

Chapter 81 Meeting Minutes

June 20, 2015

Meeting was called to order at 1000 at the Ryan Field meeting room by President Eric Witherspoon. Considering that this is June, attendance, at about 30, was quite high. Even Joe Seibold was present, a man not reputed to enjoy elevated temperatures and prone to fleeing north long before chocolate assumes its natural (for Tucson) liquid form.

Secretary's Report: Bob Miller, unprepared and without a copy of the May Minutes, desperately moved that they be accepted as published in Sky Writer and the website. A few wags, wanting to watch Bob sweat, opposed the motion, but the majority, afraid that Bob might be bluffing and have a copy squirreled away somewhere, overruled the trouble-makers and the Minutes were not read, to the relief of nearly everyone, not the least, Bob.

Treasurer's Report: Jim Gries said that we have \$14, 648 in the bank. 64 members have paid up, adding \$1,251.52 to the coffers. There was expense of \$47.97 for coffee and donuts.

Old Business: Andy Myer, apparently still recovering from nervous exhaustion after masterminding the successful Ford Trimotor visit to Tucson, was not present. He also offered to look into a Chapter Hangar, something that many of us have wanted for years. He is also looking into candidates for a Chapter 81 bore-scope, and will bring in reviews and options for our review. Former Chapter 81 Treasurer Mick Myal's widow Sue has offered to donate a rather large collection of Mick's aviation books to the chapter. Bob Miller, who lives right down the street from Sue, has investigated the collection and judges that we would be very lucky to have the books. He spoke to other Board of Directors members and has been authorized to purchase some storage bins for the collection and storage of this treasure. If we go ahead with a Chapter Hangar, it could feature a lending library. Lynn Wesley, Jerry Miel, and Joe Seibold offered to help collect the booty and find places to temporarily store it.

New Business: There will be a public tour of the Tucson National Guard base on 11/7/15; it was proposed that we might like to make this a chapter activity. Gary Wood suggested that another chapter activity could be a fly-in to the New Mexico Space Port, an opportunity that is rarely offered to the General Aviation public. Bob Miller reported that he just completed a Flight Review (no longer officially called Biennial, as apparently the concept was too complicated for some pilots to differentiate from Bi-Annual. The former means every other year, and the latter means twice per year). What made this review unusual for Bob is that it was done in a Piper Tripacer, a plane he had never previously flown. Hastily adapted from the tail wheel Pacer to compete for sales with the new Cessna 172 in 1955, the Tripacer has, unsurprisingly, tricycle gear in a rather narrow configuration, earning it the nickname Flying Milking Stool. Because this rather light tube-and-fabric aircraft carries fuel weight high and outboard in the wings and has narrow-based landing gear, one must taxi slowly on turns so as not to tip over. Complicating matters, instead of toe brakes or heel brakes, either of which was familiar to Bob, the Tripacer has a hand brake that rather feebly brakes both mains. Other than those quirks, Bob reported that it flies like an airplane, particularly like a short-winged Piper: one must keep up a bit of airspeed on landing, lest one plummet like a stone the last few feet. Bob, who has been testing the new bungee gear that he helped Rick Brown install on his Cygnet homebuilt, can report that plummeting like a stone is frowned upon by the aircraft owner, and he was encouraged to improve his landing technique or finish building his Kitfox, so he can practice carrier landings in his own damn airplane. Bob was pleased to report that his newly-acquired technique of maintaining a constant perceived rate of descent throughout the flare works in both a tail wheel Cygnet and a Tripacer, giving the beleaguered bungees a rest.

George Snyder is restoring yet another Swift. He recently visited Planes of Fame in Chino, CA, and reported many open hangar doors where one can view ongoing restorations of an amazing variety of aircraft. Jim Galvin picked up a new Zenith Zodiac 601 XL in Wisconsin and flew it back to Tucson in 3 days, dodging tornados and battling headwinds. He noted some elevated CHTs (Cylinder Head Temperatures) at some power settings, but reported that the Jabiru 3300 ran cool at 2950 RPM. This air-cooled opposed 6-cylinder engine makes a rated 120 HP at 3300 RPM, but has limited prop diameter due to its high-revving nature. If the prop were longer, the tips would go supersonic at high revs, generating a lot of noise and wasting energy. It also has been known to have cooling issues, particularly in slower aircraft, to the extent that another company, Rotec, sells water-cooled heads for the Jabiru engine. Gary Wood reported a flight from Los Angeles to Temecula, CA, in his RV-12. Battling a 41 knot wind on the nose traversing Banning Pass, he then landed in a dead calm. Erik Fjerstad is working on the cowling of his RV-6A. He has a high-time Lycoming O-320 from a 1970 Piper Cherokee 140. He sold his Cessna 150 two months ago for \$13,500 and found that it immediately was resold for more. He informed us that he has Bruce Noon's Axis HPLV (High-Pressure, Low-Volume) paint system, along with painting suit, external breathing air supply system, an ICOM hand-held radio, and noise-reducing headsets, all for sale. Greg Duncan brought a Cessna 172A from Ontario, Oregon to Chandler and has to transport a Zenith 750 STOL back to OR. His wife Angel was present at the meeting. George Snyder inquired as to the location of Chapter 81's tool inventory: currently in residence in Eric Witherspoon's garage. Ed Davis told us about a Vari-EZE that was sold to a low-time pilot, who resold it in 6 months, as its flying characteristics differed enough from those of trainers to intimidate him. EZE type aircraft are plans-built fiberglass canard aircraft known for extracting a lot of speed from lower-powered engines. The canard is a front-mounted stabilator that provides lift, as opposed to the tail-mounted horizontal stabilizer that provides down-force in conventional aircraft. Time-in-type is highly-recommended for transition training, but not easy to find. Bob Olden is building a 3/4 scale Stearman with a Rotec R2800 radial engine (in this case, 2800cc, not cubic inches like the Pratt and Whitney R2800). He has lost his building partner and is looking for another. 3 of the wings are on and one is ready to go.

At 1035, an EAA Chapter Video recording was played, featuring the Valdez-type STOL competitions held last year at Airventure. Unsurprisingly, the winners were specifically built to land and take off at ridiculously low speeds, at the cost of practicality for other types of flying. An extreme example is Just Aircraft's SuperSTOL, with landing gear designed to allow the plane to be dropped in nearly vertically without damage. Nonetheless, technique remains critical, and we all could admire the skill of the pilots who can routinely land in postage-stamp sized fields and not only live to tell the tale, but take off again! The second feature was a tribute to EAA founder Paul Poberezny, who, with his wife Audry, began the organization that has given so much to make private aviation accessible to so many.

Meeting was adjourned at 1055. There will be no July meeting as, hopefully, many will be attending Airventure Oshkosh. The next meeting will be held on Saturday, August 15 at the Ryan Field meeting room at 1000.

Respectfully Submitted by

Secretary Bob Miller