

EAA Chapter 81 Project Meeting Minutes
December 19, 2020

Meeting was called to order at the rather chilly Chapter Hangar by President Erik Fjerstad at 1005. There was only one unoccupied space in the hangar: directly in front of Erik's propane heater/giant blow torch, which is my way of saying that we had a full house. We are happy to report that mask-wearing appeared to be in fashion, as were singed shins.

Secretary's Report: Same Old, Same Old. Minutes approved without being read. Yawn.

Treasurer's Report: Newly-elected Treasurer Kevin Byers told us that we started the year with \$5,075 in the till, whereas there was \$4,036 on November 30, so it appears that it will take some time before we run out of funds altogether. Good to know.

President Fjerstad regaled us with the tale of his disastrous attempt at a Webex Board Meeting. Despite technical difficulties, there were 6 orders of business discussed:

1. Confirming Officers and 2 new Board Members.
2. Of the several Cessna 140 project options, Erik's recommendation was to bring the airplane up to ferry-able condition and then sell it as-is with full disclosure as to its condition. This would likely bring in \$5-12K, which our treasury could surely use, and it still would make an excellent learning experience for our chapter members with minimal expense.
3. Communication Issues, as in the aforementioned Webex technical debacle. Bob Miller offered the use of his wife's Zoom account for any needed virtual meetings in the future.
4. It was unanimously decided to donate our 37 Young Eagle credits which are about to expire, back to EAA, as we have no Air Academy candidates to sponsor. The value of the donation would be about \$185.
5. Board Member Responsiveness: at least one Board Member was not reachable by email nor phone and did not attend the Board Meeting. Another totally forgot about it despite having been reminded (another reason why we need younger people in the chapter!). It was strongly suggested that all Board Members read their email at least every few days, and be reachable by phone, or give up their seats to someone who will participate.
6. Hangar Insurance: It was suggested that we might want to purchase some kind of insurance for Chapter Hangar contents, such as the aircraft and parts of our renters during final assembly. The four options discussed were:
 - 1) Do nothing differently from what we are doing now, which is trusting our members to be responsible for their own stuff.
 - 2) Have the user sign a waiver of responsibility. As this is America, where anybody can sue anybody for anything, and one cannot sign away this right, this basically amounts to option #1.

- 3) Require the hangar user to provide proof of her/his own coverage.
- 4) Have the chapter purchase insurance to the tune of about \$900 per year.

Erik suggests that we go with option #2, which, if you were paying attention, is basically option #1 with the addition of a piece of paper stating that the hangar user will take full responsibility.

Old Business: One could argue that, as most of our members are well past middle-age and a few are approaching true antiquity, all of our business could be considered Old Business, but that would be unkind. Officially, there was no Old Business.

New Business: Newly-elected Hangar Manager George Snyder is making sweeping changes (he is now the one sweeping up the hangar). But seriously, Ladies and Germs, we have a lot of books that no one is taking out in the Chapter Library, so George is declaring an Open House: if you see a book (or tape or DVD) that you like, bring it to George and he will tell you whether you can keep it. Angel and Greg Duncan can also let you know which are the redundant/unwanted tomes (look it up, you low-life). Erik Fjerstad says that he will bring in "a pile of DVDs" as well.

Other Stuff: Eric Witherspoon, past President of Chapter 81, is building a Davis DA-5, the single-seater successor to the Davis DA-2A. For those not familiar with the latter, it was the brain child of Leon (yes, there are two "e"s) Davis, an aeronautical engineer who designed and built a small, inexpensive aluminum two-seater with a distinctive V-tail. It flies like a Cherokee on about half the power and cruises at 110 MPH. The DA-5 has an economy cruise of 120 MPH on 65 HP!

On the topic of two-seaters, Eric once took Bob Miller for a ride in his plans-built Sonex, which was ostensibly a side-by-side two-seater, but really was a one-and-a-half seater when the pilot is the size of Eric. Bob had to fly with his left arm over Eric's shoulder! We hope that Eric will have measured the cockpit size of his new project before he gets too far along with the construction.

Ken Ballinger has just finished building his Kolb Firefly. Although most light aircraft have only three wheels, somehow, Ken ended up with four extra Chen Shin 11 X 4.5 tires which he has in his car and is offering for the bargain price of "free".

And now, the Main Event: George Jenson's RV-7 project. He started it in a 1-car garage and moved it into the Chapter Hangar in October. He optimistically predicts engine-start in January. Equipped with an ECI Titan 180 HP engine featuring Silver Hawk fuel injection, two P-mags, and a 2-blade Catto fixed-pitch prop, it was built "largely to plans". The engine resides beneath a Sam James "Holy Cowl", which is an aftermarket fiberglass cowl design which found a market when RV builders discovered that Van's does not do fiberglass well. As an aside, Bob Miller met Sam James at a restaurant near EAA Airventure 2018. He was wearing a USS Forrestal hat and, when asked, revealed that he had indeed served aboard the first slant-deck supercarrier designed for jet aircraft. But, I digress. George added extra panel bracing and under-cowl temperature and pressure sensors. He also has an anti-splat (now there's a word you don't often hear) oil/air separator and an aftermarket Bell tail wheel as well, said to be

slightly more aerodynamic. Set up for ambidextrous flight, George will fly from the right seat, as he is accustomed to flying a Decathlon with throttle on the left and stick in the right hand. The panel includes dual GRT (Grand Rapids Technologies) Sport and a Mini (for back-up) EFIS (Electronic Flight Instrument System), a Garmin 650 GPS IFR Navigator and a RYO (roll-your-own) intercom. Also RYO is is an AOA (angle-of-attack), or lift-reserve display. But, enough with the acronyms. Although George is not yet instrument-rated, the RV-7 is instrument-capable and features a Tru-Trak Vision 385 autopilot, controlling pitch and roll, and an auto-trim safety which limits electric trim change to a maximum of 3 seconds. Also present are a Skyraider Aviation ADS-B with a Trig Avionics TT22 transponder. George has also installed a spring-loaded roll-stabilizer. Finally, there are RYO navigation lights. In regard to the wiring, George says, "Everything's pretty logical, rather than pretty", as he claims to be "cosmetically-challenged". He fiberglassed in the tip-up canopy fairing and made fiberglass access panels for the boot cowl. He is considering a vinyl-wrap rather than paint and will talk to our resident vinyl-wrap guru, Jason "Bubba" McCoy.

The kit was a slow-build with no plans for firewall-forward. He started by building the empennage in Aurora, Oregon (Van's Aircraft's home), and George plans on using his RV for travel and for occasional solo aerobatics. Carrying 21 gallons of fuel per side (20 usable), at 8 GPH the aircraft should offer a 5 hour range with no reserves, which comes out to 800-1000 miles at RV speeds, far exceeding George's 2 1/2 hour bladder. George plans on cross-country legs of 500-600 miles, and international exploration is on the agenda. George tried to do everything in his garage before moving to the Chapter Hangar, after which he discovered that there were several other things that could have been done in the garage! He describes his builder experience as follows: "I haven't been good at everything I've done, but I'm probably pretty good at everything now!" He plans to hangar at Ryan (preferably) or Marana but is not yet on any waiting lists. "I probably need to get on a list." Registration came in a week and a half ago and George has EAA's Flight Test Manual. "It will fly on Friday!" George closed with a this-week-only offer for chapter members: free wing cradles on wheels. Whatta guy!

The meeting adjourned at 1104, with lots of happy shoppers cleaning out the library and ogling George's airplane. Oh, and for those who saw Honest Bob Miller slip a \$5 bill out of the donut kitty, he then put in a \$10 bill, the smallest he had on him. Yeah, that's the ticket!

The next meeting will be on Saturday, January 16 at 10 AM at the Ryan Field Meeting Room. Tito Sanchez will thrill us with anecdotes (again, look it up) about flying the Lockheed F-104, arguably the best single-engine interceptor of it's time. (In fact there isn't much more to this jet than the engine as with a frontal or rear view the minuscule wings and tail seem to disappear barely hiding its J79 engine). This aircraft was conceived by of Kelly Johnson, whose other masterpieces include the P-38, U-2, A-12, and the SR-71.

Respectfully Submitted by
Secretary Bob Miller