

EAA Chapter 81 Meeting Minutes  
17 August 2019  
Ryan Airfield Administration Building

Meeting called to order by Chapter President Erik Fjerstad at 10am. In Robert Miller's absence, Vice President Steven Horton was appointed acting secretary.

Visitors & potential members: Ken Meyers, AME retired; Frank Fuqua; Ben Wilson; Fred Love; Rohit Bhattacharya; Jonathon Seddon; Jessica Cox. My apologies for misspellings. We look forward to future participation and chapter membership. Jessica Cox is nationally recognized for her motivational efforts and foundation ([www.jesicacox.com](http://www.jesicacox.com)) becoming the first licensed pilot without arms who flies an Ercoupe. She recently acquired through donation an Ercoupe and is based here at Ryan Airfield.

Old Business: Chapter financial report by Eric Nelson – current balance is \$8,769, and we received a notice of rent increase for the chapter hangar from \$250 to \$275. Eric noted that significant income was received for use of the hangar by chapter members so far this year.

New Business: Holiday Party – through a newsletter announcement, chapter members are asked to express their interest in a party this December and to recommend a venue. A volunteer coordinator will be needed to make arrangements.

Various Items by members, programs, etc.

Young Eagle Flights: Gary Wood has been doing a significant number of flights, with Young Eagles being identified by Jason McCoy through his contacts and involvement with local groups kids events.

SATA (Southern Arizona Teen Aviation): The program has essentially completed their first RV12 and is relocating it to their new hangar at Ryan. The hangar was generously donated to SATA. Final assembly and first flight are due this fall. SATA has already begun assembly of their second RV12. The program has been popular and is “fully booked” with student participants for the near term.

Featured Speaker:

Erik Fjerstad presented his thoughts and plans for improving the performance of his RV6A. The project included an O-320-E2A (150hp) when he acquired it and while running well, Erik would like more performance considering the high density altitude conditions we deal with in our area. Erik's presentation considered various options including: replacing the engine with a larger (O-360) new or used unit; changing the fuel and ignition systems to injected and electronic; increasing the compression ratio of the O-320; and turbo- or super-charging. The desired performance improvement was quantified and the options reviewed with respect to performance potential and cost. This analysis was done while the airplane was undergoing its condition inspection and Erik was secretly hoping the O-320 would need some overhaul work to justify some upgrade, but “as luck would have it”, the engine checked healthy and is running too good to do anything drastic. Erik opted for installation of a “Surefly” electronic magneto replacement that enables advanced ignition timing beyond the 25 degree fixed magneto under appropriate manifold pressure conditions, expected to yield maybe 8% more power at altitude. Erik will report progress at the next meeting. Erik's

presentation is available from the chapter website.

Respectfully,

Steve Horton (with Sanscrit minutes interpreted and exaggerated by Erik Fjerstad)