

EAA Chapter 81 Meeting Minutes
January 19, 2019

Meeting was called to order at 1000 by President Erik Fjerstad on the ramp at the TIA campus (I know that Transient Ischemic Attack or mini-stroke comes immediately to mind, but in this case, it means Tucson International Airport) of PCC (Pima Community College, not a drug) Aviation Technology Center. The meeting was held next to Erik's RV-6A, and Erik received a standing ovation, because there were no seats. The Ford 5A-T Tri-Motor stood proudly in the background and kind of stole the show.

Secretary's Report: Secretary Bob Miller was late to the meeting, as he had to complete a safety briefing for the next load of passengers. He was told that, in his absence, the Minutes of the November meeting were approved as published in the newsletter. There were no December meeting Minutes, as that month instead had the Christmas Dinner.

Treasurer's Report: Eric Nelson was there, but did not provide Bob with the usual copy of the financials, so no specifics can be reported in the Minutes. However, Eric did state that the Chapter Hangar rental was paid for January and February. At the February meeting we will discuss continuing to have a Chapter Hangar in the face of its underutilization.

President Fjerstad planned a "short meeting" primarily to address upcoming activity plans (meeting topics and project meetings). One possible project meeting would be Ken Schanke's P-47 replica project. Erik volunteered to provide a demonstration on weight-and-balance and a presentation about aircraft electrical systems, about which he knows more than a little. Ask him about how fuel levels are measured in airliners; go ahead, just ask him, I dare you! Chuck Valade (rhymes with parade) volunteered to do a sheet-metal fabrication demo in March or April. A plan for the February Chapter Meeting will be identified prior to the February newsletter and meeting announcement.

Visitors: Several "transients" were passing through the meeting on the way to the Tri-Motor, but we were able to identify snowbird Kim Neibauer, President of Chapter 800.

Old Business: The topic of an RC (radio-controlled model aircraft, not the cola) Project was again brought up. EAA really wants the local chapters to sponsor an RC airplane project for students as a way to bring new blood into the chapters. (Anyone who remembers finger-propping gas-engined flying model airplanes as a kid knows what I mean about blood) EAA will provide a Sig Kadet kit with electric motor, radios, etc., and an arrangement would be made with the AMA (not the American Medical Association, not even the American Motorcyclist Association, but the Academy of Model Aeronautics) to get basic flight training - jeez, I need to join AA (Acronyms Anonymous). We do not yet have a volunteer to lead this activity, but President Fjerstad will contact Bill Hempel, who is an experienced and accomplished model aircraft competitor and instructor. Erik will contact EAA to push the decision out to at least the next Chapter Meeting.

New Business: Steve Hulland (no, not Holland, Hulland) made a plea for additional volunteers for the Copperstate Fly-In to be held in February at Buckeye, AZ (west of Phoenix). To volunteer, please go to the website www.copperstate.org. Over 400 aircraft are expected to

attend the multi-day event, which will include an air show. Our Chapter Hangar Managers, Angel and Greg Duncan, have identified surplus parts and equipment in the hangar which they recommend be disposed of via "fire sale" at the Copperstate Fly-In's Aeromart. Erik will meet with them to review and approve what will be included in that effort.

With the very amicable relationship that Chapter 81 has established with the PCC Aviation Technology Center for the Tri-Motor event, President Fjerstad has re-opened the dialogue of resuming scholarship donations to their program. As a non-profit organization, Chapter 81 needs to keep the bank account from overflowing and this program definitely supports aviation. Their pad at TIA would also be a very convenient venue for the EAA's B-17 *Aluminum Overcast*, should we decide to sponsor a stop on its tour. Erik, by the way, participated in the Tri-Motor event in a big way, flying his Hatz biplane (built by Dennis Hall) in for the afternoon press day and talking to the press in front of this gorgeous experimental aircraft. He flew in his RV-6A all the other days, as morning flights in the open cockpit of the Hatz would have been a bit too frigid for even his Norwegian blood. He also purchased a ride in the right seat of the Tri-Motor and flew the big bird, citing that it was definitely a rudder airplane, in that all turns must be preceded by a big boot of rudder to overcome adverse yaw. What's next, Erik, the right seat of the B-17?

Oh, and the Tri-Motor event was a huge success, mostly due to the enthusiastic participation of a remarkable number of Chapter 81 volunteers. Thank you for making this happen!

Meeting was adjourned at 1020. The next meeting will be held at the Ryan Field conference room on Saturday, February 16 at 1000.