

EAA Chapter 81 Meeting Minutes
November 19, 2011

Meeting was called to order at 1007 at the Ryan Field meeting room by President Duane Boyd

Treasurer's Report: Mick Myal reports that we have \$11,193 in the bank as of 10/24/11.

Secretary's Report: Bob Miller offered to read the Minutes of the October 15 meeting, but a spontaneous vote was unanimously in favor of Bob's stifling himself.

Old Business: A little miffed, Bob insisted on again bringing up the safety aspects of Getting To Know The Corners of the Performance Envelope of your aircraft. He described a Canyon Turn, a maneuver that can be practiced in any light plane, and can save your life if you find yourself flying into rising terrain in a narrow corridor (canyon). President Boyd, a retired airline captain, suggested that the best maneuver for dealing with this situation is to fly 30,000 feet over the canyon. Very droll, Duane, but he has a point; the best way to deal with a dangerous situation is to avoid the situation in the first place. The second best way is to have the skills necessary to turn around in a very narrow space, accomplished by pulling up to slow down, as a low-airspeed turn is much tighter than a high-speed one.

Bob also goofed in the October Minutes, announcing that the Xmas dinner was at 7PM on December 7th. It is at 6 (SIX) PM on the 7th.

Dave Schiffman reminded us again that on Tuesday, December 6, AOPA/FAA is putting on a Safety Seminar about communications from 7-9PM at the Pima College aviation campus near Tucson International Airport.

Joe Seibold again brought up the topic of a Chapter 81 Tool Lending Library. Joe is so old that any business he brings up is automatically Old Business. The Tool Lending Library, on the other hand, is so new that it does not yet exist. Joe could probably populate the tool list himself, claiming to own, among many other tools, 68 clamps, some of which are already on loan. Unfortunately, when he is in Arizona (2-digit temperatures only), he lives so far to the north of Tucson that even a GPS cannot find him, so he suggested a more central location for the tools. After some discussion, it was decided that the tools should stay with their owners, but that a registry be published on the website, listing the owners and what tools are available. The owners would be individually responsible for keeping track of who has his or her tools on loan. Contact Erik Fjerstad to list your available tools and provide contact information.

New Business: The election of Chapter 81 Directors and Officers was held. Stan Gorman is retiring from his Director position and Eric Witherspoon was elected to take his place. Apparently, no one present was interested in any of the Officers' positions enough to oust the old rascals, so they will continue to serve for another year.

Joe Seibold suggested a Breakfast Club for those active pilots who might like to fly up together to a breakfast site on a monthly basis. Joe is gathering data to make a list of airports with accessible restaurants.

Eric Witherspoon, who is a CFI and newly elected Director, is now also a Technical Counselor. Aside from his being a professional engineer, he plans-built a gorgeous Sonex, so it's likely that he knows a thing or two about aluminum construction.

Dean Wheeler was present at this meeting and gave a first-hand description of the events which occurred at a Young Eagles event in which he lost a prop blade from his RV-6A. He made a series of rapid (and correct) decisions that led to his landing in a field he had previously scouted (and decided was unsuitable). Neither his teen-aged passenger nor he was injured, but the plane was a write-off. He has already nearly finished the empennage of his new RV-7A and has the finishing kit. Incidentally, the passenger wants to know when Dean can take him up again!

The meeting concluded with a presentation from Chris Horton, Manager of Guidance Aviation in Prescott, AZ. Guidance is a dealer for the CSA (Czech Sport Aircraft) SportCruiser, introduced in 2006 as the CZAW (Czech Aircraft Works) SportCruiser. It was also marketed from January 2010 to January 2011 as the PiperSport LSA. Having sold only 45 LSA in one year, Piper made the decision not to continue marketing the aircraft. Chris admits that he studied Aerospace, Safety and Helicopters, not giving much credit to the LSA movement at first. Only when he was forced to research LSA did he discover the considerable capabilities of the breed. In fact, the aircraft has fewer limitations than the pilot, in his opinion. For example, the avionics suite of the SportCruiser is more capable than that of most certificated general aviation aircraft. A stall-speed of 45 MPH has much safer crash kinematics than one of 90 MPH, having only one quarter of the energy to disperse. With a cruise of 120 knots, burning only 5 gallons per hour, the Rotax 912 ULS will take this aircraft 630 nautical miles non-stop and climb at 1200 FPM with a fixed-pitch prop! The biggest problem that Chris sees with LSA is with pilots who do not respect their limitations, often loading over gross weight, or with CG outside of limits. Transition training is also essential for those used to heavier, higher-energy aircraft with longer glide and less susceptibility to turbulence. Go practice your skills (and don't assume that having a lot of hours in heavier aircraft qualifies you to fly LSA)! The SportCruiser is available with a BRS (Ballistic Recovery Systems) rocket-propelled parachute. Chris strongly recommends a pre-flight orientation of passengers and keeping the safety pin in place during flights, lest a panicky passenger make the decision for you to deploy the chute! Chris brought up some interesting thoughts about when to deploy the system: not when you are on fire (you want to land as soon as possible, not take a leisurely ride down under the canopy), and probably not over water. His presentation was enthusiastically received by a full house, many of whom followed him outside to the ramp to ask further questions and sit in the plane. The meeting officially adjourned at 1135.

The Xmas Dinner on December 7 takes the place of the Chapter Meeting. The next Chapter Meeting will be at the Ryan Field meeting room on Saturday January 21 at 1000.

Respectfully Submitted by
Secretary Bob Miller