

EAA Chapter 81 Meeting Minutes
September 21, 2019

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

Secretary's Report: Secretary Bob Miller had had to miss the August meeting; his Spanish teacher had exiled him to Mexico for three weeks in the vain hope that he might actually learn some Spanish. Instead, Vice President Steve Horton, knowing that Bob always took the Minutes in that arcane language, Chicken Scratch, did the same and no one, including Steve, was able to read his writing. Should have been a doctor! President Fjerstad had pieced together a semblance of Minutes but, thankfully, no one wanted to hear them; it was so moved, seconded, and passed without dissent.

Treasurer's Report: Eric Nelson reminded us that we did an audit in May and now have a more robust system that itemizes all expenses. To briefly summarize August, all transactions were processed, income was about \$1,500, \$810 was paid to us for use of the Chapter Hangar, expenses were about \$300, and our bank balance is about \$9,000.

Old Business: Secretary Miller pointed out that we are in danger of becoming too profitable for a non-profit and need to unload some of our cash. Of course, he had a suggestion: we had previously donated \$2,500 to Southern Arizona Teen Aviation (SATA) 2 years ago, and last year's donation was \$3,000. This goes entirely into buying the RV-12 parts kits for the high-schoolers who are building both an airplane and character. Bob, Tito Sanchez, and Glenn Brash are all mentors there and can attest that none of the donation is going into anyone's pocket, and the kids have a nearly-completed RV-12 to show for our generosity (and that of many others). A motion was made that we donate \$3,000 again, was seconded, and passed unanimously.

We need a volunteer to manage the holiday party. After some debate, it was decided that the X-mas season is too crowded with parties, and we should make it a Valentine's party instead, in February. Jim Keown has volunteered to be the ramrod.

We only have one Chapter Banner and could use another. President Fjerstad will look into getting more.

The Copperstate Fly-in will be held February 6-9 in Buckeye, Arizona. Volunteers are solicited to help run Arizona's own fly-in.

The Tequila Cup aerobatic competition will be held again at Marana Regional Airport on November 11-14.

The Chapter Trailer will need some clean-up and inventory. It can become a Chapter Project, but we need to decide how it will be used, and form a team to take it on.

New Business: Jim Keown again is pitching the idea that we should have a presence at the SABA Arizona Home Show at the Tucson Community Center, in the form of an EAA Chapter 81 booth. He is soliciting volunteers to man or woman the booth on Friday, Saturday, and Sunday October 4-6, two to a 4-hour shift. Many Tucson EAA members are not members of Chapter 81, and much of the general public is unaware of the existence of EAA; this is our chance to let our community know that real people, not millionaires, can build and fly our own airplanes!

Zerocraft is a local company which has 3-D printing and machining facilities with free community access. This would be an exceptional opportunity for Chapter 81; perhaps we could have a meeting there with a tour in mid February?

Bob Miller has been contacted by a gentleman who wants to donate a prototype LSA to Chapter 81. Most of the big pieces have been completed. The present members voted to accept the D-Gull prototype as a Chapter Project.

Jason McCoy points out that we need some kind of transition between Young Eagles and whatever comes next. It's not enough to just give a ride; these kids are enthusiastic and need to know the next step to becoming pilots and/or home-builders. Perhaps the D-Gull project can be used to have Chapter 81 teach some kids aircraft construction, just as SATA does with its RV-12 projects. Also, we could use some more Young Eagles pilots and ground volunteers.

Our featured speaker is one of the remarkable pilots who make Ryan Field their home: Colonel (retired) John Dale is a CFII, a check pilot for B-25s, does gentleman's aerobatics in his Bellanca 14-7 Cruiseair, and knows a thing or two about the history of military drones. Here are some of the highlights (meaning that our Secretary can't write fast enough to get all the details straight):

Military drones have been in use since the Viet Nam conflict! The Unmanned Aerial Reconnaissance Capability project 147 actually started in Cuba after Captain Francis Gary Powers and his U-2 spy-plane were shot down over the USSR. Beginning with a BQM 34 target drone with a camera added, there has been a steady evolution to more sophisticated drones which presently can clearly see a car door handle button from 80,000 feet! Launched from a DC-130 Hercules, the drones can fly at 420 knots, which is 7 miles per minute. The first mission over Korea revealed evidence of the building of the MIG 19. The last reconnaissance aircraft to overfly Russia was a drone. This occurred because the drone stopped listening and went its own way! The Japanese were unsuccessful at shooting it down. Only the SR-71 Blackbird and drones were able to provide reconnaissance above the 20th parallel, and the drones travelled 2,400 nautical miles after leaving the DC-130!

Colonel Dale's presentation was very well-received by Chapter 81; most of us were unaware of the fascinating history of military drones and this was a peek into the earliest days of their development.

Meeting was adjourned at 1140. The next Chapter 81 meeting will be held at the Chapter Hangar on Saturday, October 19 at 1000.

Respectfully Submitted by
Secretary Bob Miller