

EAA Chapter 81 Meeting Minutes  
June 19, 2010

Meeting was called to order by President Duane Boyd at 1005 at the Ryan Field Meeting Room. He announced that there would be a drawing for two books: *The Soldier*, about the Consolidated B-24 Bomber of World War II, and *The Victory Era*, a pictorial collage of the same period.

Treasurer's Report: Mick Myal admits that the bank account is slightly depleted, with \$50 having been sent to the Alliance of Arizona Non-Profits, as we had agreed, in appreciation of their having put out the word about a filing deadline of June 1 in order to maintain our Non-Profit status. The Alliance provided a nice thank-you note. Another \$26.40 went toward postage for the newsletter. Will these extravagances never end? The remaining pittance amounts to \$11,583.03, if you can believe Mick (and you can).

Secretary's Report: Bob Miller anesthetized the room by reading the minutes of the May meeting. On a personal note, Bob is installing the wooden formers into the empennage of his Kitfox, the idea being to create an airfoil shape to the vertical stabilizer and rudder, although he notes that the flat ones on the Aeronca 7A-C Champ he flies seem to work just fine. He is working on his two-wheel landings and denies having experienced the dreaded ground-loop. Yet.

Old Business: We still need a volunteer for the November Project meeting. Any project within reasonable driving distance of Tucson can qualify, regardless of state of completion. The issue of a Facebook page for Chapter 81 was reopened by Eric Wolf, who believes that it would serve as a marketing tool for attracting younger members. Other, notably more, ahem, mature members raised concerns that this would open Chapter business to chatty types with little to contribute. Eric points out that there are ways to limit access, and Webmaster Bruce Noon will do further investigation along these lines. Erik Fjerstad suggested that another way to attract new members would be to have a Chapter 81 Hangar with running projects in which members could participate. There are currently 40 X 50 foot hangars at Ryan renting for \$250/month and short waiting lists for others. Disadvantage of these particular hangars is that no "heavy maintenance" may be performed; wonder whether constructing an aircraft qualifies as "heavy maintenance?" Other sites were suggested, including Tucson International Airport, certainly a more central site than Ryan Field. However, it was pointed out that there are security measures in place at TIA that would require that we rent space outside the airport proper. Erik will investigate further and bring more options to the next meeting.

Duane Boyd reminds us that we have inaugurated a Tool Loan Program, inviting members to contact the Website with a list of available tools for loan to other members. As an example, Joe Seibold's 20-foot flatbed trailer, newly resurfaced, is available for any hauling required free of charge. Of course, picking it up will require finding Joe's house via a labyrinth of dirt trails, not an undertaking for the directionally-challenged.

Vice Prez Hal Burlingame, having bounced back from some major-league surgery, has decided on a metal cabinet, to be kept in the storage room at the Ryan Field meeting room for such items as books, tools, coffee, etc.

New Business: Eric Witherspoon has about 80 hours on his plans-built, Jabiru 3300-powered Sonex, and plans to fly it to Oshkosh this year.

Dennis Crowley, whose project is a Just Aircraft Escapade, inquires as to whether anyone is interested in some Stinson parts, and whether non-members of the chapter can place ads into the newsletter. Editor Erik Fjerstad and the present membership agreed that any item, "if of interest to this community," could appear in SkyWriter, subject to his editorial discretion. The Escapade, by the way, is a high-wing LSA bushplane that can cruise at 100 MPH and stalls at 28 MPH. Guest Rich Kepner is seeking a painting site; no one present was aware of one locally. The Pima Air and Space Museum has unveiled its newest restoration (to display standards, not airworthy): a P51D Mustang. Two lucky attendees won the drawing for the books.

The highlight of the meeting was Erik Fjerstad's video presentation on a new navigational system known as Symbolic Flight. This is a software system, Navaware, which combines information from Google Earth, navigation databases, and Wx weather information. It creates a "highway-in-the-sky" simulation of your planned flight which can be "flown" in anticipation of the actual flight. It displays airspace, pattern data, obstacles, terrain, landmarks, highways, and weather. Having run the simulation, the pilot can then fly the same flight in his aircraft, with GPS and Wx providing real-time input. This is a major breakthrough in flight safety, and very affordable with a range of \$250 to \$1000 for the system, depending upon the complexity of software, and requiring only a laptop computer. Erik's presentation generated a lot of interest and excitement, and was very well-received.

Due to the looming presence of Airventure Oshkosh, there will be no July meeting. The September meeting will be a Project Meeting, further information to be announced, as Prez Boyd is strong-arming another "volunteer" to present his RV6-A project. At October's Chapter Meeting, Bob Miller promises to thrill one and all with a presentation on "pushing the envelope," regarding altitudes, attitudes, and airspeeds. The November Project Meeting will hopefully involve an actual Project, if some brave soul will come forward, and the December meeting will be the X-mas dinner at El Corral restaurant.

Meeting was adjourned at 1105.

Respectfully Submitted by  
Secretary Bob Miller