



CHAPTER 81

SKY WRITER

August 2011 Newsletter

Notice!

**Regular Chapter Meeting at Ryan Field
Administration Building
Saturday, 20 August, at 10 AM**

2011 EAA 81 Dues Payment Status

Annual dues are \$20. As of 14 Aug, 85 of 107 regular members are paid-up. Checks should be made payable to: EAA Chapter 81 and sent to Mick Myal, 2900 E. Weymouth, Tucson, AZ 85716, or brought to a chapter meeting.

EAA Chapter 81 Meeting Minutes
Saturday July 9, 2011

Meeting was called to order at 1005 by President Duane Boyd.

Treasurer's Report: Mick Myal reported that there was \$12,715.87 in the bank, but then he wrote the \$1500 check to Pima Community College, and there

	Calendar of Events (Please send event info to the editor)
Aug-20	EAA81 Meeting at Ryan Field, 10AM Presentation by Eric Witherspoon on his new Sherwood Ranger biplane project
Sep-17	EAA81 Special Meeting - Buck Clippard has arranged a show and tell at La Cholla airport – details TBD
Oct-15	EAA81 Meeting at Ryan Field, 10AM, a presentation on Evergreen Aviation by Tom Hinman
Nov-19	EAA81 Meeting at Ryan Field, 10AM, LSA presentation by Chris j. Horton of Prescott, with a Light Sport Aircraft on static display at Ryan, on how Light Sport aircraft will rejuvenate General Aviation
Dec-17	EAA81 Holiday Party (date TBD)

were some small software and website expenses, so the current total is \$11,170.91.

Secretary's Report: Bob Miller reported that the Minutes of the June 18 meeting were published in the website and in Sky Writer, and, by Gosh, that should be enough for anyone, so they didn't need to be read aloud. His announcement was met with a great sigh of relief, but also some suspicion, as everyone knows how much Bob loves to hear the sound of his own voice. It was later discovered that Bob's uncharacteristic reticence was due to the fact that he was planning on expounding at length on another topic later in the meeting, and he was just conserving his wind.

Those present were asked to introduce themselves

and tell us a little of their aviation connection:

- Bing Bingham started his Zenith CH750 2 months ago.
- Phil Peery told us that “the dust is thick” on his RV-7A.
- Lloyd Howerton has no project at the moment.
- Bruce Newlan is selling his Express.
- Buck Clippard had no news for us.
- Rod Church is working on the same Zenith as Bing, in Green Valley, and also has a friend named Adam who does powder-coating. Adam was also present but did not provide his last name.
- Tom Sargent finished his RV-6 last year and is currently doing some experimentation in modifying his cowling to improve engine cooling. So far, the results look promising.
- Eric Witherspoon had the fiberglass parts of his Sonex painted, and is currently building a Sherwood Ranger biplane.
- Bud Kyle told us that he still plays with cars.
- John Johnson, a guest of Keith Carter, had a Bird Dog.
- Aubry (hope I didn’t mangle your name) Wood has a ’66 Chevelle and a Honda Goldwing.
- Tom Andrews bought a Swift. He was also able to get a Special Issuance medical, with great assistance from AOPA (Aircraft Owners and Pilots’ Association).
- Eric Wolf “escaped” from the Air Force. Now nothing can keep him (and wife Brandy) from going to Oshkosh this month!
- Don Berlin is building a Long EZ. He also plays with cars and likewise has a ’66 Chevelle.
- Rod Miles has a Corvair-powered Zenith CH 750 that is “90% done and 90% to go.” He is using a Dan Weseman 5th main crankshaft bearing conversion, demonstrated to prevent crank breakage on the Corvair aviation engines.
- Bob Sutherland reported “no progress” on his Titan T-51 Mustang project.
- Dave Schiffman also had nothing to report. However, he was delighted that Bob Miller finally found Dave’s copy of Sky Pioneering – Arizona in Aviation History that he had borrowed.
- Dennis Hall has set a 9/1/11 date for taking his Hatz biplane to Eloy for covering. He is also selling his multiple-award winning Pietenpol Air Camper. It has a nearly new Continental A65 and is on the block because it is hardly being flown anymore. Dennis

continues to fly his Corben Baby Ace.

- Mick Myal is still working on his wing-tip tanks.
- Bob Miller is beginning his first fiberglass work on his Kitfox: a fairing that smoothes airflow between the vertical stab and the rudder.
- Duane Boyd resolves to begin the re-covering process and general resurrection of his Aeronca 7A-C Champ this fall when things cool off. In the meantime, he is coordinating with Pima Community College for the Check-Awarding ceremony. He would like to get some experimental aircraft from our chapter to the ceremony at Tucson International Airport, to appear in the newspaper photos.

There was no Old Business.

New Business:

Buck Clippard has made arrangements for the September Special Meeting to be at La Cholla Airpark, where we will see many an unusual sight at the hangar of his friend who, among other features of interest, has made a guest house out of a retired airliner!

The presentation about the history of Evergreen Airpark will be made at the October meeting at the Ryan Field meeting room.

We are still seeking a speaker or presentation for the August meeting. Of course, some of us will have attended Airventure and may have things to tell us about it. (ed note: Eric Witherspoon will present his Sherwood Ranger biplane project)

Peter Godinov and his Lancair made some press by accidentally overflying Mexico while ogling the Monument fire and earning an F-16 escort back to Arizona.

The featured presentation of the meeting was Bob Miller’s “Give Me a Brake! A Short Treatise on Light Aircraft Braking Systems.” It’s a good thing that Bob saved his wind, because there was nothing short about it, but it was generally well-received and no overripe produce was flung. Bob invited audience participation, and contributions from the Peanut Gallery were plentiful. Bob stated that he loves doing these presentations because (aside from providing the opportunity for him to pontificate) he has to do research to understand the topic well enough to present it accurately, and because the many experienced members of Chapter 81 usually chip in

with their insights (and sometimes corrections), so he learns even more. Recreation and Education!

After Bob finally ran out of steam, other topics were brought up:

George Newman would like to know whether anyone who knows composite aircraft construction would like to take a look at a KR-2 at Ryan for a distant buyer. No one present was aware of a qualified inspector.

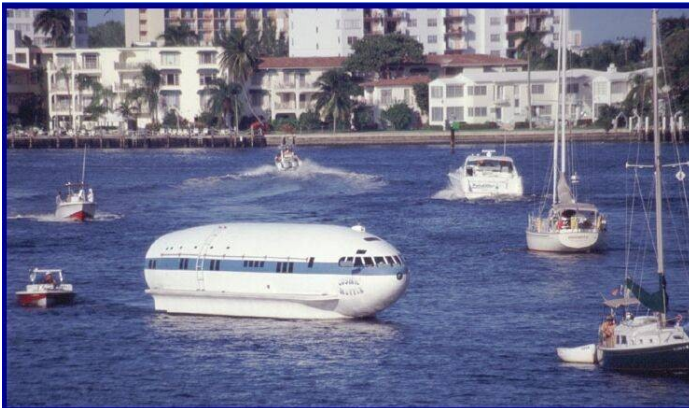
The topic of high-speed taxi-testing was discussed. Van's and Sonex both say "Don't!" Mick Myal experienced a broken brake rotor during taxi-testing that resulted in leaving the taxiway in an unanticipated direction! The consensus was to keep all high-speed operations on the runway.

Meeting was adjourned at 1115. The next meeting will be on Saturday August 20 at 1000 at the Ryan Field meeting room.

Respectfully Submitted by
Secretary Bob Miller

Aviation Interest Articles

Buck provided these photos of an interesting "boat conversion" of a Boeing 307.

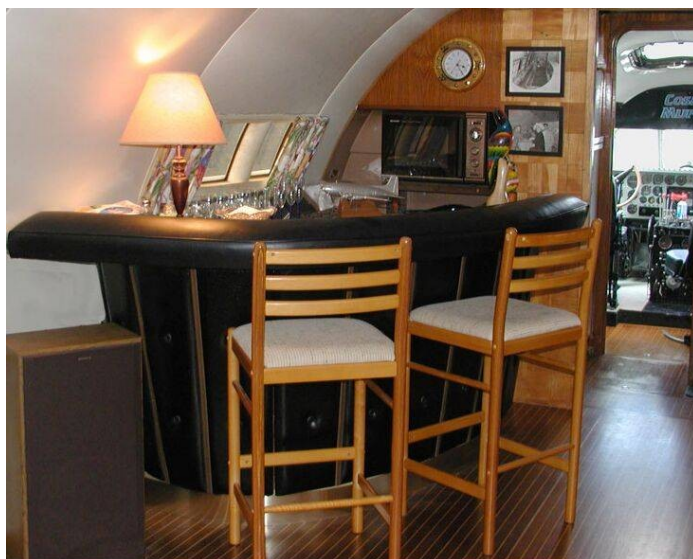


"... This thing is docked several blocks from our condo in Ft Lauderdale. They sometimes bring it out during waterway parades and affairs. It's a Boeing 307, the first pressurized airliner. Pan Am used it on the Latin American routes. It had the wings and engines of the B-17 with the pressurized fuselage and as I recall, Boeing made about nine of them; four for TWA, four for Pan Am, and Howard Hughes took one for his personal aircraft. One of these sat outside here in Tucson at the Pima Air Museum for a few years (until discovered) then was patched up and flown up to Boeing for restoration. They say beer cans and junk flew out of the exhaust stacks when the team of Boeing engineers fired it up. During the trip up to Seattle they lost an engine and had to turn back where they borrowed an



engine from the Confederate Air Force to continue the trip. Boeing restored the outside and a collection was taken up from the retired Pan Am employees (including yours truly) to redo the interior with the help of 'Clipper Pioneer' volunteers in preparation for delivery to the Smithsonian Air Museum in Washington. Ironically this was done in the same hangar where it was first made.

You might remember that when it was finished and ready to go, Boeing pilots decided to 'check it out'



**Please send items of interest, classifieds, etc to
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or to Erik's address on front page.**

**Check out the Chapter Website at
<http://WWW.EAA81.ORG/>**

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without topping off the fuel tanks and got a false landing gear light while flying in the local area. After circling around for some time, trying to solve the problem, they ran out of fuel and decided to ditched it in the river (near the airport). They subsequently raised it and had to refurbish it all over again. It's now on display in the Smithsonian Air Museum, next to the Concord. The only remaining one of these is the one they made the yacht out of in Ft Lauderdale. It had quite a history. Regards, - Buck

Here are some interesting Aviation internet Links

(With a fast internet connection and a fast PC, these are very good!)

Great video of the Blue Angels:

http://www.youtube.com/watch_popup?v=W6tB8Lf7YoU

Great video from Oshkosh:

<http://www.twaseniorsclub.org/Oshkosh.html>

