

**EAA Chapter 81 Meeting Minutes
January 21, 2012**

Meeting was called to order at 1005 by President Duane Boyd at the Ryan Field meeting room.

Treasurer's Report: as of 12/21/11, there was \$11, 299.03 in the bank. There has been a single expense of \$275.00 for the EAA Annual Chapter Fee and liability insurance.

Secretary's Report: There were no minutes to report, as the December meeting was the X-mas dinner.

Old Business: Joe Seibold is compiling a list of fly-in eateries for what he terms a Saturday Morning Breakfast Club. He has also compiled a list of "lender" tools from his own collection, and we can contribute to that list. Also, regarding our meetings, we request feedback from our members about what you would like to see or have done at our meetings. Do you have a skill you could demonstrate (aviation-related, please; we aren't seeking demonstrations on how to play the nose-flute), or would like to have demonstrated by another Chapter 81 member? What kind of speaker would you like to see? If you don't tell us, you automatically just get what we choose. Your input will steer the meetings in directions you would like to go.

New Business: A roll-call produced some items of interest, not all of which are recorded here, as Secretary Bob is Legibility-Challenged and can only write so fast. Our apologies if we missed your important contribution.

Bill Hempel is working on his RV-9 tail kit, built a Hyperbipe, and teaches radio-controlled flight. Matt Goodwin and Ron Furry are winter visitors. Andy Meyer is a pilot-in-training, and Lon Farr is a new pilot. Marsha and Ed Mason from Portland have an RV-9A and Bill Dieman is closing the wings on his RV. Bob Holden is building a ¾ scale Stearman using a Rotec R2800 radial engine, as well as building a full-scale Fokker DR-1. Treasurer Mick Myal has sold 70 sets of plans for his composite tip-tanks. Finally, and I do mean finally, President Duane Boyd has done some work on his Champ restoration: he dusted it off!

There will be a U-control model aircraft demonstration in Columbus Park in March. U-control planes were the first actual flying experience many of us had, other than paper airplanes and rubber-band powered fliers. Many of us went on to radio-controlled models on our way to becoming pilots, and many of us are still modelers.

Dennis Hall inquired as to whom to approach for engraving metal plaques. Saguaro Trophy and Tuller Trophy were suggested.

The Cessna 120-140 Association will be having its Annual Convention this year at Ryan Field in October, hopefully not on the same weekend as the Copperstate Fly-In, which will be held over the 18th through 20th.

Finally, Secretary Bob Miller, cheated of his opportunity to bore us with Meeting Minutes, instead presented his version of the birth of Lycoming's new light aircraft engine, the O-233. As usual, this degenerated into a verbal brawl about barely-related topics such as Rotax versus Rotec engines and alternate aviation fuels. As usual, enthusiasm and camaraderie were in plentiful supply, and the meeting ended at about 1130.

The next meeting will be held at the Ryan Field Meeting Room on Saturday February 18 at 1000.

Respectfully Submitted by
Secretary Bob Miller