

EAA Chapter 81 Meeting Minutes  
August 18, 2018

Meeting was called to order at 1000 at the Ryan Field Meeting Room by President Tito Sanchez.

The meeting began with a presentation by Mike McDougall of Fighting Classics. In 1982 Mike, although already an A&P (airframe and power plant mechanic), started working for the Planes of Fame museum in Chino, California as a janitor (to get his foot in the door). He has also volunteered for 25 years in many aviation museums, but opened his own shop in 2005. His primary interest is in Douglas A4s, A7s, and a few others. His team recently finished a projected 3-year restoration (which took 5 years) of an A4 Skyhawk. It weighs 10,500 pounds and its JS2P8B engine produces 9,000 pounds of thrust. This is a very complex aircraft, featuring 2 hydraulic systems, one just for flight controls. He had hoped to salvage the original electrical bundle but ended up making a new one, changed all hydraulic unions from aluminum to steel, and now, after 8 years of flying, there are still no leaks! The starter is a "huffer", a 45 PSI pneumatic system. Although it started up with a *very* partial panel, "Everything worked on the first try". Our own very experienced A&P, Vice President Steve Horton, immediately exclaimed, "You lie! *Nothing* works on the first try!" First flight was in March of 2010 and there are now over 100 hours. Mike explained the the plane is flown for exhibition and is so fast (and so expensive on fuel) that most flights are quite short (20 minutes or less). This Skyhawk, unlike your eponymous (look it up) Cessna 172, carries 675 gallons of total fuel and has about a 2 hour range. Do the math: 300 GPH makes your 172's 9 GPH seem a little less thirsty! Even so, the A4's engine is more efficient than that of a T-33 or F-86. The restoration required 3-5 people working, till midnight every other day. The night before the first flight, work finished at 2 AM! A well-to-do former WW II P-38 pilot named Frank provided the financing, and although the aircraft is appraised at \$5 million, it will probably sell for only (only!) \$2 million. It makes 475 knot passes but can fly as slow as 120 knots and lands at 128 knots. Mike says that it is easy to fly. There is no ejection seat so far; "If the engine quits in the pattern, we will die!" It features aerodynamic slats, rolls 720° per second, and is very stable. 18 inches of landing gear travel make for soft landings. Differential braking does the ground steering, as installing a steerable nose wheel would have added another \$80,000 to the cost, and is only really needed for carrier work. Mike is working on two A-4Cs now, which will have Falkland Island war colors. He invites us to "come by any time!" His shop is located near the fuel pumps at Marana Airpark.

After this well-received presentation, President Sanchez called for the business portion of the meeting to begin:

Secretary's Report: Bob Miller was please to announce that there was no August meeting due to Airventure Oshkosh, and therefor, no Minutes to prevent Bob from reading. Bob, who has attended Airventure many times, tried something new this year; he persuaded his friend and flight instructor Bill McLerran to fly his newly-restored 1947 Globe Swift to Oshkosh with Bob as co-pilot. He will happily regale (look it up, you low-life) anyone who has an hour to spare about the adventures which occur when flying a light plane through and around weather, instead of taking an airliner over it!

Treasurer's Report: Eric Nelson would have us believe that we have \$8,309.85 in the bank, whereas we ended 2017 with \$6,200.42. 2018 income was \$4,806,79, including donations of \$3,171.00 (mostly from John Reddy's Europa sale) and 2018 expenses were \$2,697.36. The Chapter Hangar rental is paid through September. There was a one-time charge of \$275.00 by the IRS for our 501 (c) (3) application. A full, itemized accounting may be viewed on the website.

President Sanchez reports that we are now officially a 501 (c) (3) Non-Profit Corporation in all regards, legally able to accept donations of any size. The IRS did *not* accept the short form as we had hoped and Tito had to go to the AZ Corporate Commission *twice* with the long form and a detailed report, including our mission and salaries (all are volunteers). We will have to file a form 990N annually. Erik Fjerstad states that all corporate documents are now on the website.

Young Eagles: John Winter did an early morning YE flight in June. Currently, we have 5 pilots who are not Chapter 81 members. The YE Coordinator position will be open soon.

Visitors: Andy Ruth is retired Air Force, has been in Tucson for a year, and flies a Long-EZ. Byron Eskeson and Kevin Eaton are old members (dating back to the 1960s, in Byron's case) rejoining the chapter.

Bob Miller made a brief report about the status of the Pancake Breakfast trailer. All contents have been inventoried and repacked, and the trailer has returned to its parking space on the east side of Ryan Field to await cooler weather before restoration.

Mike Noel has donated some books to the chapter, including Wolfgang Langewiche's classic *Stick and Rudder*.

Marana Airpark has been pushing for a control tower. The IMC Club is very concerned, as are many others, about the unsafe practices of some pilots utilizing the field and Steve Miller has published a 4-page paper about it.

Jim Keown asked whether anyone would be interested in manning (or womaning) a booth at the Home Show to display the Chapter 81 banner and hand out pamphlets. 2 volunteers are solicited.

Steve Horton informed us that California Power Systems, west coast distributors for Rotax aircraft engines, will be hosting an Engine Maintenance Course. It will take place on October 6&7 at the Ryan Field meeting room and costs \$550 for both days.

Bill Hempel inquired about the Profiles photos that line the walls of our meeting room. Will they be continued? Joe Seibold was the force behind this program and solicited pilots' participation at every meeting he attended, with few takers. Joe is no longer attending meetings, so we have no one to take photos and interview pilots to continue the Profiles. Would anyone like to step forward at take up Joe's mission?

Tito Sanchez reported that Southern Arizona Teen Aviation was interviewed by Fox News and a 2-minute video is available on the Fox News website regarding the RV-12 build. The first plane is on-track to be finished this coming spring.

Meeting was adjourned at 1120, a Board of Directors meeting to be held immediately following. The next Chapter Meeting will be held at the Ryan Field Meeting room on Saturday September 15 at 1000.

Respectfully Submitted by  
Secretary Bob Miller