

EAA Chapter 81 Project Meeting Minutes
May 19, 2018

Meeting was called to order at the Ryan Field meeting room at 1000 by President Tito Sanchez. The Prez has arranged for several speakers for future meetings. He reminded us that there will be no July meeting due to Airventure Oshkosh. Those of us attending are invited to meet at the Homebuilders Hangar on Wednesday at noon.

Secretary's Report. Bob Miller brandished a purported copy of the Minutes of the April 21 meeting and threatened to read it unless immediate action was taken to prevent it. Immediate action was taken in the form of a motion to accept the Minutes as published on the website and in Sky Writer. There were numerous seconds within, ahem, seconds, and the motion passed before Bob could clear his mouth of the donut into which he had bitten. Really, it's a miracle that the man does not have diabetes.

Treasurer's Report. Eric Nelson declared that we have had a 2018 income of \$1,443.79, made up of Member Dues of \$1,065.79, Coffee and Donut contributions of \$88.00, and offset of Chapter Hangar Expense of \$290.00. One has to wonder who paid the 79¢. 2018 expenses so far have been \$1,937.36, broken down into \$1,500.00 for Chapter Hangar Rental paid through June, 2018 @ \$250.00 per month, Purchase of A/C Tools/Components of \$27.03, Coffee and Donuts Purchase of \$135.33, and IRS 501 (c) (3) Application fee of \$275.00. Hmmm, correct me if my math is off, but it seems as though we are paying for about 1/3 of the donuts and coffee we are consuming. C'mon, folks, let's cough up more for the goodies. Routine annual expenses are estimated at \$2,980.00 and our current bank balance, as of 5/12/18, is \$5,706.85. Looks like we are going to survive, even without a government bail-out!

Visitors: Martin Thomas wants to join Chapter 81. He is a Grumman-American man, flying both a 4-seat Tiger and a 2-seat Trainer (Yankee).

Brady Marsh is an F-16 pilot; how's that for one-upsmanship!

Old Business: Tito Sanchez and Bob Miller discussed the Chapter Trailer, which an intrepid team of EAA 81ers delivered to Ryan Field in an epic saga worthy of a James Michener novel, but receiving only a short write-up by Bob in the last newsletter. We need a few more volunteers to evaluate its condition and decide whether restoration is a viable option. The Chapter Trailer carries all the supplies needed for a Pancake Breakfast, a proven fund-raiser in the past and a heck of a lot of fun for all. Tito was somewhat pessimistic, but he hasn't even set eyes on it yet. Bob, who helped unload it, says that it just needs a little TLC (in a previous life, Bob was a biochemist, so this would stand for Thin-Layer Chromatography), like new tires and a new tongue jack, plus some paint touch-up. Bob heads the committee for evaluating the trailer and will contact the other volunteers for a look-see.

Bob also made an abbreviated (for him) summary of the finances related to the donation of a Europa Monowheel project to Chapter 81 by member John Reddy. Bob bought the project from John for a dollar, but will donate its asking price of \$5,000 to Chapter 81. Chapter 81 will donate \$3000 to SATA (we donated \$2,500 last year) as part of our mission to promote recreational aviation and education. Bob has sold the Europa project, including its dedicated trailer, but

minus the firewall-forward portion, to Chapter 81 member Phil Villar for \$1,000, and donated this to the chapter as well. In addition, the Europa-specific engine mount will be purchased by Phil for \$750 when he has the money, and all of this will go to Chapter 81 too. In short, Chapter 81 has received \$6,000, with another \$750 still to come, and has donated \$3,000 to SATA. We can never thank John Reddy enough for his generous contribution.

George Snyder reminded us that there is still time to participate in the Swift Museum Foundation Raffle; George actually won a Swift in a previous one. This time, first prize is a \$30,000 credit toward a Lycoming or Continental engine, new or used, or \$20,000 cash. 2nd prize is a Garmin ELT; other prizes include a Garmin 660, and a Stratus 2, and 4th prize is a Bright Line flight bag. With only 999 tickets sold, you could be a winner, but only if you buy your \$100 ticket before the end of May.

New Business: President Sanchez announced that there will be a Board of Directors meeting after the August meeting. He also noted that KOLD Channel 13 visited Southern Arizona Teen Aviation, a group of high-schoolers who have completed most of a Van's RV-12 under the close supervision of six mentors, three of them from Chapter 81. Our own Glenn Brasch has placed the KOLD video on the SATA website: soazteenaviation.org for your perusal. There is a promise of more-extensive TV coverage of this amazing accomplishment when the aircraft is flying, most likely this fall.

Steve Hulland enlightened us regarding a VFR Corridor over Fort Huachuca, easily accessed by a single radio call to Huachuca Approach. He offers a safety presentation regarding this procedure.

Glenn Brasch introduced us to a "strongly-worded" petition he passed around, regarding fuel prices at Ryan Field. The gist of the petition was that the FBO is losing money by consistently pricing fuel higher than other airports, because many pilots are flying elsewhere to obtain more affordable avgas. The FBO would make more money by selling a lot more fuel at competitive prices. Many Chapter 81 members signed this petition.

George Snyder has a Cozy 4 project for sale; it is completed and has excellent workmanship, says George. It has been inspected but needs an airworthiness certificate and Phase I testing. It has a zero-time IO-320 engine and is going for \$30,000. For those not familiar, the Cozy is a Nat Puffer design, a plans-built canard airplane resembling a wide Long-EZ, and it seats four in, ahem, cozy accommodations. For the same \$30,000, George has a Swift for sale, with many modifications, including a sliding canopy and sticks instead of yokes. It has a complete radio set, but needs an engine and prop. This airplane was recovered from a ground-loop incident.

Bob Allen has a vacuum gage, Scat tubing, and lots of other stuff for free.

Jim Keown has a lot of tools for sale, including 2 table saws, a 14" band saw, 2 scroll saws, a dust-collector (this describes many of our projects!), and air filters.

Steve Hulland is looking for an aviation-grade 1/4" rivet puller (Chuck Valade thinks that he might have one to lend), and Steve knows of a 95% completed 1/2-scale P-47 replica in north Tucson. He says that the workmanship is excellent. Talk to Steve (520-307-5775) for details.

At 1030, the business portion of the meeting was adjourned so that we could go outside and ogle Jim Gries's (rhymes with rises) RV-12, which has flown off its Phase I time, and Steve Hulland's Belite Ultra Cub project, which currently resides in his trailer/workshop, also parked on the ramp. This Ultra Cub, of metal and fabric construction, will not be a part 103 ultralight, although it can be built as such. It features a Polini water-cooled single-cylinder 2-stroke engine, so light-weight that a certain Chapter 81 member, whose name will not be disclosed, and who conveniently forgot about his back surgery and hernia repair not two years ago, you idiot, was able to pick it up in its box! Fortunately, no further surgeries will be required. We hope. Steve has been able to fabricate and store several components of the fuselage and empennage within his amazingly space-efficient 2-axle trailer. Bob Miller, looking speculatively at the trailer wheels, kiddingly asked whether Steve could spare a couple for the Chapter 81 trailer, and was politely informed that the answer was NO!

The meeting dwindled down to a few stragglers by 1100, so we'll say that that was when it was adjourned. The next meeting will be at the Ryan Field meeting room on Saturday, June 16 at 1000. Bob Miller will be making a presentation about What To Do When Things Suddenly Go Quiet On Takeoff, and no, screaming is not a (useful) option.

Respectfully Submitted by
Secretary Bob Miller