

EAA Chapter 81
Special Meeting Minutes
September 17, 2011

Meeting was called to order by President Duane Boyd at 1010 at the guest house/Boeing 707 wide-body fuselage (check out the photos) of Toshikazu "Ski" Tsukii at La Cholla Airpark. Ski, a scientist at Raytheon, and still working in his 70s, explained to us how a Japanese man came to have a Polish nickname: His father was a Polish Kamikaze pilot who came back from the war! Obviously, Ski has a sense of humor, and he definitely knows how to have a good time.

Secretary's Report: The Minutes of the August 20 meeting were published in Sky Writer and in the website and did not bear repeating.

Treasurer's Report: Mick Myal reported that we have \$11, 273.99 in the bank. This is after the \$1500 donation check was written to Pima Community College Aviation program.

New Business: Bob Miller reported on the Kitfox Factory Fly-In, a yearly event over the Labor Day weekend. As usual, Bob was able to beg a ride, this time in a Kitfox Model 1. He reported that it was teensy, with a structural tube slanting diagonally right through where his head wanted to be (right seat). In the true experimental way, it was modified from a tailwheel to a nosewheel, and from a two-cylinder two-stroke engine to a four-cylinder four-stroke, and Bob had a ball flying it, even with his head cocked at a 45-degree angle! Bob also did something very uncharacteristic of him at the fly-in: he turned down the chance to fly a not-so-teensy Beechcraft turbocharged A36 Bonanza. In this case, the ride was to an unfamiliar, high-altitude, back-country grass strip, perhaps not the best venue for the Bonanza and a first-time pilot! The pilot who offered the ride did get in and out of the strip, but scared himself and might not have succeeded had another seat been filled. Bob lived to fly another day.

Lynn Wesley, a very active volunteer at the Copperstate Fly-In, solicited volunteers with retail experience for the gift shop and for the Young Eagles program. Also needed are VHF radios for ground control; a loan is OK, donation not required. An unusual request was for mobile home steps so that folks can peer into the Viper Jet which will be on display. Ken Schanke, the parking chairman, was seeking experienced aircraft parkers. And, as always, there is a great need for volunteers on Sunday to help clean up after Copperstate.

There was no Old Business.

The business portion of the meeting was adjourned at 1020, so Ski could show us around. He explained that the guest house was constructed mostly of a mid-60's Boeing 707 fuselage he picked up at the bone yard for scrap aluminum prices. The fuselage was vertically split in half from nose to tail and cut into front and back halves. The lounge is the aft half and a 2nd floor loft is the fore half, making a 30 foot room out of a 60 foot airplane. All interior seating is of 1st-class seats from a 747, no flammable materials were used in the construction, and the Emergency Exit doors are fully functional. The nose is from a 737. The frames of the 707 windows were made from dish-drying racks from Target! The air stair from the 747 will provide access to the second storey deck, which will extend through into the cockpit. Construction required 16 months and it has passed all building inspections. Although Ski believes the building to be earthquake-proof, he is not certain whether it would weather (sorry) a tsunami, as there is no practical way to test this in Tucson. I told you he had a sense of humor! Outside was a small missile, cleverly disguised as a saguaro cactus. After exhibiting the wonders of the guest house, Ski led us on a guided tour of his hangars, and I will let the photos tell the story of what we saw, mentioning only the highlights of a karaoke stage (not to mention his private karaoke studio/bathroom), a wall lined with engineering awards, a Cessna 177 Cardinal RG (Ski seems to have a thing for Cardinals, as you will see), a Cessna 150, a veritable museum of Raytheon

history from radios with vacuum tubes to a Garrard turntable to a missile lamp! In the next hangar were a huge variety of early electronics including a first-production RCA Victor color TV with a 15" glass-metal CRT, a Heathkit oscilloscope, and boxes and boxes of vacuum tubes. Two interesting vehicles were noted: an "AWACKS" jeep (a postal jeep with a rotating radar antenna mounted on the roof, which is actually used for radar training), and a jeep chassis with a Cessna Cardinal fuselage mounted, complete with glass panel, Jeep grille, a yolk on the left and a steering wheel on the right (Ski likes his steering wheels on the right), and a ceiling fan 3-bladed prop on the rear. Not surprisingly, considering Ski's engineering acumen, everything works! This is a man who really knows how to have fun.

The next meeting will be held at the Ryan Field meeting room on Saturday October 15 at 1000.

Respectfully Submitted by
Secretary Bob Miller