

EAA Chapter 81 Meeting Minutes
October 19, 2019

Meeting was called to order by Secretary Bob Miller, in the absence of President Erik Fjerstad, at the Chapter Hanger at Ryan Field at 1000. Bob apologizes for any missing information, as it is bloody hard to run a meeting and also take the Minutes, whilst scarfing down 3, count them, 3 donuts. He has witnesses to his having put \$5 into the donut fund cup, however. No, really.

Secretary's Report: Before Bob could even suggest that he read the Minutes of the September 21 Chapter Meeting, it was moved and seconded that the Minutes be accepted as published on the website and in Sky Writer, and the motion passed unanimously. Again. Yawn.

Treasurer's Report: Eric Nelson was unavoidably detained by his family in Minnesota, or so the story goes, and was unable to attend the meeting. People threw money at Bob instead, and he assured them that it will get to Eric (wink of the eye, say no more). Eric did call Bob to tell him of his impending absence, and that the only financial activity of Chapter 81 since the last meeting was to write a check to Southern Arizona Teen Aviation (SATA) for \$3,000. He naively gave this check to Bob to deliver, as he is one of the Mentors of that organization.

Speaking of SATA, Tito Sanchez, another Mentor, told us that the first RV-12 aircraft to be built is in its final stages and has had an initial inspection by a DAR (Designated Airworthiness Representative). The engine has been started for the first time and runs just fine. On the morning of the next Chapter 81 meeting on November 16, there will be a Young Eagles flight, limited to the students of SATA, and their airplane will be on display at the Ryan Field ramp near our meeting room. The YE flight will be in other aircraft, as their RV-12 will likely not have finished Phase I testing by that time.

Visitors: John Johnes has lived in Texas and Wisconsin, but has been in Tucson for 2 years. He has taken his first flying lesson with H. L. Cooper, of ultralight fame. Ted Di Santis is a DAR, down from Scottsdale to do a preliminary inspection of the SATA RV-12. He advises us, in regard to the D-GULL project we have been given, to document everything we have and take a lot of pictures.

Regarding the D-GULL, which stands for Design Group Ultra Light Landplane, it is a prototype which was built over 20 years ago and never finished. We have the plans and a partially completed aircraft, which was on display at our meeting. Initially intended to be an ultralight, it was realized early in its design that with a typical aircraft engine, it would be too heavy (over 254#) to qualify, has too many seats (2) and carries too much fuel (>5 gallons), and would now be categorized as a Light Sport Aircraft (LSA). Jim Keown (rhymes with plowin') had several suggestions to make regarding our plans with the D-GULL:

1. Determine Chapter interest in building an aircraft that may never fly.
2. Use construction of the aircraft as a platform for building skills for Chapter members or youth.
3. Find a Project Manager willing to commit to ramrodding the construction.

Jim also volunteered to scan the plans, providing an electronic and a paper working copy.

George Snyder, who has extensive experience in aircraft construction and modification, said that if Chapter 81 decides not to build the D-Gull, he will do it himself. Stephen Zigelstein will donate moving blankets for parts storage, so that those of the donor, Mauro Cornejo, can be returned.

Old Business: Somehow, the topic of Dean Wheeler's mishap (which some mistook as a crash, but was actually a controlled off-field landing) came up. His 2-blade constant-speed prop lost half of its complement of blades, creating a severe imbalance. Dean reacted instantly, cutting power before the engine could shake itself loose and made a landing that both he and his passenger walked away from. I won't name the manufacturer of the prop, but it rhymes with "empty". Dean cleared up another misconception about the event; the teen-ager he was flying did not say, "When can we go again?" What he said, when offered a ride in another airplane, was: "I think cheating death once a day is enough!" Dana and Dean were so resilient about this tragedy (the plane was totaled) that they shortly set out to build another RV-7 and have another on the way.

New Business: Ben Wilson is joining Chapter 81 and inquires about Sky4Buy, apparently a publication similar to Trade-A-Plane. He wants to know whether anyone knows how to communicate with Sky4Buy; no one present had ever heard of this publication. It seems that they have a nice Thorpe T-18 for sale. For those not familiar, the Thorpe T-18 is an Experimental/Amateur-Built (E/AB) side-by-side all-metal 2-seater. It closely resembles an RV-6, although the Thorpe came first, and can be spotted by its gull-type wings, as on the Vought F4U Corsair of WW II.

Marc Edmonds is a Dynon dealer in Oregon and has a Lancair IV-P. He has been advertising in Sky Writer and one of our members from Oregon told us that he did indeed receive a 10% discount on his Dynon purchase, although it must be made with check or cash; no VISA need apply. He bought an AHRS (attitude-heading reference system), a harness, and ADS-B (Automatic Dependent Surveillance-Broadcast) from Marc and is very satisfied. There is no sales tax in Oregon!

The Copperstate Fly-In will be held again in Buckeye, AZ, 40 miles west of Phoenix, on Thursday February 6 through Sunday February 9, 2020. Last year was the first at this site and the event was quite a success, especially for a first-year. Jim Keown (you already know how to pronounce it; it's not that hard: Jim) suggested that we man and/or woman a booth there, as we did at the AZ Home Show, which was successful at increasing awareness and interest in general aviation. In the true spirit of EAA, 5 folks volunteered. By the way, the Copperstate Fly-In has not been an official EAA event for many years but always has an EAA presence. Lynn Wesley, a perennial volunteer at Copperstate, says that we could likely be given space with the exhibitors for free, but might have to be on standby behind the paying vendors. Another member brought up the idea that we could use the Chapter 81 Trailer, newly decorated with vinyl wrap provided by Jason McCoy, as a billboard advertising our chapter, with our booth inside. It could also provide sleeping space out of the weather.

Which brings up: what to do next with the trailer. It already has a new tongue jack and new tires, including a spare. The wheel bearings were inspected, greased, and re-fitted. During this going-over, it was observed that the trailer does have electric brakes, as should any trailer of this weight. What is not known is how difficult it might be to get them working again, although Erik Fjerstad does not seem to be daunted by this challenge. Erik also has the plasma cutter and welder needed to repair the part of the trailer tongue that was damaged by the incident that

damaged the previous tongue jack. So far, the trailer has cost us very little (less than \$400), not counting sweat-equity (as homebuilders rarely do). At this point, a heated discussion began in regard to what should be done with the trailer. Bullet points suggested include:

1. Sell it or donate it, perhaps replacing it with a smaller and definitely younger model.
2. Make it fully operational and then decide what to do with it.
3. Should we permanently close the currently hinged sides to improve sealing, or perhaps leave one side openable?
4. Should we consider a more extensive renovation?
5. Does anyone know where the title is?

Addressing these points, it was pointed out that it will cost us nothing to make it look spectacularly good (as in better-than-new) with a donated vinyl wrap. Permanently closing the sides would definitely make it easier to seal (it is not currently weatherproof), but a hinged side is still sealable. Once the electric brakes are fully functional and the tongue repaired, neither of which will cost much, it will be fully operational and there really is no extensive renovation required, as the floor and chassis are sound. A smaller trailer will not be able to haul tables and chairs (which we already have) for events such as pancake breakfasts, and a new trailer will cost a lot, but likely have an extra axle and a lighter (than 500#!) tongue-weight. The title will, indeed, have to be located, but it has a permanent registration; another cost avoided. For now, we have a trailer we own and can park for free, albeit out in the weather.

As long as we have brought up the topic of pancake breakfasts, there was a lively discussion about this as well. Angel Duncan says that there are a lot of Health Department rules regarding any preparation of food for sale, including where to dump the wash water! Even one-day events have some rules of which we should be aware. Bob Miller pointed out that we have held many pancake breakfasts in the past and the Health Department hasn't come after us yet. It may be that tiny club events, like church picnics, do not have to meet the requirements for commercial vendors. And, if the government does come after us, we have an advantage over church picnics: we can high-tail it in our airplanes! Another dodge could be that participants pay for the event, but the food is free. That would make it more like a pot-luck than a commercial food sale.

Jim Keown (you should be an expert at pronouncing his name by now) had yet another interesting suggestion: How about Chapter 81 hosting a Poker Run. This is a type of event in which vehicles, whether aircraft or ground-huggers, travel from site to site (in this case, airports), picking up a playing card at each location. Whoever has the best poker hand at the last site wins a prize. If we pick airports with easy road access, we can invite car clubs and those without aircraft can still participate. If Chapter 81 would be interested (and it sounds like we are), an organizer would have to step forward to make it happen.

Bob decided that we had done enough for one meeting and, in his best medical form, pronounced it dead at 1120. As usual, he was completely ignored and folks were still jabbering half an hour later. If you have read the Minutes, you already know when and where the next Chapter Meeting will be, but for those of you who just skim, it will be at the Ryan Field meeting room on Saturday, November 16 at 1000.

Respectfully Submitted by
Secretary Bob Miller

