

EAA Chapter 81 Meeting Minutes
October 15, 2011

Meeting was called to order by President Duane Boyd at the Ryan Field meeting room at 1008.

Treasurer's Report: We have \$11,141.53 in the bank according to Mick Myal.

Secretary's Report: The Minutes of the September 17 Special Meeting were not read, by unanimous vote. They appear in Sky Writer and on the website, along with many photos of the remarkable La Cholla Airpark home/ playground of Toshikazu "Ski" Tsukii.

Old Business: President Boyd announced that he would attempt to have published in Sport Aviation our good deed in providing three \$500 scholarships to the Pima Community College aviation program. He is also seeking candidates for Chapter 81 officers and directors. The normally noisy meeting suddenly assumed a decibel level identical to that of the interior of a tomb, as everyone clammed up, lest their chatter be mistaken as announcing their candidacy. However, this was the only quiet moment of the meeting. Joe Seibold is back in town; it must be under 100 degrees again. He is again seeking Pilot Profiles, will do all the photography, and can be reached at 904-8905. Give him a call so he can feature your aircraft and amaze all of us with your fascinating aviation experiences.

New Business: Bob Miller suggested that, if we want to have the X-mas dinner again at El Corral, it would be a good idea to agree on it soon, so we can make a reservation. As no one suggested a preferred location, we will meet there at 7 PM on Wednesday, December 7, a day that will live in infamy (and Bob will get to retell his ancient Pearl Harbor Day joke). Invitations will be sent to all current members, along with menus and prices. Send the checks to Bob (tells you how old most of us are; we still write checks!).

The Copperstate Fly-In will have come and gone by the time you read this: dates are Thursday 10/20 through Saturday 10/22. Folks are most welcome to come on Sunday the 23rd when they are greatly needed for cleanup after the event. Many of us volunteer to do this every year.

Dave Schiffman alerted us to an AOPA Air Safety Seminar, to be held at Pima College Aviation Campus on Tuesday December 6 from 7-9 PM. Brilliant as we all are about all matters pertaining to aviation, it's just possible that we might learn something new, and the price is right (free)!

It was announced that Dean Wheeler, performing a Young Eagles flight with a 16 year-old passenger, had the prop hub of his RV-6 come apart at 1500 feet AGL. He successfully landed and has already started building an RV-7 empennage. Dean has the true EAA spirit, but we haven't heard what his passenger thinks about Experimental Aviation!

Dennis Hall told us about Chad Willie's replica Bleriot XI (first airplane to cross the English Channel) which, at the best of times, has limited turning ability with its wing-warping design. On this occasion, the 25 HP Anzani 3-cylinder W-configuration engine blew a jug, which managed to fly over the pilot's head and strike the rudder horn. Amazingly, the pilot was still able to land the plane. It seems unlikely that another original Anzani cylinder will be found and another may have to be machined.

Right after that, Bob Miller piped up with a sermon about MCA (Minimal Controllable Airspeed). It seems that Bob likes to go flying with an aerobatic pilot, who suggests that one should explore the entire performance envelope of one's aircraft. If you know where the edges of the envelope are, you are more able to use all the performance that your aircraft has to offer (which can save your life), and less likely to accidentally exceed its capabilities. For example, we often hear of pilots who flew into blind canyons and were unable to turn around as they flew into rising terrain. Had they learned how to do canyon turns, a simple, positive G maneuver, they might have survived. By practicing departure stalls (at altitude over a practice area), Bob discovered that this particular airplane stalled at about 50 MPH with the wings level. Bob then practiced flying at 53 MPH, making very shallow turns and holding altitude. At these speeds, the rudder does most of the work and it is good to have these skills. An airplane flown at an angle-of-attack slightly shallower than MCA can turn around in a very short radius with little danger of stalling. Beats the heck out of Controlled Flight into Terrain because you were afraid to turn around! Bob, who makes no pretense of being an aerobatic pilot, still believes that too many of us are afraid to find the edges of the envelope or stretch our comfort zones to acquire

these skills.

Pete Goudinov had the castoring nosewheel of his plane break due to shimmy, damaging his prop. It is thought that, during a tow, the bolts on the shimmy damper were sheared. If this were the case, a careful preflight inspection would have discovered the damage. Joe Seibold noted that on his Czech Sport Cruiser, the nosewheel requires twice the air pressure of the mains to prevent shimmy. He suggests that an air pressure gauge made for trucks has the straight end and the reach to get to the valve stem even with wheel pants. Too many of us check tire pressures using the time-honored TLAR system (That Looks About Right), but tire pressures may be critical to safe landing and ground handling.

Lloyd Howerton informed us that Cessna bought Corvallis, a composite aircraft manufactured in Mexico, but assembled in Iowa. One lost a 7-foot section from the top of the left wing in flight due to delamination of the composite. This is apparently a problem common to composites laid up with too much humidity. Chuck Valade cited that the F4 Phantom fighter jets lost part of their stabilators due to the same problem, and the Beech Starship also suffered some delamination. I suppose the bottom line is: carefully preflight your plane (and building it in Arizona probably wouldn't hurt)!

The meeting concluded with the much-anticipated presentation about Pinal Airpark by Tom Hinman, Program Manager at Pima Community College. Evergreen's Arizona presence was at Pinal Airpark in Marana (although just north of the Pinal County line). Tom was the Director of Training Programs & Community Relations for Evergreen from 1995 to 2010, and worked there for 15 years before that. Pinal Airpark started out as part of the Aguirre Ranch, acquired by the U.S. Army in 1942 as an intermediate flight training field featuring the ever-popular Vultee BT-13, also known as the Vultee Vibrator. They trained 10,000 pilots, more than at any other base, and were responsible for creating many other fields, including Avra Valley, Picacho, and Red Rock. The field was closed in 1945, reactivated in 1951 – 54. It was the site of testing of the Fulton Sky-Hook, a device for picking up a man on the ground using a balloon and cable, hooked by a fork projecting from the front of an airplane. The man was then reeled into the airplane. It was also a workplace, according to a New York Times article of 12/30/85, of George A. Doole, the founder of the CIA's network of covert air operations. A hangar there is still dedicated to him. He is, perhaps, the reason why rumors persist that Pinal Airpark is still a covert CIA operation, and that anyone landing there will never be heard from again! Evergreen International Aviation, Inc. bought the operation from Intermountain Aviation. They are quite widespread in their operations and have an aviation museum which features, among others, a Boeing B-17 bomber, a Lockheed SR-71 Blackbird reconnaissance plane, Howard Hughes's Spruce Goose, and a Boeing 747 converted into a water slide! There have been several interesting projects at Evergreen's Pinal Airpark site, including the Beech Starship program and a Boeing 747 supertanker for fire fighting. The latter's cabin was unpressurized, and could dump its whole load in 60 seconds or make a few yards-wide dump a mile long. Discharge was computer controlled. Evergreen also provided operation, support, and maintenance of Boeing's Large Cargo Freighter fleet. These can carry the largest volume (not weight) of any aircraft, and are used to fly Boeing 787 Dreamliner components (fuselage and wings) from Europe to the U.S. NASA projects at Evergreen included the Convair test lab, the zero-gravity trainer DC-9, and the space shuttle carrier. The current operation is owned by Reliant Inc., which offers maintenance, repair, and overhaul of all airliners. It remains the largest commercial aircraft storage facility in the world, and can provide special fuselage cuts, complete reclamation, inventory control, and Really Big Aircraft painting. As it is a public use airport, one can fly into Pinal Airpark, but the restaurant is a long walk from the strip. You also can call ahead for a tour, but don't drop in. You might never be heard from again!

Respectfully Submitted by
Secretary Bob Miller