

EAA Chapter 81 Meeting Minutes
March 13, 2010

Meeting was called to order by President Duane Boyd at 1010.

New faces included Phil Rousseau, a Bonanza driver, Jackie Thomas, Gregg Schiffner, Ron Furrin, Tim Warlick (who just did his first flight here in Arizona after relocating from Alabama with his Kolb Mk 3 with a BMW motorcycle engine), Craig and Kari Garza, Bob Sutherland (currently flying a Citabria and building a Titan T51), and John McKinnie, who is buying a Kitfox Mark 3.

Treasurer's Report: Mick Myal reports a balanced checkbook with \$11,566.98.

Secretary's Report: a very brief rehash of the previous Project Meeting Minutes, regarding Dennis Hall's beautiful Pietenpol Air Camper, Corben Baby Ace, and the currently-under-construction Hatz CB-1 biplane.

Old Business: The official word has been proclaimed (by airport manager Scott Driver): no showcase will be permitted in the Ryan meeting room. However, there is no problem with having pancake breakfasts at the washrack. Older business: Bob Miller has actually done some work on his airplane, having borrowed a swaging tool and has cut and installed the rudder cables on his Kitfox, resuming actual construction of the aircraft after a 5 year hiatus. Bruce Noon regaled us with the trials and tribulations of installing harness-type seatbelts on his Thorp T-211, courtesy of the J.C. Whitney (for you Chicagoans, that's Warshawski) catalog, and is in pursuit of a ratcheting-type crimping tool for panel electrical connections.

New Business: Dennis Hall made us aware that, on Barnstormers, he found a Fisher 80% Tiger Moth, which is done with the exception of the engine and panel, and for sale for \$9,500. The kit costs \$16,000! From the photos, the craftsmanship appears excellent, and, said Dennis, were he not in the middle of his Hatz project, the temptation would be great to pick this one up at a fire sale price.

Chuck Valade has the prints on the required redesign for the Zenith 601, necessary only if one wants the wings to stay attached to the fuselage. The redesign is quite extensive, requiring removal of the seats, reskinning the wings, and removal of the landing gear. It would likely cost about \$10,000 to have an A&P do it. Zenith has shown tremendous good faith in making the parts kit available (at cost) for only \$350; quite the bargain, as new kits go for \$18K. An alternative to the redesign would be to limit gross weight to 1250 pounds to limit G, but this would make the aircraft a single-seater with full fuel.

Joe Seibold was able to fill in details about the upcoming Chapter 81 visit to the Pima Air and Space Museum. This will take place on Saturday, April 10, and we will meet at the entrance at opening time, 0900. Normal admission costs \$15.75, but seniors and military, and even AAA discount brings that down to \$12.75. Add \$6 for the tram, which leaves at 1000 and will save quite a bit on shoe leather. Joe is also hosting a picnic at his home on March 27 in the Pusch Ridge region, slightly south of the North Pole. One has to navigate a maze of graded roads that can confound even a GPS to get there, so use those dead-reckoning skills we all used to have, and follow the map. For those bold enough to make the trek, Joe, who is a great host and reckless lender of expensive tools, will be having a trailer re-decking party, all-invited, with all materials and food provided.

Speaking of tool-lending, a discussion was raised about having a Chapter 81 tool-box, as some tools are quite expensive (a cable swager, for example, costs \$165), and might be needed only a few times per project. It would make sense for the Chapter to keep some of these specialized tools available for the use of builders. Then it was pointed out that it would only make sense if there was an actual place to put the tools! Perhaps, someday, we will have a chapter hangar, and a tool collection, but, for

present, a more practical alternative was proposed: a list of tools that Chapter 81 members would be willing to lend individually. Joe Seibold will compile a list of members and their, ahem, tools for this Lending Library.

Next weekend will be the Davis Monthan Airshow, which is why this meeting took place a week earlier than usual. The next Chapter 81 meeting (after the Pima Air and Space Museum tour) will be a Project Meeting on Saturday April 17 at the Ryan Field hangar of Bob Sutherland, located at 6150 S. Airfield Drive. Park in front of the first hangar. Bob will be displaying his Titan T-51 project.

Meeting was adjourned at 1055.

Respectfully Submitted by
Secretary Bob Miller