

EAA Chapter 81 Project Meeting
February 20, 2010

Meeting was called to order at 1000 by President Duane Boyd at the hangar of Dennis Hall at Ryan Field. This was an exceptionally well-attended project meeting with approximately 45 members in attendance despite the howling wind and incipient monsoon!

Treasurer's Report: As of 2/11/10, there is \$7,420.95 in the savings account, having accrued \$520.95 in interest since 10/17/07. The checking account has \$11,172. Some members are still in arrears for \$20 annual dues for 2010. The two remaining EAA calendars were quickly sold. Many suggestions were made for how to make use of our funds, including the Bob Masterson Memorial Scholarship for aviation education, scholarships to Pima College Aviation student (s), and scholarships to the University of Arizona College of Engineering. Members have volunteered to contact representatives of the colleges to inquire into how this might be done. Other options discussed were: purchasing a display case, American and Arizona flags, and a sound system for the meeting room, contribution to other chapters' Young Eagles programs, and the renting of a Chapter 81 Hangar. A motion was made and passed to investigate all of these options. Having merged the Treasurer's Report with Old Business, the next item was from Buck Clippard, who had been attempting to arrange a tour of Pinal Airpark and the resident Boeing 747 SuperGuppies. Unfortunately, Buck's friend John Keating, then President of Evergreen Aviation, is no longer in their employ and plans for the tour fell through. The final item of Old Business was a reminder to all that paper Pilot's Certificates will no longer be valid after March 1. The FAA has been remarkably responsive to those who have applied for the new plastic card, supplying them via on-line application free of charge. The new certificates have a spiffy picture of Wilber and Orville on the back.

New Business: Joe Seibold has investigated a spring tour of the Pima Air and Space Museum. Although he was unable to negotiate a special price for a tram tour, he can obtain a group rate of \$14.00 per person for 20 or more. The tram tour is another \$6.00. After much input from the present membership, a date of April 10 was chosen for the tour. Prior to this, Joe is hosting a Redeck TheTrailer party on March 27 at his home somewhat north of Tucson but slightly south of the Arctic Circle. This flatbed trailer will be available for any Chapter 81 member to borrow for aircraft transport. Food and drink will be supplied by Joe and entertainment by those who attend. You can let Joe know at the March 13 Chapter Meeting.

The Cactus (antique aircraft) Fly-In will be held at the Casa Grande airport on March 5&6. A.J. Pawlawski, respected and beloved A&P, will be presenting a seminar on Propellers at 11AM on Saturday, and there will be a steak dinner that evening.

On as sad note, Air Force Colonel Don Ames, known by many Chapter 81 members, and very highly regarded, passed away in January. Many present members knew Don personally and shared fond memories of him. Buck Clippard shared his Air Force training class in 1954, and Don was known for his Cessna 195 and had been a big participant in Young Eagles flights. He will be buried at Arlington Cemetery in March.

Bob Miller reported on the EAA Sport Air Workshop of Fabric Covering, held at the Embry Riddle College of Aviation near Prescott in January. Bob's wife Lori, Dennis Hall, and Bill McLearran also attended. We all came home with the sure knowledge that we can successfully apply fabric to a wing utilizing the Poly Fiber process, although Dennis, who has covered an airplane or two already, tells us that other surfaces may present more difficulty. We even learned how to rib stitch in this intensive, day-and-a half program, and most of us have recovered from the MEK fumes, we're pretty sure.

All this activity took place in 40 minutes, leaving Dennis Hall plenty of time to tell us (shouting to be heard over the howling wind) about his current project, a Hatz CB-1 biplane. This is a true plans-built

aircraft with all parts fabricated by the builder. All fittings were hand-made and then powder-coated. Dennis has been working on the wings alone for 3 years, and is about ready to move on to other parts. The upper and lower wings have differing truss patterns, all 4 ailerons are built as part of the wings and then cut out, and the upper ailerons are slaved to the lower, with piano hinges serving as gap seals. All gussets are inset and the wing walk will have a non-standard 4" support spacing. The 0.016" aluminum leading edge will be vacuum bagged to form it over the wings. It must be built in sections because wood wings "walk," changing dimension with changes in humidity, and a one-piece leading edge would wrinkle. An aluminum trailing edge will be reinforced with foam. A two-part epoxy varnish coats the wood and will not soften or run with fabric covering solvents. This aircraft began construction in 1970 when the fuselage was gas-welded in Wisconsin. Dennis has built wooden bucks for hammer-forming the aluminum parts such as the cowling, which are then smoothed into final form on an English Wheel. The aircraft will be equipped with the displayed Lycoming O-290 135 HP engine, a switch for Dennis from his more familiar Continental A65 engines (not to mention the somewhat less reliable Model A Ford!). The Lycoming is assembled from all-yellow tagged parts, with all new accessories. Dennis displayed the beading he has done on the aluminum baggage box to stiffen it, and has installed steel seat supports for the aluminum seat, upon which one stands to enter the aircraft. The aluminum cowling is custom fitted for this engine, as the standard engine for this airplane is an O-200. An aluminum headrest cowling is another custom feature. Dennis is building it as a single-seater, but it can easily be converted into a tandem. Larger 7" wheels are fitted for aesthetic considerations. The projected empty weight will be about 920#.

Dennis also had on display his beautiful Pietenpol Air Camper, built from 1933 plans, but the official manufacturing date of this example was 12/15/00. Powered by a Continental A65 and equipped with Armstrong starter (you hand-prop it), this aircraft was designed to be built with readily available tools and materials, including, originally, the then-common and inexpensive Ford Model A engine. Other modifications to Dennis's Piet include an extra fuel tank, custom cowling, brakes, and a hidden fiber antenna in the fuselage. The Continental engine is not only markedly more reliable than the Ford, but it weighs in at about 60# less. Dennis tells us that the undercambered parasol wing makes for some bouncy rough-air flying. The aircraft cruises at 75 MPH and was recently flown to Tucson from Wisconsin! Of course, Dennis has already tinkered with it since it arrived, replacing the altimeter with a more accurate type.

Dennis's award-winning Corben Baby Ace Model D shared the spotlight with the Pietenpol. The Baby Ace is another 1930s design, plans-built. It was originally intended for a Salmson 9-cylinder radial engine. The design was later redone by Paul Poberezny. Dennis describes the ground-handling as much like that of a Luscombe 8A, which is to say, very busy. With its Clark-Y airfoil it rides the bumps very well and is "a sweet airplane to fly." With a Continental 85 it cruises at 85 MPH.

The next Chapter 81 meeting will take place at the Ryan Field meeting room a week early on March 13, the same day that the 99s will be giving their 15 cents per pound airplane rides, to avoid conflicting with the Davis Monthan Air Show on March 20.

Respectfully Submitted by
Secretary Bob Miller