

SKY WRITER



EAA CHAPTER 81

NOVEMBER 2008

EAA Chapter 81 Meeting Minutes

October 18 , 2008

Meeting was called to order by President Duane Boyd at 1005 at the garage/workshop of Bob Miller. Treasurer Mick Myal presented the financial report: The Umbrella Bank CD, currently worth \$7077.33, was renewed at 3.27%. The checking account had \$2319.78 as of 9/22. The membership roster is completed, thanks to Vice President Hal Burlingame. Calendars: price will be about \$11. 2009 dues are now being accepted.

Secretary Bob Miller presented the minutes in his inimitable, if long-winded, fashion.

Old Business: Stan Gorman inquired about how to volunteer at the Copperstate Fly-in. Lynn Wesley informed us that Hal Burlingame is the volunteer coordinator and can be called or approached at the Fly-in. Bob Miller announced that he and his wife Lori would be volunteering on Sunday to help clean up after the Fly-in. Lynn also announced that RotaMax, the manufacturer of a new Wankel engine for experimental aircraft, would be presenting at Copperstate.

New Business: Inquiry was made about how to renew membership. Said inquirer was directed to Treasurer Mick Myal. New member Bob Olden asked about name tags and also was directed to Mick. Bob Miller announced that, due to overwhelming acclaim by members at last year's Christmas party at El Corral restaurant, the same venue will be offered this year, on Wednesday, December 10 at 6PM. His wife, Lori Maurer, has volunteered to send out invitations and RSVPs to our 93 registered Chapter 81 members.





Bob was finally given the opportunity to present his project, a Kitfox Series V Vixen (differentiated from other Series V Kitfoxes by its smooth cowl and tricycle landing gear). The Series V was a major evolutionary step from the earlier Kitfox aircraft, in that it is larger, has a higher weight allowance, is faster, and uses spring aluminum main landing gear in place of the earlier bungee-type gear. Kitfox was unique in its time (about 25 years ago) in that it provided a complete kit, containing everything that was required to build the aircraft (with the exception of engine, prop, instruments, covering, and paint), delivered in one large box to your door. The original Kitfox bore a striking resemblance to the Dean Wilson-designed and manufactured Avid Flier, right down to the folding wings. Dan Denney, originator of the Kitfox, used to work for Dean. Go figure.

Anyway, Bob Miller, who was dazzled by the RV series of experimental aircraft kits, hadn't looked seriously at the Kitfox because it was kind of, you know, SLOW! Then he met Chapter 81 member Bob Lagle, a retired American Airlines (and before that, TWA) Captain, who had decided that he was tired of seeing America from the tops of the clouds and wanted to get down low and slow so he could actually take a look. The Kitfox met his specifications and he ordered the kit delivered to his converted 3-car garage, now a magnificent workshop reminiscent of the Taj Mahal. He and his wife Kate unpacked and inventoried every part. Then he decided that he didn't have the necessary skills to build the aircraft and it sat untouched for 3 years. Enter Bob Miller, equipped with much enthusiasm for anything that flies, decent mechanical skills, and no money. Bob Miller convinced Bob Lagle that the two of them could build the Kitfox. Bob Lagle would retain ownership and pay the bills and Bob Miller would share the labor in return for the opportunity to fly the plane when completed. They worked together a couple of ½ days per week for about a year and a half. Then Bob Lagle lost interest in the project and sold it to Bob Miller for a very reasonable price (remember the no money part). Bob Miller celebrated this joyous purchase by immediately moving, and having neither time nor money to work on the project, he let it molder in his new garage for the next 4 years. Sadly, Bob Lagle passed away about a year ago.

Bob Miller decided that this was the year that he would finally get building again on the project, and, to help with motivation, volunteered to present his project at the last Project Meeting of 2008. Bob took a month off from work, attended the Kitfox Factory Fly-in in Homedale, Idaho (Famous Potatoes), and discovered that the Kitfox was a great-flying airplane with light, well balanced controls, stable enough for hands-off flying, but responsive enough for yanking and banking.



It has a more-than-adequate climb rate (over 1200 FPM on a warm day with half fuel and two hefty pilots) when equipped with the 100HP Rotax 912S and a cockpit-adjustable pitch IvoProp. The latter, however, if installed, disqualifies it as an LSA (light sport aircraft). Outward visibility is fantastic. The windscreen extends over the cabin and into a transparent turtle deck, and the transparent doors are bulged outward so one can look directly downward.

In an effort comparable to the Twelve Labors of Hercules, Bob tore into his overstuffed garage, evicting several motorcycles and many an antique Christmas ornament. Once emptied, it required floor caulking and paint, ceiling insulation, heating, air conditioning (the latter supplied by Dwayne Boyd for a more-than-reasonable price), a workbench, shelves, and a big, shiny tool chest. Mick Myal loaned Bob several large power tools, and the electrician will be in soon to install the electrical outlets and lights. Bob dusted off the Kitfox and displayed what had been accomplished so far. The factory had already done a magnificent job of welding and powder coating the 4130 Chrome-Moly airframe, although Bob was sorely tempted to take credit. Bob and Bob had had to fabricate many parts that are now completed by the factory, so progress had been slow, but the control column was in place with linkages attached for the differential flap-erons (combined ailerons and flaps) and the elevator. The rudder pedals and dual hydraulic brake master cylinders are installed, as are the rudder pedal adjusters. Next to be installed will be the rudder cables.

The Kitfox comes complete with a builder's manual the size of a Manhattan phone book, with step-by-step instructions on how to build and in what order. It also tells you when to stop building and have an inspection done, so, hopefully, blunders will be kept to a minimum. It is an interesting design in that it was intended to be able to be built in a 2-car garage, and, when complete, storable in one bay of said garage. With its folding wings secured to the vertical stabilizer, it can be trailered to the airport and made ready for flight in 20 minutes (very important to hangarless Bob). Its STOL (short take-off and landing) capabilities have to be seen to be believed: it can land or take off easily within a football field. It uses a variety of building materials, including a steel tubing airframe, fabric covering, wooden floorboards, wing ribs and stringers, fiberglass cowl, fairings, and seats, aluminum for the console, panel, and landing gear, and stainless steel for the firewall. All rivets are of the pulled aircraft type, and most riveted components are epoxied as well.

In the history of this aircraft, there have been no structural failures. Although it is not officially an aerobatic plane, it did a very convincing imitation of one at Oshkosh a few years ago. Bob acknowledged that low-and-slow (and sometimes upside down) is his favorite way to fly and the Kitfox fits the mission better than the RVs he had been considering, so he is very happy with his project (although he is eying the Titan T-51 for his next project).

After the presentation ended, the meeting degenerated into its usual chaos, but was estimated to have ended at about 1145.

Next meeting will be at the Ryan Field meeting room on Saturday November 15 at 1000. The ever-verbal Bob Miller will be presenting a talk about rotary engines for experimental aircraft.

Respectfully Submitted by
Secretary Bob Miller

Note: Photos of Bob Miller's project are courtesy of Eric Witherspoon. Thanks, Eric!!

DUES ARE DUE!!

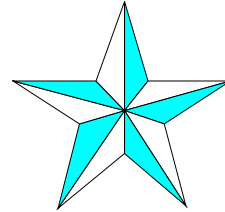
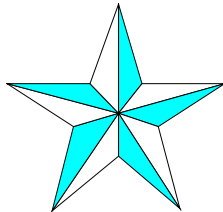
Chapter dues for 2009 remain the same, only \$20.00 a year

Personal checks are preferred, either in the mail or at monthly meetings. Full cash payment totaling \$20 is accepted at meetings.

Make checks payable to EAA81. Mail to:

Mick Myal
2900 East Weymouth
Tucson AZ 85716

CHRISTMAS DINNER



The Chapter Christmas Dinner is scheduled for Wednesday, Dec. 10th @ 6 pm at:

The EL CORRAL STEAKHOUSE

2201 E. River Road

All Chapter members should have received an invitation/menu.

Note: The price listed includes tax & gratuity.

CLASSIFIEDS

| Vans RV-10 emp/tail cone kit

Experienced RV-6 builder is offering to sell his Van's RV-10 Emp. / Tail Cone project. (I have decided that I would rather build an RV-12)

The horizontal and vertical stabilizers are finished. The elevators are partially finished, and some work has been accomplished on the rudder. There has been some work accomplished on smaller parts.

In addition, the following are included with the sale:

- Complete fuselage plans and manual
- Complete wing plans and manual
- Aircraft Spruce p/n 12-00903 special bucking bar
- Parts bin with clear drawers for hardware storage. All labeled with aircraft nomenclature
- 4' X 4" heavy duty work table recessed to accept a back riveting plate
- 24" X 64" platform for a "C Frame" hand riveting and dimpling tool
- Current inventory (Kit is complete)

Quality workmanship. The project is located in Prescott, AZ.

I do not have the Van's shipping crate; buyer will have to pick up at the airport. I will assist in inventory and loading.

I have \$3,500.00 invested. Will sell the project for \$2,695.00. You are saving over \$800.00.

Frank Benedict

c-140@juno.com

928-778-1977 H

928-899-8365 C

Reply to: sale-904392068@craigslist.org

Date: 2008-11-03, 1:27PM

I am looking to fill some free time and learn about aviation at the same time. I would like to find a person(s) at Ryan Airfield that is rebuilding, refurbishing, painting....what ever to their aircraft, or I'll just sweep your hanger. I would like to help in what ever way I can for free. I do have an eclectic background. here is a short list of skills I have an above average proficiency in. Carpentry, Electro-Mechanical install, and troubleshooting, Mechanics, fabrication, painting, electronics; troubleshooting/install. 12v, 6v, 18v systems. Welding, computer diag and repair, GPS systems...and many more. I'm a pretty handy guy to have around in any case. I will wash, wax, sweep, mop....anything. I am wanting to immerse myself in the ' Lifestyle ' because I am working towards my PPL and I would like to spend more time around the hangers than "just for lessons" I hope some one will take me up on this, it is a sincere offer. I do have quite a bit of free time to offer. I'm no kid @ 42 so I won't flake out on you. Please call 779-875-3819 if you are interested , or respond with an E-mail. Thanks!

WANTED: CHAPTER NEWSLETTER EDITOR!!

I am going to resign as Chapter Newsletter Editor effective January 17, 2009.

At the January meeting I will drop off the Chapter printer and accessories.

TARMAC TALK

from the editor:

I have been a bit busy this last month. I began a new job here in Tucson and no longer have to drive to Ft. Huachuca.

Along with that, I have gotten back into the “saddle” after being grounded for a few years.

I purchased Cessna 8323X, a 172C (pictured in the letterhead) last month and flew it home from Iowa with a co-pilot.

We left the ground in Storm Lake, Iowa @ 1315 Z October 26.

We made an unplanned stop at Superior, NE and then flew on to Dalhart, TX

where we had a swell country style Sunday dinner.

From there we headed for Belen, NM; fueled up and took off for Tucson, landing at Ryan field @ 0230 Z.

And what a surprise! After buying fuel all along the route for about \$5/gal. it was a joy to find Ryan field fuel for \$3.80/gal.

I have since flown down to Libby field for a friend's retirement party and over to Yuma to have the annual completed.

I will be in need of an engine mechanic, if there is one in the club, to help install a new mixture control when it arrives. (alas, the frustrations of owning a certified aircraft)

That's all for now.

As we head into the Holiday season, be safe!

Happy Thanksgiving,

Ed Justice