place Thursday Oct. 22 through Saturday Oct. 24. Volunteer Coordinator (and Chapter 81 Vice President) Hal Burlingame updated us on the program and solicited volunteers to help, especially with cleanup

after the event. Secretary Bob Miller chimed in that he would be presenting a Forum: A History of Kitfox, on Saturday, and that he and his wife Lori, would be volunteering for cleanup on Sunday.

The next order of business was an Award Presentation for our own Buck Clippard. Mike Halloran of the FAA Safety Team, presented Buck with the Wright Brothers Master Pilot Award, presented only to those who have been actively flying for more than 50 years. Buck began flying in 1952, and his first aircraft was a \$325, 75 HP J5 Cub. He attended ROTC in college, advancing to a PA-18 with 110 HP. This trend toward more power continued with his enlistment in the Air Force, where he flew the T-6, the T-28, the T-33, and then the F-86. After the Air Force, he flew for the Air National Guard. He was recalled during the Cold War to fly F-84s over France and Germany and still has the ejection seat (which apparently came in very handy) from one of his missions. His 27-year airline career began with Delta, and included flying for Eastern Airlines and Pan Am. He flew Lockheed Connies, Boeing 707s, 727s, 737s, the Airbus A310, and he retired at age 60 as Captain, flying Boeing 747s. He continued on as Flight Engineer until his final retirement. Buck graciously received his award and then narrated a video presentation of a flight he Captained, as seen from the flight deck of the 747 Pan AM Clipper Ocean Pearl, making a routine 5-hour flight from New York to Los Angeles, with air-to-air photography provided via a Lear Jet! Much to the relief of his passengers, this flight did not require the use of an ejection seat. Buck was heartily congratulated on his well-earned award and fabulous flying career by the enthusiastic members of Chapter 81.

Meeting was adjourned at 1125. The next meeting will be a Project Meeting held on Saturday, November 21 at 1000 at the home/garage/workshop of Secretary Bob Miller. A map will be provided on the Website and in the Newsletter. Bob has allegedly made some progress on his Kitfox, or, at least, he now claims to know where most of the parts are. Those who were unable to attend his Copperstate forum might pick up a tidbit or two of Kitfox lore.

Respectfully Submitted  
Robert Miller, Secretary