

EAA Chapter 81 Meeting Minutes
June 16, 2018

Meeting was called to order by Vice President Steve Horton at 1000 at the Ryan Field Meeting Room, in the absence of President Tito Sanchez, who has a perfectly good airplane, but *drove* to Texas so he could haul more stuff. The price of being a materialist, Tito.

Secretary's Report: Vice President Horton was the fastest to stifle Bob before he could even begin to suggest that he read the Minutes of the May Meeting. There was a chorus of Seconds to this motion that would put the Mormon Tabernacle Choir to shame. The motion passed instantaneously.

Treasurer's Report. Eric Nelson was unable to attend, citing that his wife was in the hospital, his dog needed to have stitches removed, and, that if his pickup truck had been wrecked, he would have had the makings of a Country & Western hit. Steve Horton provided a tiny slip of paper that conveys the following information, purportedly from Eric:

Previous Balance \$6,200.42

Income 2018: \$4,530.79

Expenditures 2018: \$1,947.36

Balance as of 6/15/18: \$8,783.85

Our healthy balance is largely due to the largess (look it up, you low-life) of John Reddy, who sold his Europa project to Bob Miller (for a dollar!), who, in turn, donated \$3,000 to Chapter 81. Another \$3,000 was then donated by Bob in the name of Chapter 81 to Southern Arizona Teen Aviation. Eric can verify all this for anyone who thinks that Bob took the money and ran. Incidentally, in the absence of Treasurer Nelson, Bob Miller assumed the office of Acting-Treasurer and stuffed several checks and a bunch of cash into his pockets. It will be interesting to see whether any of this gets to the treasury.

Visitors: Caleb works for Velocity Air, but assures us that he is not responsible for its outrageous avgas prices. Fred is here with Jim Keown (rhymes with bow-in. Keown, not Jim, you dolt). Rick Brown attended so that he could boo and hiss at Bob Miller's presentation. Well, not really, but he was here to keep Bob honest about the emergency procedures that were practiced in Rick's Sissler Cygnet.

Initiating President Sanchez's Executive Order to put the featured speaker *before* Chapter Business, Bob Miller then began his presentation: Loss of Power on Takeoff, or, What to Do When It Suddenly Gets Quiet. A very brief summary:

If you are under 300 feet AGL (above ground level), your only option is to land straight ahead, or turn no more than 30 degrees off runway heading (taxiway, for example). You're dreaming if you think that you can turn around and get back onto the same runway. From 300 to 400 feet, you might be able to make up to a 90 degree turn. Above 500 feet you have the option of making the turn, which is not 180 degrees (that would have you landing parallel to the runway, not on it), but more like 240 degrees. Bob and Rick Brown took up Rick's Cygnet to try out this scenario. Bob first tried the 30 degree bank recommended in the articles he plagiarized from *Sport Aviation* and *Kitplanes* magazines. Flying at 3,000 AGL, at full climb power and attitude, he chopped the power and was able to get back on heading with only a 400 foot altitude loss. Banking to Rick's suggested 45 degrees, Bob was able to make the turn with only a 300 foot

altitude loss. Mind you, this was in an Experimental/AB LSA, not in a cub or Cessna, and Bob was anticipating the power loss and started turning IMMEDIATELY upon experiencing power loss while maintaining best glide speed. Your mileage may vary. The way to find out how YOU can make this life-saving maneuver is to try it yourself at a safe altitude. Practice it until it becomes reflexive and you won't be losing precious altitude while experiencing vapor-lock between the ears. Remember, speed is life and altitude is life insurance.

Old Business: Bob Miller made a brief (for him) presentation regarding the assessment of the Pancake Breakfast Trailer. Bob, Martin Thomas, Steve Horton, and Jim Keown hauled the trailer to the Chapter Hangar (alas, without consulting the Duncans; this won't happen again as Bob's knuckles are still stinging). There, it was unloaded and the condition of the trailer was assessed. Bob reported that the trailer is essentially in good shape, with some basic repairs required, such as replacing the damaged tongue jack and repairing the A-frame, purchasing two new tires, and servicing the wheel bearings. Some white paint and replacement of the decals would be nice, too. Oh, and maybe a flange at the edges of the roof to deflect rain. His assessment was that repairs would certainly cost less than \$500. Bob asked for volunteers to go to the Chapter Hangar after this meeting to make an inventory of the trailer contents and repack it. In the best spirit of Chapter 81, a small horde of volunteers came forward to say that the guy sitting next to them would be glad to help.

New Business: The Chapter Hangar managers, Angel and Greg Duncan, having gently castigated (and no, the word has absolutely no sexual connotations) Bob Miller regarding his unauthorized use of the Chapter Hangar, held a Hangar sale of duplicated and unnecessary items, among which were many magazines, aircraft photos, and Gleim books about aviation education. There have been so many donations that they have actually had to start turning them down. Bob Miller promises that all the money given to him for these donated items will find their way to the treasury, if he hasn't spent it first. Just kidding; Bob is absolutely honest. Trust him, he's a doctor! He also apologizes in advance for any errors and/or omissions he may have made in these Minutes. Being Secretary, Acting-Treasurer, and Featured Speaker is akin to juggling chain saws, and Bob may be missing a limb or two, if you get my meaning. He also apologizes for having his own name appear so many times in the Minutes.

The meeting was adjourned at 1115 and a large number of volunteers headed to the Chapter Hangar for assessment of contents and reloading of the Pancake Breakfast Trailer. Bob promised the Duncans that he would move the trailer back to its parking space on the East side of Ryan Field as soon as possible and that he will never, ever, take up the entire Chapter Hangar again without first contacting Angel. There will be no July meeting as we traditionally skip this in deference to those who will be attending Airventure Oshkosh. Those Chapter 81 attendees who wish to do so can meet at the Homebuilders Headquarters Hangar at noon on Wednesday July 25. The August meeting will be held in the Ryan Field meeting room on Saturday August 18 at 1000.

Respectfully Submitted by

Secretary Bob Miller