

EAA Chapter 81 Project Meeting Minutes
August 21, 2010

Meeting was called to order by President Duane Boyd at the Marana Airport hangar of Peter Xu at 1005.

Secretary's Report: as there had been no July Meeting because of Airventure Oshkosh, and, as Secretary Bob Miller had attended Airventure, in lieu of minutes he instead waxed poetic about the wonders of the world's biggest fly-in and what was new this year: i.e. two kinds of flying cars, a full-scale replica SE 5-A WWI fighter with a genuine Hispano-Suiza engine, a privately-owned Sea Harrier, and the Lockheed P-38 Lightning (exhumed from an icy Greenland grave), Glacier Girl, not to mention 40-something DC-3s/C47s. Oshkosh, because of heavy rains just before, was a mite soggy, and Bob, who volunteers parking Vintage aircraft, joined in with many others in pushing aircraft through sodden fields. Paul Poberezny himself thanked the volunteers and unofficially named this year's event "Sloshkosh." Bob's protracted monolog was finally stifled by Duane, so we could get on with the meeting.

Treasurer's Report: Mick Myal, a man of few words, but good at math, reported that, as of 7/22/10, we had \$11,566.63 in the bank.

Old Business: The brochures for the Xmas dinner will be available by October. We are planning on El Corral restaurant again this year. Buck Clippard has his recently fully restored (300 hours since restoration) J-3 Cub on the block and is asking \$30K. It has hydraulic disc brakes, a Continental C85 and has always been hangared. It has no electrical system to go wrong and make expensive smoke, and, of course, a Hemmingway starter (A Farewell To Arms).

New Business: It was reported that the FCC has banned the use of 121.5 ELTs as of 6/15/10, with either a 60 or 90 day interval before the ban takes effect. The reporter of this stated that, oddly, neither EAA nor the FAA had made any comment about this. If true, it makes one wonder whether one hand knows what the other is doing.

The door-prize, a genuine 1941 issue of Air Progress, was won by Mike Erickson.

Finally, at 1020, we got around to the project, Peter Xu's RV9-A. For those not familiar, this is a fairly recent design, basically an RV7 with a quite different wing and intended for a smaller engine. It has been called one of the most pilot-friendly RV because of the gentler characteristics of its lower-speed airfoil, and offers most of the speed of the RV7 with less power and lower fuel consumption. Like the RV10 and RV12, it is not aerobatic. This was a quick-build kit, which Peter began in his backyard with only a ramada for shade, and little expertise, but many skilled friends. Only recently has he transferred his aircraft to his T-hangar. After nearly three years, it is very nearly finished, and his wing-cradles are available for anyone who wants them at no charge. The engine is one of the last IO-320s offered directly by Van's and features an aftermarket Sam James fiberglass plenum and crossover exhaust. Peter modified the fiberglass lower cowling to fit. The navigation lights are LED. Once the Dynon Skyview EFIS is installed, the plane will be ready for inspection. Peter's airport neighbor, Mel Jordan, is a Beta Tester for Dynon and has the same set-up in his RV, so Peter could not be better counseled on how to install his system. The new Skyview offers synthetic vision, pilot-selectable multiple configurations, full engine monitoring, has the highest resolution screens currently available, and is only 2 3/4" deep. It has optional GPS and can couple with Dynon's own servos for autopilot. A battery pack provides 2 hours of backup should the alternator decide no longer to alternate. Despite the late

August heat, the meeting was well attended and we congratulate Peter on his taking on such a project (and doing such a great job) without (initially) a lot of aircraft construction skills. He got by with vision, determination, and the help of his good friends. That is what EAA is all about.

The next meeting will be at the Ryan Field meeting room on Saturday September 18 at 1000. As of this time, it is not known whether there will be an October Project Meeting.

Respectfully Submitted by
Secretary Bob Miller