

EAA Chapter 81 Meeting Minutes  
June 15, 2019

Meeting was called to order at 1000 at the Ryan Field meeting room by Secretary Bob Miller, as President Erik Fjerstad was not expected to be in town for the meeting. Imagine Bob's surprise upon seeing Erik sitting in the 3rd row! Erik's trip was unexpectedly delayed, but he graciously let Bob go on with his prepared meeting plans.

Normally, the featured speaker would go before the chapter business, but, when Bob is running the meeting, one should not expect the ordinary! He made an Executive Decision to hold his talk until afterward, and, in case he should get into any trouble for doing this, he says that, as Acting President, he can pardon himself.

Secretary's Report: A new record was set in making and seconding a motion to accept the May 18 Meeting Minutes as found in Sky Writer and on the website. Before Bob could even sputter, the vote had been taken and the motion passed unanimously; the entire process took place in under 10 seconds. Apparently, Bob's threat (that he would be running the meeting and, by yimminy, this time the Minutes would be read) had been taken seriously and the Chapter members had choreographed this slam-dunk rejection down to the split-second. Just goes to show how Chapter 81 can pull together to deal with a crisis!

Treasurer's Report: Eric Nelson tells us that we are getting richer all the time, with 2019 income of \$4,110 handily overcoming expenses of \$2,682, and this includes having paid \$309.31 for the Pancake Breakfast Trailer tires. We note with pride that the coffee and donut contributions of \$55 exactly matched (within half a dollar) our expenses; now that is precision! Our balance as of 5/31/19 was \$8,911.95 and we ended 2018 with \$7,484. Remember, we are a Non-Profit organization and we are starting to look, uh, profitable. More about this later. Chapter Hangar rent is paid up through July, but a new contract is coming up next week and we can expect an increase in rent.

Visitors: Gregory McNeal is an aviation enthusiast who has been trying to become a pilot for 6 years with family obligations taking first priority. He is looking for a cost-effective option. He is here with his daughter Madalynn. They found Chapter 81 via the EAA website. Several of those present had suggestions, including the names of flight instructors, the option of Sport Pilot certification, and ultralights as an affordable way to get started flying without requiring extensive training or rental expenses.

Chip Seide is interested in becoming a pilot and building a Velocity.

Old Business: As mentioned above, hangar rental is going up, although the exact amount is not yet known. The present rent is \$225 per month, and it is likely to increase to \$250. A motion was made and seconded to authorize President Fjerstad and Treasurer Nelson to sign the new contract.

Chapter 81's financials (bank statement, deposits, and payments) were audited by Lynn Wesley and Erik Fjerstad, who state that "there is no clear evidence of corruption". However, they suggested a list of improvements in the audit report, including: categories for the income and expense statement, a statement of exactly what the money is for, and a requirement that all cash transactions require a written receipt. They made recommendations for changes, spreadsheets were made, and the changes will be initiated next month.

Southern Arizona Teen Aviation (SATA) is within a couple of months of finishing its first RV-12 build. The engine is in, the cowling is finished, and the autopilot servos have been installed. The second RV-12 is well-along with just some skinning of one wing and construction of flaperons to be finished before the next large section begins. More high-schoolers have been signed-up, and there are thoughts of beginning a third project. This might be an excellent time for Chapter 81 to diminish our ever-growing treasury and bolster our Non-Profit status by coughing up another donation; our last contribution of \$3,000 was graciously received and clearly went to a good aviation cause. These teens pay nothing to participate in the program, and all of the mentors are unpaid volunteers.

SATA definitely meets EAA's goals of education and recreation through aircraft building and flying, and, combined with its Young Eagles participation, has successfully recruited more than a dozen teens into further pursuits in aviation. These kids will go off to college having flown an airplane that they built with their own hands!

The Pancake Breakfast Trailer project is well-underway, with 2 new tires, plus a new spare mounted. Next will be inspection and repair/replacement as needed of the wheel bearings, removal of the old, twisted and bent trailer tongue jack, and installation of a new one. A work crew, consisting of Chuck Valade, Erik Fjerstad, Jason McCoy, and Bob Miller will tow the trailer from its present home on the east side of Ryan Field to the recently-vacated Chapter Hangar, so they can work in the shade. They will meet on Wednesday, June 26 at 0700. Don't worry, Angel and Greg Duncan (hangar managers); the trailer will be returned to its parking space the same day. Vice President Steve Horton wisely suggests that we start making plans for our first Pancake Breakfast event so that word will go out in time to have a good turn-out. This will be discussed at the August meeting, as we will likely not have an event until it cools off.

New Business: Jim Keown believes that the Tucson Home Show would be a great venue for introducing the non-flying public to Chapter 81. He suggests that we man/woman a booth at the Home Show scheduled for October 4th through 6th. Those who do get free admission to the show.

A Young Eagles flight took place last week; Gary Wood took up an 11-year old in his RV-12. We learned today that YE events require only 2 weeks notice to EAA to secure liability insurance.

Finally, we got around to the Main Event: Bob Miller's presentation of *When Not To Go Around*. Bob, who freely admits that he is technology-challenged (he just learned how to send text messages last year) has taken a great leap backward in preparing for this presentation. Instead of employing the low-tech flip-chart he used for his last presentation, he delighted Luddites everywhere by resorting to a small pack of 3 X 5 cards. What next, Bob, a papyrus scroll?

Bob also freely admits that he is no aviation expert. His exact words were, "I'm just barely a pilot!" Unlike Erik Fjerstad's expounding on aircraft wiring (Erik is an electrical engineer) or

Jerry Miel's presentation on What to Expect When You Are Inspected (Jerry is an A&P with IA), Bob's M.O. is to rely on the expertise of others by shamelessly plagiarizing articles from aviation magazines. At least he gives credit to the authors; in this case, to J. Mac McClellan, who wrote an article unsurprisingly called, "When Not To Go Around" in the August, 2015 issue of Sport Aviation. Here's a brief (for Bob) summary of the high points:

Most of us were told by our primary flight instructors, "When in doubt, go around." Of course, this was in reference to approaching to land and noting that we were too high, too fast, or not lined up with the runway. Some of us have extended this to when we have already touched down or are just about to do so. While it is generally safest to go around when things don't look right while on final approach, it is frequently *not* safe to try to get flying again after initiating a landing. Taking off again may require changes in carb heat, flap setting, and, especially, elevator trim, which will use up precious runway to accomplish. Accelerating when there is little runway ahead of us *may* get us back into the air in time, but too often it just adds energy to the impact when we plow into an obstruction. Additional factors include runway misalignment, especially if we just took a big bounce, and the time to get to full power, which ranges from a few seconds for a piston engine to over 11 seconds for a turbofan, with turboprops falling somewhere in between. Planned touch-and-goes are an entirely different animal, as we are expecting to take off again and have landed with plenty of runway ahead of us in case our changes in flaps, carb heat, and elevator trim settings did not go as planned. Bottom line: if the landing is longer or faster than planned but you are already on the ground, commit to the landing. A notable exception might be a light, powerful aerobatic plane like a Pitts Special, which is much more controllable in the air than on the ground. If you botch a Pitts landing, it is best to get it back into the air and go around. However, there are hazards to horsing a powerful aircraft back into the air from low speeds, where there might not be enough air flow over the control surfaces to overcome the effects of engine torque. A low-altitude torque-roll can drag a wing tip, leading to a cartwheel, which is rarely survivable. Bob went into some detail about what to do with bounces of various sizes, from just embarrassing height (hold the nose up, endure the ensuing thumps, and hope that nobody was watching) to OMG height (try to correct the heading, ride it out, and call your insurance agent). Note that neither of these scenarios entailed jamming in the throttle to get airborne again. However a short blip of the throttle can help regain runway alignment and cushion the next bounce. Another valuable option when one finds oneself hurtling along toward an obstruction is the deliberate ground loop (jamming on one brake and spinning like a top), which is likely to be much more survivable than trying to pulverize an immovable object.

Finally, the best option is always to make a Stabilized Approach, so we don't do any of the things that would lead to the above situations. If you are on-speed, on-heading, and on-glide slope while on long-final, it is unlikely that you will have to make a last-second decision about whether to try to get airborne again after touchdown. Remember, the Superior Pilot uses his/her Superior Judgement to avoid having to use her/his Superior Skills!

There was a lot of audience participation during the presentation, and only a few over-ripe fruit were lobbed, so, all in all, it was a pretty good talk, if I do say so myself.

The meeting was adjourned at 1100, almost as though it was planned that way (it wasn't) and there will be no July meeting as usual (go to Airventure Oshkosh if you can), so the next meeting will be on Saturday August 17 at 10 AM at the Ryan Field meeting room.

Respectfully Submitted by  
Secretary Bob Miller