

EAA Chapter 81 Chapter Meeting Minutes
January 15, 2011

Meeting was called to order at 1005 by President Duane Boyd.

Treasurer's Report: Treasurer Mick Myal reports \$11,531.40 in the bank as of 12/21/10.

Secretary's Report: Secretary Bob Miller reported that the Minutes of the November 20, 2010 Chapter Meeting and of the January 8, 2011 Board of Directors Meeting are available in both SkyWriter and on the Website. Bob has a way of turning Minutes into Hours, so the present membership wisely decided to forgo a summary of the November Meeting, but Bob went on (as he is known to do) to describe some of the highlights of the Board of Directors Meeting, which had taken place only a week ago. Aside from getting the necessary paperwork done to keep Chapter 81 on the up-and-up, the issue came up again about What To Do With The Loot (our funds). Aside from considerations of funding a chapter hangar, the three seriously-considered options were to buy toys or clothes for hospitalized children, to provide scholarships to EAA Air Academy, or to provide scholarships to the Pima College Aviation Education Program. The last seemed to provide the most benefits to Chapter 81, as it not only promotes aviation, but could bring new members to the chapter, and, perhaps, even provide a venue for pancake breakfasts. The other big topic of the meeting was the revision of the meeting schedule to permit four quarterly Special Meetings to allow for Project Meetings, Field Trips, and whatever else we might like, rather than the previously designated Project Meeting every other month. This took the pressure off members to present projects so frequently.

Old Business: Vice President Hal Burlingame brought in a large steel storage cabinet to be installed in the closet, so we can lock up our property. Each officer has a key. He also has all the components to set up a PA system, although he noted that we have use of the podium with its built-in PA system at the Ryan meeting room. Erik Fjerstad continues his tireless search for truth, justice, and a possible chapter hangar. He informs us that there are basically three classes of hangar at Ryan Field: those owned by the airport, those held by leaseholders, and those privately owned. In all cases, the City of Tucson apparently owns the dirt. Hangars are available in the \$300-500 per month range which would allow heavy maintenance (like building), but, of course, this would require generating revenues or increasing fees. Much more economically, an area in a hangar is offered to us for \$150 per month, which would include cabinets and a worktable, and more room would be made for us for such events as pancake breakfasts or chapter meetings at no extra charge. Erik is also still investigating Tucson International Airport as a site. Joe Seibold cites his Michigan chapter's having renovated an old hangar, whereas Jerry Miel suggests that it is not financially practical to have a chapter hangar at all. The controversy continues as we consider options.

New Business: Tech Counselor Chuck Valade informs us that Rotax 900 series engines (912, 912S, 914) use auto plugs which have a sudden failure mode and so need to be changed regularly (not cleaned) at every annual inspection. Also, don't use RTV to connect auto wires to Slick mags. 3GI company makes a parts list for a non-FAA approved modification using locally available parts to tap and screw in the wires.

The Director of the Aviation School at Pima College will be joining us next month to discuss scholarships. There are three categories of scholarship: mechanic, A&P, and avionics. It is thought that he is open to our using his facility for pancake breakfasts and possibly other activities.

The Cactus Fly-In at Casa Grande airport (Antique Aircraft) takes place the first weekend of March, and could lend itself to being a site for the Special Meeting that month. We will decide whether that is what we want to do during the February meeting.

At this point, President Boyd asked those present to introduce themselves for the benefit of newcomers and to apprise us of what our members are doing. Below is a very spotty list of some of those present, as there were simply too many to list (which means that Secretary Miller couldn't keep up):

- Dennis McMahon and his wife Denise are winter visitors and are starting a RANS S19.
- Jerry Miel is again working on his Thorp T-18.
- Bill Hempel has been flying UAVs for 20 years, and is starting an RV-7 tail kit with his daughter.
- John Reddy is working on his Europa XS monowheel.
- Don Berlin has been working on his Long-EZ "half my life," and is seeking hangar space.
- Tim Warlick was with Teledyne Continental Motors until a year and a half ago, and will make a future presentation about that company's research into alternate fuels. He informs us that Ruby Star airport is now owned by the homeowners. He is flying a Kolb Firestar powered by a BMW R100 motorcycle engine. Ruby Star is a relatively new airport, but already has issues with water and noise complaints!
- Roger Evenson is at the point with his RV-7A that he is looking for paint shops. He *really* doesn't want to remove his wings.
- Bob Sutherland is working on his Titan T51.
- Tim Rice is finishing his Lancair Legacy, and, if he can get it out of his garage and up the vertical face of his driveway (think El Capitan), is planning on getting it to Ryan by March.
- Tom Andrews wants to know whether anyone knows how to get a lapsed Special Issuance Medical reinstated. Dave Schiffman had some insight, and several present cited AOPA's guide for doing so (for \$100), which many members thought was a bargain.
- Norm Radtke, a winter visitor, is building a Waix and had the opportunity to fly Eric Witherspoon's similar Sonex last week. Norm is a tech counselor with some experience with fiberglass (he built a Vari-eze).
- Bob Olden donated his 3/4-scale P51 project to the San Diego Air and Space Museum.

The meeting concluded officially at 1100 with a video presentation about two Lockheed Constellations flown at Marana Regional Airport a few years ago. The take-home message for many of us was that Flight Engineers *really* earned their pay back in the day, juggling throttles, propeller governors, mixtures, cowl flaps, and fuel flow on all four of those complicated radial engines, continuously. Contrast that to a 737 with all of two reliable (although, apparently not bird-proof) turbojet engines today.

The Saturday, February 19 Chapter Meeting will be held at the Ryan Field meeting room at 1000.

Respectfully Submitted by
Secretary Bob Miller