

## EAA Chapter 81 Meeting Minutes January 20, 2020

Meeting was called to order at 1003 by President Erik Fjerstad at the Chapter Hangar, a site hastily chosen as an alternative to the conference room at Ryan Field. This was because we were informed by the tower that they had reserved the conference room. Turns out that they had the wrong date, but by then we had made the move. Still, nice to have a back-up site, and Erik's hangar-heater-cum-flame-thrower did a nice job of warming the hangar and scorching the shins of the unwary.

Secretary's Report. Perhaps the cooler temperatures slowed the reflexes of our members, as the loquacious (look it up, you low-life) Bob Miller had enough time to recite the first line of the Gettysburg Address before someone Moved that the Minutes of the December 21 meeting be accepted as published. A Second rapidly followed and the vote was unanimous for Bob to shut up, but not before 5 whole seconds had elapsed, not even close to the record. You can do better!

Treasurer's Report: Eric Nelson reported that we have \$5,075.49 in the bank after paying Chapter Hangar rental through March, 2020; not bad for a non-profit. Eric told Bob Miller privately that donations amounted to about half the expense for donuts and coffee on the average, a fact that stung, as Bob had contributed a whole \$3 to the kitty and then consumed three donuts. However, the jar was stuffed with bills by the end of this meeting, so maybe we are doing better at that. Regarding income from membership dues, President Fjerstad announced that we have a new EAA database which tracks dues for up-to-dateness. He admonished that, if we chose to pay cash, be sure to get a receipt. Some of us thought we were up to date and found out that what we paid for this-year's dues actually went for last-year's. We are optimistic that the new database will do a better job of keeping track.

Upcoming Events: The February meeting will not be at Ryan Field, but rather a field trip to Xerocraft for a tour of this unique facility. It offers access to, and instructions on, the use of CAD/CAM (computer-aided-design/manufacturing), machining, even 3-D printing, and should be fascinating to those of us gifted/inflicted with the home-building gene. Details and directions will be found elsewhere in this newsletter.

The March meeting will be held at the Chapter Hanger, where we will begin a tutorial on aluminum aircraft construction, employing our donated DGULL prototype. Learn how to evaluate the rivet job on this aircraft and to squeeze, shoot, and maybe even drill out rivets.

The April meeting will be at the Ryan Field conference room and will feature a presentation by the son of Robert G. Goebel, a P-51 Mustang pilot who wrote the very-entertaining book *Mustang Ace*, arranged for us by former Chapter 81 President Tito Sanchez.

The May meeting will be a Project Meeting at the hangar of Dana and Dean Wheeler at Flying Diamond live-in air park. The Wheelers have fitted the canopy from their totaled RV-6A to their newly-constructed RV-7A, and are completing another RV-7A for his-and-her family aircraft! Directions to Flying Diamond will be provided in a timely manner (which means not yet).

The June meeting at the Ryan Field nicely-air-conditioned conference room will feature Bob Miller's presentation on AN hardware and why you should be using it exclusively on your home-built. Bob has deciphered some of the alphabet soup nomenclature to demystify this stuff.

July, as always, has no meeting as we want as many as possible to attend Airventure Oshkosh.

Old Business: The Copperstate Fly-In will be held from Thursday February 2 through Sunday February 6 at Buckeye Municipal Airport. Chapter 81 will be manning/womaning a booth there on Friday and Saturday. So far, we have three volunteers: Jim Keown, Ken Jenkins, and Jason McCoy. Others are welcome to drop by and participate as well. We are also looking for volunteers to help in other areas, such as Flight Line (aircraft parking) and Forums. For the former, contact Steve Hulland by texting [aztaildragger@gmail.com](mailto:aztaildragger@gmail.com), and for the latter, John Harlow at [jharlow86@msn.com](mailto:jharlow86@msn.com). Jason McCoy says that we need more Young Eagle pilots. Gary Wood has been working overtime doing this and even did an Eagle Flight recently with a 91-year old woman.

New Business: President Fjerstad suggests that we do not have to adhere rigidly to our present schedule of Saturday morning meetings; he asks whether anyone would prefer another time and venue. He did not ask for a decision at this time, but will gather input for a future discussion. In the meantime, the schedule remains unchanged. Jason McCoy has made a sample of the Chapter 81 logo, fully digitized and printable. Also, following an article in Sport Aviation, Jason has made a full-motion simulator in his garage. It has several TV screens, moves on

electrical actuators and requires no internet connection to function. All this for \$560!

Finally, time for Annual Revelations: what members are doing on their projects.

Larry Wilson is a Flight Surgeon who is building a Zenith CH 701 in a 2-car garage. He has already completed the empennage, the right wing, the slats and flaperons. It will be powered by a Rotax 912 ULS 100 HP engine and will be painted like a Fieseler FI 156 Storch.

Visitor Dale Mooningham is an A&P and is building a Hummelbird, not with the 1/2 VW engine designated by Morry Hummel, but with a BMW opposed-twin motorcycle engine. His previous bird had a 65 HP 4-cylinder VW, cruised at 135 MPH, and climbed at 850 FPM. He currently has a Mooney.

Lynn Wesley claim to be digging out his RV-6A kit, evicting many spiders in the process.

Ken Ballinger bought a 1997 Kolb Firefly a week ago. It just needs wing struts and covering.

Dean and Dana Wheeler are building one RV-7A from a kit and another from a previously-started project.

Ben Wilson is starting a Whitman Tailwind and already has a tacked-up fuselage.

Chuck Valade is scratch-building a Zenith Cruzer. He offers the use of sections of 2" X 2" fence post in lengths up to 8 feet for those needing a straight edge.

Bill Dieman is a snowbird who has been flying an ultralight for 10 years. He has a RV-6A with a Lycoming O-320-H2AD, which uses a single drive for both magnetos. He is considering installing a Lightspeed electronic ignition.

Jack McKenzie is building a tri-gear Europa, an English kit, in his garage. It has a Rotax 912 ULS and ground-adjustable prop. He says that it is "honestly" 90% done; however, he lives in three different locations throughout the year, so only has 3-4 months in Tucson per year for building. He has made his own paint booth and already has the fuselage primed. He will fly it next year. He also won a 9-month fight with the FAA about getting his N number, and offers advice to others on how to get around the bureaucracy.

Jesse Harper is newly in Tucson, from L.A. He is a student pilot and is looking for an RV kit that would fit a tall pilot.

Gene Bywater is a snowbird who bought a Carlson Sparrow kit. It is covered and he is seeking advice about rolling on paint. He is looking to move to Tucson from Cincinnati.

Jonathan Seddon has an RV-8 (tailwheel) kit and is working on the wing. He is seeking advice on how to rivet up the leading edge of the main spar.

Ron Schneider has a flying Wheeler Express on which he is doing a panel update with Dynon Avionics. He is struggling with an uncooperative autopilot servo.

Mike D'Amiko has a first-generation Kitfox Series 7. He will be moving his plane to Tucson soon.

Kevin Byers is from Michigan. he built and flew an ultralight for 12 years. He now has a pilot certificate and bought an RV-10 in Texas last month. Although he considered an RV-9A, he needed back seats for the grandkids.

Kevin Hamler bought a Corben Baby Ace that was built by an EAA chapter. Currently the wings and tail are off for repairs, and he needs an A&P to evaluate the spar. He flew this tiny one-seater from Florida to Texas!

Eric Nelson is building time on his Rans S-6S Coyote II and has flown to 18 airports so far! He seeks another pilot with a low-and-slow airplane to share his flying adventures.

Bob Miller has installed the seats, including under-seat compartments, into his Kitfox Series V Vixen. The 4-point harnesses just went in yesterday.

Odds and Ends: Erik Fjerstad had to replace the ELT (Emergency Locator Transmitter) in his Hatz biplane, as the previous one did not respond to a mighty whack! He also reports that fully insuring two home-builts is not cheap: the RV-6A is insured for \$60K and the Hatz for \$40K. Cost for both is \$2700 per year, and at his current flying time of 27 hours per year, he is paying \$100 per flight hour just to insure them.

Jason McCoy spoke about his experience in applying vinyl wrap. Although he has a wrap that will stay on a 200 MPH airplane, surface prep is painstaking and critical. Even then, the wrap can be damaged by heat or oil, both factors on most

airplanes flown in Arizona. He stated that a “10-year” product lasted 26 months on a truck. You can’t fault an honest man!

Meeting was adjourned at 1130. The next meeting will be at Xerocraft, NOT at Ryan Field; see when and where elsewhere in this newsletter.

Respectfully Submitted by  
Secretary Bob Miller