

EAA Chapter 81 Meeting Minutes

February 20, 2021

Meeting was called to order by President Erik Fjerstad at 1005 at the Ryan Field meeting room. Temperatures were taken and seats placed 6 feet apart. All members wore masks when not feeding their faces. Thanks, guys; we're almost through this.

Secretary's Report: The only thing remarkable about this was that it took a whole 20 seconds for the members to call for the Minutes of the January 16 meeting to be accepted as published in Sky Writer and on the website. This was about 10 times the norm.

Treasurer's Report: Kevin Byers was unable to attend, but Erik told us that we started the year with about \$4,000, have \$787 for hangar fees, \$560 in dues, and \$27 for coffee and donuts, plus \$200 for hangar rental by a member. We paid \$550 to Air Center West for Chapter 81 hangar rental. This leaves us with about \$4,800 in the bank. The Chapter Hangar is quite popular; George Jenson expects to stay there for another couple of months, and John Phillips is next in line for repairs to his Tony-Bengalis-built RV-3.

Visitors: Bill Taylor has his Single-Engine Land certificate, but is not current. He will have a Kitfox kit delivered in 2022. He has spent a lot of time with airships!

Old Business: Jim Keown says that we need to get going on the Cessna 140 project. He requests help from an A&P (Airframe and Power plant mechanic) to help develop a work plan. He believes that we should start with the fuselage. President Fjerstad says that, in ferriable condition, the aircraft should bring \$10-15K, and the partial restoration would be a great educational opportunity for Chapter 81.

New Business: Chapter 81 member Frank Wiley's widow is selling his GlaStar project, which contains an experimental (Superior Air Parts build) Lycoming clone IO-360, zero-time since new in 2005. Workmanship on the GlaStar is reportedly sketchy, but the engine alone should be worth the asking price of \$20K. It has been bore scoped, has E-mags, and a Prince P-tip prop. Don Berlin, George Snyder, and Chuck Valade will check it out.

Chuck Valade informed us that, as of this year, the DAR (Designated Airworthiness Representative) process has changed, as everything for aircraft registration must be done online. Jason McCoy offers his services as a Notary and can scan documents to be sent to the FAA FSDO (Flight Standards District Offices).

There is a special URL (Uniform Resource Locator) on the FAA website that points the way to Aircraft Registration. As DARs typically charge \$500 to \$1000, President Fjerstad recommends waiting the month or so for the FSDO inspector. He feels that you are likely to get a better inspection, citing FAA's Mark Pritchett, who has built an RV and is definitely not a "pencil whipper". Apparently, some of the DARs are only in it for the money and don't really inspect. George Snyder had a less favorable view of the FSDO; the inspector required drawings of changes made to a Swift, kept them for 7 months, then told George he needed to hire a DAR!

George Snyder has a Globe Swift (no, not that one) project for sale at Ryan Field. It has auxiliary tanks and an engineless airframe with sliding canopy. Also, 2 Lycoming engines are for sale: an O-360 (carbureted) and an IO-360 (fuel-injected).

George Jenson successfully started his RV-7, and the services of his two fire-extinguisher-wielding helpers were not required. He also tells us that 2 weeks from today, on March 6 & 7, the Tucson Festival of Books will take place. George will be interviewing Paul Dye regarding his book: Shuttle, Houston on Sunday at 3:00 PM. You probably know Mr. Dye as Editor-At-Large of Kitplanes magazine, but before that, he was Lead Flight Director for NASA's Human Space Flight program.

Jason McCoy has installed an HKS 700 engine in his Avid Flier. For those not familiar, this Japanese engine is a 4-valve-per-cylinder opposed twin four-stroke with dry sump, twin carburetors, dual CDI (Capacitor-Discharge-Ignition), and a reduction drive, and produces 60 HP, typically burning about 2 1/2 gallons per hour. Jason is sweating the details of adding inspection ports to this tube-and-fabric aircraft. The upholstery and seat belts are in. It was built in 1994. He is cutting cloth for the wings.

Steve Hlland is moving his Belite ultralight project to Jeff Gilbert's hangar and is resuming work on it. For those not familiar, the Belite is an evolution of the Kitfox Light ultralight, and closely resembles a scaled-down Kitfox.

Jessica Cox proudly announces that her husband Patrick is a newly-minted Private Pilot. They are building an RV-10, modified to be flown with the feet. Jessica was born without arms and currently flies an Ercoup with her feet on the yoke. Ercoups require no rudder input, as the ailerons and rudders are linked.

Jessica and Patrick just joined Chapter 81 and are soliciting help in how to do the modifications.

Ken Schanke is considering donating his P-47 replica project to Chapter 81. It is fully retractable, including the tail wheel and features a modified Rotorway helicopter engine, which is a water-cooled in-line 4 cylinder of 169 cubic inches and makes 109 HP at 3,700 RPM.

The Davis-Monthan Demo A-10 Thunderbolt (Warthog) has been repainted in jungle-camo to commemorate the 50th anniversary of the Viet Nam war.

Matt Habib is seeking hangar space to repair a leaking fuel tank in his Pulsar.

Now we come to the Main Event: Steve Hulland's (yes, that's right, Hulland, not Holland) presentation on the Civil Air Patrol. CAP is celebrating its 80th birthday (1941-2021) and has the largest fleet of single-engine airplanes anywhere, not to mention 60,000 volunteers. Steve has been an adult member of Tucson CAP for 6 years, starting his association early as a cadet from 1958-1962. He participates in monthly exercises and missions. All the local CAP aircraft are in maintenance or on missions. The local squadron is Roger Williams Senior Memorial Squadron 104 at Tucson International Airport with a Cessna 182T(G1000). The Arizona Wing started operating with the American Red Cross and hosts blood donation centers, as the Red Cross lacks personnel. Over 2,000 units of blood have been donated in the past 9 months.

CAP was established on December 1, 1941, 6 days prior to the attack on Pearl Harbor (miraculously, Bob Miller refrained from telling his Pearl Harbor joke at this point). In 1943 it became part of the War Department, in 1946 it was incorporated, and in 1948 CAP became an auxiliary of the United States Air Force. For several decades, all CAP mission aircraft were privately-owned but now CAP flies its own fleet. It has 3 missions: Emergency Services, Cadet Programs, and Aerospace Education.

According to the USAF Search and Rescue Coordination Center CAP It carries out 88% of all U.S. Search-and-Rescue missions. Cadets start at age 13 and can go on into their twenties, but cannot join after the age of 18. Most go on to become Senior Members. The Arizona Wing was originally based at Luke Air Force Base.

Two fully-armed USAF fighter aircraft are on-call 365 days per year and CAP aircraft often act as their "targets" - which is just one of many very interesting and enjoyable air missions. Operations include drone escort and drug interdiction. There are currently 643 Senior Members and 334 Cadets in the Arizona Wing. All are volunteers with the exception of one paid employee per state. An FBI background check is required to join. Cessna 182s are used primarily, with Cessna 206s employed for heavier loads in mountainous areas. The standard panel has a Garmin G-1000 glass display and an ELT direction-finder for locating downed aircraft - some AC sport FLIR that allows night search and rescue and other missions.

Last winter, a Sheriff's Dept. Search-and-Rescue team called in CAP to help find a lost family of five in Idaho; they were found in an hour and a half! Because CAP is an auxiliary of the USAF, the Air Force pays for maintenance. Other missions include serving as a simulated drug-plane target for F-16s or to provide assistance to the Border Patrol, Defense Department, and other Federal agencies.

There are 27,000 Cadets nationwide. CAP maintains an Air Force Auxiliary presence nationwide, with the mission of building better citizens and future leaders through service to their country. Squadron Pilots range from 18

through 85 years old. CAP hosts a pilot training program, including ground school, at age 15 and then the required flights until solo, at no cost to the student pilot. Ten percent of the doolies (freshmen) at the Air Force Academy were CAP Cadets. All CAP pilots must learn standardization procedures and are awarded 1 1/2 hours of free proficiency flight per month.

Jim Keown added that we can thank CAP for keeping General Aviation alive during WW II; they identified 57 enemy submarines and were involved in sinking 2. Erik Fjerstad says that you can help Search-And-Rescue operators by investing in a \$200 personal locator emergency beacon.

Meeting was adjourned at 1135. The next meeting will be a Project Meeting on Saturday, March 20 at 10 AM at the Ryan Field hangar (Mobile Aire C-7) of Bob Miller's Never-Ending-Project Kitfox Series 5 Vixen.

Respectfully Submitted by
Secretary Bob Miller

