

EAA Chapter 81 Meeting Minutes
June 18, 2011

Meeting was called to order by President Duane Boyd at 1008 at the Ryan Field Meeting Room. Duane announced that the planned speaker from Evergreen Aviation had to cancel at the last minute; we are hoping to reschedule him for the October meeting.

Treasurer's Report: Mick Myal reports that we have \$12,715.87 in the bank. This princely sum exists in part because the three \$500 scholarships still haven't been sent to the Pima Community College Aviation Program. The Prez promises that the disbursement will occur this month.

Secretary's Report: Unfortunately, this time no one was able to stifle Bob in time, and the entire Minutes from the May meeting were read aloud over the snores of those present. The long-winded Bob has a knack for turning Minutes into Hours. In the future, the bringing of rotten fruit for flinging will be mandatory.

Old Business: Joe Seibold, one of our Board of Directors, spoke to Tom Hinman of the Pima Community College Aviation Program; it would seem that the program does not permit the donor to earmark the scholarships toward any specific program (i.e. Avionics vs A&P). Furthermore, they are accepting no applications for scholarships until the fall. The present membership voted just to give the \$1,500 to the program and let them figure out how to distribute it among the three aviation programs. Joe also reminded us that he drives the Welcome Wagon at Airventure; this is a chopped Plymouth van, open from the cab back, and it will take you to anywhere on the field and back to your aircraft. Call for a ride at (920) 230-7906, or you can call Joe himself on his cell at (520) 904-8905. Joe is also looking for "highly-detailed information," and especially interior pictures, of the Hawker Typhoon, the Republic P-47 Thunderbolt (the Jug), and the Heinkel HE 219. (This is actually New Business, but the airplanes are old, and so is Joe!)

Bruce Newlan still has his Express for sale, but has dropped the price to \$55,000. It features a Continental IO-550G making 280 HP through a McCauley CS prop and is a genuine 200 MPH four-seater with 1300 pound useful load. It is one of only two tailwheel Expresses, but Bruce claims that it is easy-to-fly. Time has been flown off, but it is still in primer and only the seats are upholstered: a project awaiting final finish at a more affordable price.

New Business: Lloyd Howerton made an impromptu presentation about how Al Howerton and Greg Hale built the RV-10 featured in the June issue of Sport Aviation. This plane featured an amazing interior, more characteristic of a Lexus automobile than an aircraft, with such features as a pop-up panel which conceals switches (street-rod style), hidden rudder cables, an elaborate entertainment system, and pull-out cup-holders. Even the screws holding on the prop spinner are concealed. Lloyd also told us about how his older brother found his picture on the front page of the Cessna 120/140 newsletter, along with the 140 that they bought in 1949.

Buck Clippard has a friend at La Cholla Airpark who has a particularly fascinating hangar that we might be able to tour. Unusual features include modified aircraft, a flight simulator, and a Boeing 707 fuselage which has been made into a guest house! We will try to arrange this as the September Special Meeting. Buck said that, after the lawsuit that ensued from Tom Tingle's fatal accident at La Cholla, the residents of this privately-owned airpark are requiring FAXed proof-of-insurance and advanced notice for anyone who would like to fly in. It would appear that the EAA event insurance did not apply to this incident.

Bob Miller pontificated on the topic of adequate rudder authority, the lack of which has caused many loss-of-control crashes. Bob cited the Vaught F4U Corsair, originally intended to be flown from aircraft carriers. The torque of its enormous radial engine would often cause a ground loop before the aircraft

could reach flying speed. It was relegated to the Marines and flown (with great success) from ground-based operations. On a more personal note, Bob learned to fly in a Grumman American Aviation AA-1B, a sleek little hot-rod with bonded skins and, in his opinion, not enough rudder. A large placard on the panel pronounced "NO SPINS." Bob presumed that this referred to intentional spins, not the spontaneously-occurring ones that happen, for instance, when one loses energy at the top of a sloppy loop (don't ask Bob how he knows this). Many aircraft lack rudder authority, and, obviously, a powerful rudder is not a requirement for certificated aircraft, much less experimentals, as long as the Operating Limitations preclude intentional spins. Bob suggested that those who learned to fly in tricycle-gear aircraft with little adverse yaw might want to take some training in an older tailwheel design in which you will definitely learn what your feet are for.

Dave Schiffman told us about the Valle-Grand Canyon Airport June 25 Fly-In, and made circulars available. Features include free tie-down parking, a pancake breakfast, a meeting of the P-38 Natl. Pilots Association, and the museum hangar open to view, among others, the Lockheed C-121A Constellation "Bataan" and a Martin 4-0-4 walk-through. There are planned flying displays of the Lockheed P-38 Lightning, North American P-51 Mustang and B-25 Bomber, a Vultee BT-13 modified to resemble a Japanese Val dive bomber (used in the movie Tora Tora Tora), and the Boeing Stearman "Big Red." Gates open at 0800 and admission is \$4, or \$2 if you can convince them that you are under 12 years old. This airport and Planes of Fame museum are located about half-way between Williams, AZ and the south rim of the Grand Canyon, at about 6,000 feet elevation.

A raffle was held for three items: a Boeing B-17 photo album entitled "The Lady" went to Bruce Noon, a book about WWI went to Dennis Hall, and a Prop Plane Calendar, only 6 months out-of-date, to Buck Clippard.

Meeting was adjourned at 1110. The next meeting will be held earlier in the month than usual, on July 9th, the 2nd Saturday, not the usual 3rd, to accommodate those traveling to Airventure.

Respectfully Submitted by
Secretary Bob Miller