

EAA Chapter 81 Meeting Minutes May 15, 2010

Meeting was called to order in the Ryan Field meeting room by President Duane Boyd at 1005.

Treasurer's Report: Mick Myal assures us that, as of 4/21/10, there was \$11,617.03 in the bank. He also informed us of a change in the law that apparently occurred three years ago, of which he had been unaware: a requirement that Non-Profit organizations must file on-line by May 15 or be subject to a substantial fine, or, possibly, lose their Non-Profit status. The purpose of such a change in law was unclear, other than the obvious motive of collecting fines. It would appear that, previously, any Non-Profit organization which made less than \$25K annually did not have to do this on-line filing. An organization known as the Alliance of Arizona Non-Profits sent out the alert, and, the ever-alert Mick investigated and filed on-time. Patrick McWhirter suggested that we reward this heretofore unknown watchdog organization by sending in a contribution. This initiated a heated debate, and, when all the name-calling and tomato flinging were done, it was decided that \$50 be donated, on the condition that Mick investigate the legitimacy of this Alliance first.

Secretary's Report: Bob Miller was successful in calming the agitated atmosphere of the meeting by employing the somnolent effect of his droning voice in reading the Minutes of the Project Meeting of April 17. In brief summary, those who attended were impressed by the hangar/palace of Bob Sutherland as much as by his newly-started Titan T-51 Mustang. This is a ¾ scale replica of, you guessed it, a North American P-51 Mustang fighter of WW II. Unlike most such replicas, the Titan T-51 is intended to be built and flown by those of modest training and means. It has the benign flying characteristics of the Titan Tornado, with a gentle stall in the 40 MPH range, and, with Bob's "Mini-Merlin" Suzuki 180HP V-6, a rate-of-climb of over 2000 FPM, and cruise of 180 MPH. Fully aerobatic and with hydraulic retractable gear and an electric variable-pitch 4-blade Whirlwind prop, this will be a challenging project for Bob, who admits to lacking mechanical expertise. I am sure that, with the support of Chapter 81, Bob will succeed in his adventure.

Newsletter Report: Editor, Publisher, and General Overachiever Erik Fjerstad brought copies of Skywriter and rosters to the meeting. He also informed us of an upcoming article he will contribute to next month's newsletter reporting the wisdom of Tim Warlick, until recently, a technical manager at Teledyne Continental Motors leading their alternative fuels efforts. Tim is sharing some of his thoughts regarding what to do when 100LL fuel goes away, based upon the engine manufacturer's research into the area of alternate fuels. Erik also apprised us of software/hardware available for laptop computers that will present "Highway in the Sky" imaging in-flight.

Webmaster Bruce Noon suggested that we plan presentations for each Chapter Meeting. Bob Miller has volunteered to do some of these presentations and invites all to share their knowledge at a meeting. Bruce suggested that we might like a Facebook page, but the present membership decided against it. Joe Seibold suggested that we book aviation speakers for our meetings as well. He also reminded us that, for those attending Airventure this year, he will again be driving the Welcome Wagon which will pick you up and transport you to the Red Barn from 0700 to 2000. The Welcome Wagon can be called at (920) 230-7906 and Joe's personal cell # is (520) 905-8904, from 0700 to 1200, please.

Old Business: We were reminded that the model rocket strip to the north of Ryan Field sends missiles aloft vertically up to 4600 feet AGL, which can ruin your whole day. Notams will give warning, but it is better just not to overfly this potentially dangerous site.

New Business: Dennis Hall will attend a workshop in California on sheet metal work, taught by Kent White, "the Tin Man." Kent is a guru of the English Wheel, able to shape sheet aluminum into compound curves far beyond the abilities of mortal men. He did his internship 34 years ago at the

Harrah's Auto Collection, so this man has some serious skills. Dennis will provide an article for the newsletter about his experience. He also reminds us that there will be a "Neat Little Taildragger" fly-in (previously the Hatz/Pietenpol fly-in) 1 week before Airventure at Brodhead, about 100 miles south of Oshkosh. Also, just before Airventure, former Chapter 81 President Dan Plowman will be obtaining his Seaplane Rating. Two visitors and new member Jim Davidson were introduced; Jim is with Bombardier and is looking for a project aircraft. Visitor Don O'Rourke has Eldon Helmer's Celerity, and his plans-built Mirage is ready-to-fly. He is seeking a test-pilot. Visitor Buzz Backenstow has a Waiex and is building a Jabiru 250 in Oregon. Duane Boyd told us about an aircraft auction in Kansas, 4 planes on the block on June 5. He also presented a letter from EAA offering the purchase of a brick for The Arch, prices ranging from \$1000 for a full brick to \$350 for a quarter-brick. This offering was greeted with a resounding lack of enthusiasm from the present members. Bob Miller reminded members that we will need volunteers for the August and October Project Meetings, but that the June 19 meeting will be at the Ryan Field meeting room, as it is just too hot for a project in June. The December meeting will be the X-mas Dinner, again to be held at El Corral restaurant.

Bob also requested, and received, input from the present membership on dead-reckoning for cross-country flying. It seems that Bob has been flying for 36 years, but has hardly done any cross-country navigating. He suggested that we have become complacent with our GPSs, which could disappear with a sunspot, or at the whim of the government, and that we need to keep up our dead-reckoning navigation skills.

Meeting was adjourned at 1120, and most of us went outside to drool over Joe Seibold's new Czech Sport Cruiser, the airplane that Piper is using as its new Light Sport aircraft offering.

Respectfully Submitted by
Secretary Bob Miller