



CHAPTER 81

SKY WRITER

February 2012 Newsletter

Notice!

Next Meeting - Saturday February 18 at 10AM
A regular chapter meeting at Ryan Field

2012 EAA 81 Dues Payment Status

Annual dues are \$20. As of 12 Feb, 56 of 119 regular members are paid-up. Note: 2012 dues are now due. 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. **Please do not send payment to the newsletter editor!**

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.

Calendar of Events

(Please send event info to the editor)

Feb-18	EAA Chapter Meeting, Ryan Field, 10AM Video presentation by member Rick Bernardi on his flight into Edwards AFB
Mar-17	Arion Aircraft local facility tour and pancake breakfast in Marana, details TBD
Apr-21	EAA Chapter Meeting, Ryan Field, 10AM Presentation by Mick Myall on his tip tank project
May-19	EAA Chapter Meeting, Ryan Field, 10AM Fly-in, 100 th anniversary of Arizona aviation presentation by Tucson Airport Authority
Jun-16	Presentation on Powder Coating metal parts at a local shop, details TBD
Jul-23-29	EAA Airventure 2012 Oshkosh
Oct-17-21	International Cessna 120-140 Association 37 th Annual Convention- Ryan Field
Oct-25-27	Copper State Fly-In (Casa Grande Airport)

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. Saguario 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

PERSONALITIES and their PROJECTS

Chuck Valade And his Glasair



Chuck was born and raised in the Metro Detroit area and graduated from Berkley High School. He then went into the Navy and was assigned to Naval Air. After basic training he was sent to school for A&P mechanical training. After the completion of his A&P training he had a very interesting time traveling all over the south east Asia doing aircraft repair for the many far flung Naval units in that area. He has been on and off carriers, completed parachute jumps and worked in some of the clandestine units in that part of the world.

Upon discharge from the Navy in 1967 Chuck attended Lawrence Tech Collage in Southfield Michigan, thanks to "uncle Sam" and the G.I. bill. He was married and raising a family at the time so he felt the need to earn a living during the day and attend collage at night, finally receiving his degree in Engineering and Business in 1974.

Upon graduation he worked a short time at Commander Aviation at General Motors Tech Center then switched to Chrysler where he spent 33 years until he retired in 2000. While at Chrysler he spent a great deal of time doing testing here in Arizona and it was then that he decided this was where he wanted to spend a lot of his time.

Chuck started flight training at Millington Tennessee while still in the Navy but had to stop due to transfer and didn't get his license until 1995 in Pontiac Michigan. He has built a BD4 which he has flown back and forth between Michigan and Arizona six times and acquired his Glasair two years ago and has flown it over that rout as well. He is currently building a Zenair 601 XL in his hanger at Marana Northwest. He also owns a hanger in Port Huron , Michigan where he keeps his BD4. By the way did I tell you he holds a current A&P license.

As you may have guessed Chuck is a "snow bird" and splits his time equally between here and New Baltimore, MI. He says most of his flying is of the

recreational nature and has about 1000 hours in the book. He has been a member of Chapter 81 since 2000 as well as a member of Chapter 13, Southeast Michigan.



Note: Profile photos and text by Joe Seibold

New meaning to "single-pilot ops"

(Provided by Duane Boyd, from various Pilot Blogs)

Steve Chealander member of the NTSB from 2007-2009 is a retired American Captain. He gave a safety presentation at recurrent training about two years ago. He opened the floor for questions and one guy asked facetiously when are we going to one pilot cockpit?

Chealander said that is not funny. He said Fed Ex and UPS are now, (two years ago), working on the procedures for a one-pilot long haul over-water operation. The pilot would be at the controls for takeoff and landing then go to the bunk for cruise while the guy back in Memphis would take over for the cruise. One pilot passenger flights will take a bit longer to get approved.

Twelve years ago, I was Director of Operations for the Alaska Air Guard. I went to a high-level conference and this three-star General gave a presentation that said the exact same thing the major said. The only limitation on fighter aircraft now is the pilot. We have the technology to do everything from the ground and it will be a huge cost savings. No search and rescue, no life support systems, no backlash when we lose a plane. So this article is right on the money.

I attended a flight safety presentation last evening from a retired AF Major test pilot from Edwards, Bill Koukourikas, now serving there as a civilian. During the course of his presentation, his statement, "No future attack military aircraft within the next 15 years will have pilots in the cockpit. The last tactical aircraft with a pilot in the cockpit will be the F-35." He also indicated that, within the next 10 or so years, all UPS and FedEx cargo flights will be with pilot-less aircraft. This prediction comes from their test shop at Edwards. All drone testing, development, etc., is taking place just south of Edwards in the Palmdale

area.

Sounds like a continuation of the Skunk Works developments of Lockheed which previously took place in that area."

Simply amazing! Hey, are we a dying breed or what?

Captain Hague's thoughts: This post puts me in mind of the joke that was going around the cockpit 40+ years ago: "The cockpit crew of the future will consist of a guy in a lab coat with a clip board and a monkey with a baseball bat to smack the guy in the lab coat if he touches anything."

Is the single-pilot/no pilot it good or bad? It's neither, of course. It simply is. We'll individually assign a value judgment to it according to which side of the street that we now or used to work.

I harken back to the first monorail at Disneyland. At first, no one would ride it because there was no driver. Disney hired a wino to sit in the front of the lead car as it ran between the hotel and the park.

There was a set of non-functioning, but impressive-looking set of dummy controls. When the passengers exited, the wino would walk to the other end of the car and sit there for the 90 second trip and repeat his actions until his shift ended. After six months, they fired the wino, but no one noticed and the success of the monorail is history.

Does the next generation of aircraft need pilots? Probably not with the state of avionics and navigation gear. Would it be seductive to the operators of these planes to have computers that never call in sick, never miss a trip, don't need a set of windows that cost more than all of the houses on your block, instrument and CRT arrays? On the other hand, what happens in the event of another 9/11 when aircraft are told to land immediately at the nearest suitable?

I think of what I do today: build, repair, and maintain Windows PCs. I fully expect that, in less than five years, that you'll be buying an integrated mouse, keyboard and screen that, five seconds after you turn it on, it will have contacted The Cloud, given you access to your operating system, applications, and data- none of which are stored on your desk.

During the transition, of course, I'll have a couple of years to service those folks that are wary of move from the home office to The Cloud. But it will be of no matter. The forces that drive the industry- companies and the governments that buy computers in huge quantities- will insist that the technology be implemented. As folks in the workplace become used to the idea, they'll have them in their homes within a couple of years. Another wino fired (in this case, me).

So goes progress.

Politics will, of course, attempt to insinuate itself into the process, of course, like the buggy whip manufacturers did when the horseless carriage was starting to catch on. They got the best justice that money could buy when they bought a law that said that every car had to have a buggy whip holder and whip. In the global market, however, the gummint doesn't stand a chance, so I'm not that worried about their levels of control over the Internet.

I take joy and gratitude for the fact that I started in props, moved to turbines, and finished my career in aviation as the Safety Program Manager for the FAA teaching pilots that, for the most part, flew behind props.

Please send items of interest, classifieds, etc to Erik Fjerstad – Newsletter Editor
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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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TOOLS - Joe Seibold has provided this list of tools he is willing to loan out. Contact him directly. (see Director list) We will post this list, as well as others provided by members, on the website.

Clamps:Furniture	24"	2
Clamps:Furniture	12"	4
Clamps:Furniture	6"	4
Clamps:Furniture	4"	10
Clamps:Welding	10"throat	2
Clamps:Welding	3"throat	2
Clamps:Welding	2"throat	2
Clamps:Vise grip	2"	6
Clamps:Vise grip	1&1/4"	12
Clamps:C" clamp	2x3&1/2"	3
Clamps:C" clamp	1x2"	6
Clamps:C" clamp	2x6"	8
Clamps:Spring	2"	14
Clamps:Spring	1"	16
Clamps:Sidegrip/Cleco	1/2"	24
Clamps:Sidegrip/Cleco	1/4"	10
Rodman Nibbler (sheet metal)		1
Aluminum hand seamer	Plier type,3"	2
Cable cutter		2
Rivet squeezer	3"	1
Swage-coax cable		1
Swage-control cable (light duty)	6"	1
Swage-control cable(heavy duty)	18"	
Swage -gague	go-no go	1
Cable/wire stripper	4 types	5
Dimpler	22"	1
Center punch	spring loaded	1
Tubing cutter (plastic)	heavy duty	1
Rivet sets / dimpler		2
Hand punch	spring loaded	1
Pliers fluting vice grip		1
Fluting tool (hand)		1
Rivet puller, (air)		1
Riv-nut puller	setting riv-nut	1
Dimpler	vise grip	1
Snips/compound	left	2
Snips/compound	right	2
Snips/compound	straight	2
Deburring tool	dogleg	1
Bolt gripping tool	3/16"	1
Bolt gripping tool	1/8"	1
Safety wire twister		2
Horseshoe clip (install&remove)		1
Torque wrench (metric&standard)	3/8"drive	1
Hole saw set(7piece)	3/4"-2&1/2"	1
Crow foot wrench set	3/8"drive	1
Heat gun		1
Drill motor (air)		1
Die grinder (air)		1
Impact wrench(air)		1
Shear, sheet metal (air)		1
Cutoff tool (air)		1
Hammer (air)		1
Clecos:	3 sizes	many
Pliers	cleco	2
Punch set, leather	9 pcs	1
Punch set, letter&number		2
Files, raffle & needle		50
Drill, angle (for threaded bits)		2
Tap & die set		1
Metal stretch & shrink set		1
Bead roller kit		1
Hoist, engine	adjustable	1
Valve seat remover set (Rotex)		1