

EAA Chapter 81 Meeting Minutes
June 20, 2020

Meeting was called to order at the Ryan Field Meeting Room by President Erik Fjerstad at 1000. The seating had been arranged for social distancing by the ever-helpful David Schiffman, who also provided the donuts and coffee. We considered taking temperatures upon entering the room, but decided instead just to ask anyone not seated to wear a mask to prevent possible spread of Covid 19.

Secretary's Report: Bob Miller brandished an alleged copy of the Minutes of the May 16 Project Meeting, offering to read it to the assembly. Of course, he was immediately quashed by a unanimous vote to accept the Minutes as published in Sky Writer and on the website. For all we know, it could have been a shopping list, but, as usual, nobody called his bluff.

Treasurer's Report: Eric Nelson was not present, but it is rumored that we have about \$4,500 in the treasury. For those interested in the financial details, they will be published on the website.

Visitors: Joe Williams just moved to Tucson from Sierra Vista. He has a Lancair 320 which was built over the period of 1998 through 2005. Gary Eckebrecht was present at the last meeting, and here he is again. We know that he is a pilot and very interested in our Young Eagles program, but it was not discussed at this meeting.

Old Business: Don Berlin wants to know who takes the photos for the Pilot Profiles displayed on the meeting room walls. Previously the photographer and biographer was Joe Seibold, but he is no longer an active member of Chapter 81. President Fjerstad has taken over his role, and is ready to snap a photo of any member's flying project and make a Pilot Profile at no charge.

New Business: The question was raised as to whether to have a Chapter Meeting in July, a month traditionally skipped due to Airventure Oshkosh. As this event was cancelled this year due to the pandemic, we took a vote and decided to have a July meeting this year.

President Fjerstad suggested a possible Chapter 81 project: a damaged Cessna 140 which was previously offered for sale, but is now being offered as a donation of \$5,000 value. It has some sheet metal damage and the landing gear box has been rebuilt to be functional, but is cosmetically less than perfect. The wings are

off and it is trailerable. The engine is a low-time Continental C-85 with electric starter. After considerable discussion, it was decided that Erik, George Snyder, and Steve Hulland will evaluate the aircraft, which is in the Bisbee area, and make a decision about whether to bring it home. If we repair it, it cannot belong to the chapter per EAA rules, but we can sell it for a considerable profit or keep our hands on it through a non-EAA flying club.

Next: the Main Event! Bob Miller went all-out to shock and awe Chapter 81 with his super-high-tech presentation on Aircraft Threaded Fasteners. Exhibit A was a small assortment of hardware store nuts and bolts to demonstrate the grade 1 sloppy fit, compared to the grade 3 precision fit of an AN-3 bolt and matching nut. Exhibit B was even higher-tech: a poster with 2-foot tall outlines of screws made out of paper shopping bags and cut out like paper dolls. There were 2 screws shown; the hardware store version with cut threads and the AN screw with rolled threads, which create no stress risers and effectively make the same sized screw much less likely to fracture under load. Bob had forgotten to cut out the thread notches at one site on the cut-thread screw, but the ever-witty Erik Fjerstad explained that this was because the screw was purchased at Horrible Freight. Anyway, the rolled threads, cadmium plating, and consistent, grade 3 fit are the primary reasons why all structural applications on aircraft should use AN (Air Force/Navy), NAS (National Aerospace Standards), or MS (mil-spec) fasteners. Feel free to mount your cup holder with the hardware store stuff. Yes, the aircraft hardware does cost more, but it's worth it. Bell Helmets used to have an ad in motorcycle magazines in the '60s: Wear a \$10 helmet if you have a \$10 head. Bob strongly suggests that you pay the price for fasteners that will keep your airplane in one piece (as contrasted with a helicopter, which is a vibrating assembly of rotating parts flying in loose formation). Oh heck, they should use the good stuff too! Bob provided a copy of his talk to everyone present, and more are available on request.

After Bob's well-received presentation, Erik called for progress reports on projects, starting with his own. He had purchased a derelict aircraft because it had a 180 HP Lycoming engine and a constant-speed Hartzell prop, an upgrade for his RV-6A, which has a 150 HP Lycoming and fixed-pitch prop. Long story short, the engine tested good, with excellent, consistent compression and clean cylinders on bore-scope. The prop turned out to have enough material removed (probably for nicks and scratches) to the limit of useable, which means that Hartzell will not overhaul it. Erik is expecting his new prop at any time, new baffling from Van's, and a new exhaust system from Vetterman. He invites us to visit him any time in Mobile Aire hangar C4.

Larry Wilson has applied the 2nd coat of paint with a foam roller to the fuselage of his Zenith CH 701 and has a new 100 HP Rotax 912 ULS for it. Roger Lee will

help with engine commissioning and Juan (Sonora Avionics) will assist with avionics. Larry is ready to cut holes in the panel with Chapter 81's Greenlee hole punch. He is ready to mount the rudder and is seeking a trailer.

Jonathan Seddon has just finished building wingtips for his RV-8 project and is requesting help in bending a part 13°. Exactly which part this might be remains a mystery.

Ken Ballinger is building a Kolb Firefly biplane which was started in 1997. It is finished except for paint and he is seeking painting help. We will try to get him in touch with Will McLerran, who has done exemplary paint work for his father Bill's Globe Swift and, more recently, his Bakeng Deuce.

Greg Duncan has joined the fuselage halves and is redoing the firewall on his Zenith STOL CH 750 project, which he is updating to increase gross weight.

Chuck Valade, who is fabricating most of the parts for his plans-built Zenith Cruzer (yes, that's how they spell it), has cut out the rudder pedals and the center stick is ready to weld with his oxyacetylene torch.

Bob Miller has finally completed the second elevator for his Kitfox Series 5 Vixen. Most of the wooden ribs on the first one warped due to Bob's jam-fit into the steel tubing frame and Bob's naive belief that epoxy spar varnish would prevent the wood from swelling. It doesn't. Oh well, recreation *and* education! Rather than redoing the same elevator, he has hung the old one up on what he calls his "wall of shame" (it is not alone) and built the new one from the Series 7 Super Sport for improved elevator authority. This one has no jam-fit ribs, and all are reinforced to prevent warping.

George Snyder, in a rare fit of amiability, offered to share his aircraft building expertise, and maybe even access to his hardware bin, with any Chapter 81 member who asks, and even revealed the top-secret location of his Ryan Field hangar: C5 on the east side, 2nd one in from taxiway Bravo 2.

Meeting was adjourned at 1115. The next meeting will be held at the Ryan Field meeting room on Saturday July18 at 1000.

Respectfully Submitted by
Secretary Bob Miller