

EAA Chapter 81 Meeting Minutes
May 18, 2019

Meeting was called to order by President Erik Fjerstad in the Ryan Field meeting room at 1000.

Secretary's Report: The usual drivel. OK, OK ya want me to spell it out? Bob Miller brandished what he claimed was a copy of the Minutes of the April 20 meeting and threatened, as usual, to read them, in the best tradition of "Tail-gunner" Joe McCarthy (who waved supposed evidence of his claims that someone was a Communist before congress, but refused ever to show it). Bob even showed the paper to Eric Nelson for verification of his claim. Ever hear of a shill? For those of you too honest or naive to know, a shill is a person in the crowd who supposedly is a stranger to the speaker, but is, in fact, his partner in crime. The shill asks all the right questions, verifies what the con-man states, or gives a testimonial to the product or service being hawked. If you want a modern-day example of a shill, look at all the TV commercials that claim that those on the screen are "real people, not actors". Those people on the screen are quoting ad copy given to them, and they are being paid to do it. That is the very definition of an actor. These ads are employing the two most successful sales tools ever invented: The Testimonial and The Lie. Of course, no one is suggesting that Eric was a shill.

But I digress.

As usual, someone in the crowd moved that the Minutes be accepted as published in Sky Writer and on the website, someone else (undoubtedly a shill) seconded the motion, and the Minutes, yet again, were not read.

Treasurer's Report: Eric Nelson (he's "real people") told us that our Current Balance is \$8,799.40, considerably up from the 2018 End Balance of \$7,484.00. April Expenses included \$750.00 for hangar rental, \$42.56 for coffee and donuts, and \$208.84 for tires for the Pancake Breakfast Trailer. Additions were \$40.00 in dues payments and \$380.00 for hangar use reimbursement, for a balance of \$8,799.40 as of May 17. Of course, this suggests that no one paid a dime in April toward coffee and donuts and some of us distinctly remember putting a few bucks into the styrofoam cup, but, hey, Eric is an honorable man, or so I'm told.

This brings us up to our Headliner, that man whom we all know and respect, your President and Mine, Erik “Fearless” Fjerstad. Erik is an electrical engineer and shared some of his wisdom regarding Aircraft Electrical Systems. He designed the wiring system for his RV-6A, which has nary a steam gauge, to include such redundancies as a back-up battery and at least two representations of every critical flight instrument, quite a feat when one considers the rather limited panel space of this aircraft. When Van’s redesigned and then discontinued manufacture of the RV-6, one of the many differences was to make more room on and behind the panel of the RV-7. However, by having a tilting canopy, rather than a sliding one, Erik has access to the back of the panel just by opening the canopy. Still, there was a lot to fit into a tight compartment for an instrument-flight-legal aircraft.

He decided on the Advanced Flight Systems EFIS (Electronic Flight Instrument System) instead of the Dynon (although both are owned by Dynon), because the former has more hard controls (buttons and knobs); although both are touch-screen, the external controls allow one to make inputs without touching the screen when turbulence is making the aircraft go bouncy-bouncy. Erik also showed us how to make a diagram of load paths, necessary for selection of the correct gauge wires of the required lengths, with enough current capacity for some safety margin without excess weight. Even the duration of loads was taken into consideration; an example would be that the HID (High-Intensity-Discharge) landing lights require a heavy current draw only for starting but then maintain at a much lower draw, once illuminated. Engineering is the art of compromise: moving the battery aft for weight-and-balance considerations may seem like a good idea, but the huge current draw of the starter motor requires proportionately heavy-gauge (read heavy) wiring. Erik chose to place a light-weight battery up front. Too thin a wire will cause it to heat up under load, hopefully not to the point where it makes expensive smoke (burning insulation). There is no negative to using larger wire than necessary, other than weight and cost, but both are the enemies of aviation. There was much more to Erik’s presentation, which was *well-conducted*, *loaded* with facts, and most *enlightening*. Many of us were *insulated* from the realities of wiring, but Erik was really able to *connect* with and *amp-up* his *ohm* audience. No one can *strip* a man of Erik’s *gauge* of his mantle of *well-grounded* electrical wisdom, nor *crimp* his style.

Hey, if you are gagging at this point in my *revolt* ing pun-fest, remember that you’ve only yourselves to blame. You should never have re-elected me Secretary.

Moving on;

Old Business: As you all should know by now, Bob Miller was reimbursed for the cost of the new main tires for the Chapter 81 Pancake Breakfast Trailer and will be for the spare tire as well, after this meeting. Bob donated his time and effort, but was disappointed if he was going to pay for the tires too. After the fact, several present members informed Bob that trailers may not do well with tires intended for cars; however, ours is a very light trailer, and the tires that came off it (with the exception of the spare) were car tires. The next step will be to cut off the bent mounting tab for the equally bent tongue jack and replace it with a bolt-on one. Bob asked for, and received from Chapter 81, a budget of up to \$50 for the jack. Stephen Zigelstein volunteered that he might have one at home that he would donate to our chapter. Another step will be to move the trailer temporarily to the Chapter Hangar to install the new jack and to pull the wheels to examine and grease, or, if needed, replace the wheel bearings. As trailers are mechanically very simple devices, this will (hopefully) conclude all of the mechanical repairs required. The Chapter Hangar is scheduled to be vacated of its present tenants by June, so we will pick an early June morning to assemble a crew of volunteers. No experience is required; learn a new skill! If you are interested, call Bob and leave a phone message at (520) 322-0677.

New Business: Joe Peterson is a new Young Eagles volunteer pilot. He was hooked up with Eric Nelson, our Young Eagles Coordinator.

Stephen Zigelstein showed us a picture of a child's wagon he built that in biplane form, using a 55-gallon drum for the fuselage and a hand-truck handle for pulling. He has offered to provide the plans to Chapter 81 members gratis (it means for free, you low-life).

Erik Fjerstad regaled us with a short summary of the recent repairs he has had to make to his Hatz CB-1 biplane, built to an award-winning standard by Chapter 81 member Dennis "Doc" Hall. Dennis is an amazing craftsman, but missed the boat when it came to mounting the wheel pants. The inner mountings used bolts threaded into the disc brake mounting brackets; no problem there, as they can be torqued down so that they stay put. However, the only attachment on the outside of the wheel was a single bolt threaded into the landing gear axle. It could not be tightened very much without distorting the wheel pant as it flexed inward. Perhaps Dennis just eyeballed it and tightened it up a little at each preflight examination, but Erik was unaware that such a ritual might be required. On one landing, the bolt came out, allowing the right wheel pant to twist, rub the tire, and get torn off, fortunately not locking up the wheel nor doing any damage aft. A locked up wheel is a guaranteed carnival ride, known as a ground-loop. Erik says that, although he was trained long ago to fly tail-draggers, the Hatz is trickier than some, and, during his recurrent tail-wheel training, his instructor

allowed him a little too much slack and he did, indeed, ground-loop the biplane, scraping a wing-tip in the process. He also screamed, something that he cannot recall otherwise doing in his adult life. Aviation can be not only educational, but down-right thrilling! Before Erik could get around to repairing the above, adding insult to injury, another incident occurred. He tried to replace a heavy bracket in the forward cockpit, holding it at an awkward angle, and dropped it, causing a rip in the fabric skin. So, Erik has now acquired the skills of fabric repair, painting, and has engineered a system for attaching the wheel pants that allows properly tightening down the bolts. See, I said that aviation was educational! Erik did an amazing job with the repairs and painting, and one would have to know where to look to find them. Chapter 81 Ex-President Tito Sanchez provided Erik with some helpful advice: "Get the plane exorcised or sell it!"

Meeting was adjourned at 1115. The next meeting will be at the Ryan Field meeting room on Saturday, June 15 at 1000. As President Fjerstad, with any luck (and he sure is due some) will be out-of-state by this time, Secretary Bob Miller will be running the show (and those Minutes just might get read. You were warned). Bob will also be giving a safety presentation entitled, "When NOT To Go Around".

Respectfully Submitted by
Secretary Bob Miller