

EAA Chapter 81 Meeting Minutes
December 21, 2019

Meeting was called to order at the Ryan Field meeting room at 1004 by President Erik Fjerstad.

Secretary's Report: A possible new record was set when the motion for approval of the Minutes of the November 23 meeting, without their being read, was made, seconded, and voted upon in 3 seconds flat. In case you were wondering, the motion passed unanimously.

Treasurer's Report: Eric Nelson informed us that we have \$5,070.49 in the bank as of 11/30/19. This is after total annual expenses of \$3,205.00, including Chapter Hangar rental (2,475.00), Chapter Insurance renewal (\$420.00), Chapter renewal with EAA (\$100.00), AZ Corporate Commission's \$10.00, and mailing/website/newsletter expenses of \$200.00. There was a notable discrepancy between the \$10.00 donated for coffee and donuts in November and the \$95.12 cost (admittedly from September through November). As Bob Miller is now making a big show about paying for his donuts, some *other* chiseler(s) need to pony up for what they consume.

Visitors: Kim Neibauer is visiting from Chapter 800 in Grand Junction, Colorado. David Bramlitz, an EAA member, is a mechanic for SkyWest, and is working on his pilot's certificate. He has restored an Airbike. Mark Starks is from Casa Grande. A r n e d (hope I got that right) Hernandez is here with Jeff Gilbert.

Old Business: None

New Business: Jim Keown (rhymes with bow-in) suggests that the February Meeting might be at Xerocraft at our usual time (10 AM) on Saturday the 15th. Xerocraft is a group of engineers, artists, and hobbyists who have amassed an amazing collection of machine tools and love to share their knowledge and facilities with others.

Steve Hulland is soliciting flight-line volunteers for the Copperstate Fly-In, which will take place on February 6-9 in conjunction with the Buckeye Air Fair. Free camping will be provided.

It was initially planned to go around the room and ask about projects, but four of our members had presentations prepared; it was decided to postpone the rest of the projects until the January 18 meeting.

Stephen Zigelstein brought in a kiddy biplane constructed mostly from a hand truck and a plastic barrel. It's easy and inexpensive to build and looks like a lot of fun, especially when the toddler can hand-crank the propeller!

Chuck Valade (you should be able to pronounce it by now - OK, for you slow learners, it rhymes with abrade) is scratch-building a Zenith CH 750 Cruiser (yes that is how it is spelled). This has significant differences from the STOL (Short Take-Off and Landing) version, with single-strut wings, less STOL capability (stall speed is a whole 39 MPH!), but a higher cruise speed of 118 MPH. It features a more petite empennage (ooh la la!) with a narrower horizontal stabilizer and elevator, and a separate vertical stabilizer and rudder, compared to the all-flying vertical tail of the STOL. It still qualifies as an LSA (Light Sport Aircraft), and will be added to his collection: a

Glasair, a Zenith 601, and a BD-4. Chuck hand-formed every rib and fabricated nearly every part of his Zenith projects.

Erik Fjerstad has been learning a great deal about about his Hatz biplane, built by Chapter 81 member Dennis Hall. Although Erik has plenty of tailwheel hours, very early in his transition training, he ground-looped the Hatz, damaging the fabric under a lower wing. Another incident involved a wheel-pant that disintegrated when its sole retaining bolt backed out of the wheel hub. There had been no provision to safety this bolt, and it relied upon the springiness of the fairing to prevent its backing out. As it backed out, the fiber glass wheel pant expanded, so it continued to look normal until the wheel pant ran out of expansion and the bolt departed, shortly followed by the wheel pant. The remains of the wheel pant were found, and Eric purchased a new replacement, but had then to deal with paint, including pin-striping, and finding a way to safety the retaining bolt. He modified a nut plate and the bolts are now safety-wired to the wheel pants. Then, while installing his ADS-B unit at an awkward angle, it slipped from his grasp and the mounting bracket cut a slit in the fabric, naturally where there were three colors of paint. His initial attempt to patch from the inside looked great from the inside but terrible from the outside. The second try was from the outside and defies detection. Erik has learned a great deal about paint matching! He also added a switch to the panel and printed a vinyl wood-grain covering with new labels. His other airplane, the RV-6A, must have gotten jealous at all the attention that the Hatz was receiving, because its panel labels started to peel off, despite a coat of clear lacquer. After investigating several alternatives, he selected a DIY (Do It Yourself) labeling system from Avery, available at Office Depot. They should be more durable.

Bob Miller had somehow inherited the old 24" X 18" Chapter 81 posters that directed folks to Project Meetings. They were sun-faded, washed away with rain, and featured a biplane drawn in at least three planes (pun intended). Bob thought that he could do better. This began an educational experience in multi-media art, as Bob can contain all of his art talent in a tiny thimble. He can't draw a line, but used a straight-edge and a compass, along with some inexpensive stencils, to replicate the numbers and letters on the posters. He discovered that a Sharpie marker will bleed under a straight-edge, and the first poster was doctored with a great deal of White-Out. The next medium, colored crayon pencils, was much more user-friendly, if less brilliant in color. Unhappy with his attempts to improve the drawing of the biplane, he copped out and found a lovely photo of a red Hatz biplane online, cut it out, and glued it on. The red direction arrows are made from colored duct tape, as on the originals, and he proudly claims that he did actually hand-draw the saguaro cactus featured on each poster. The new replacements have been sprayed with a matte transparent lacquer for sun and rain protection.

Meeting was adjourned at 1100. The next meeting will be on Saturday, January 18 at the Ryan Field Meeting Room at 1000.

Respectfully Submitted by
Secretary Bob Miller