

EAA Chapter 81 Meeting Minutes  
Saturday, June 19, 2021

Meeting was called to order by President Erik Fjerstad at 1000 at the Ryan Field meeting room.

Secretary's Report: Bob Miller didn't bring a copy of the Minutes from the May 15 meeting because Erik took them in Bob's absence and they were notably less elaborate than those of our loquacious (look it up, you low-life) Secretary. Nevertheless, they were approved as published on the website and in Sky Writer, without being read, all within one second.

Treasurer's Report: Kevin Byers presented a financial report from 1/1/21 through 5/31/21. It was quite detailed, but here are the high points: We started the year with \$4,020.83 and currently have \$4,617.75 in the bank. We continue to thank George Jenson for supporting the Chapter Hangar with his lengthy RV-7 build. There was no donation to Southern Arizona Teen Aviation this year. Total income of \$2,090.26 exceeded total expenditures of \$1,493.34, so we are holding our own.

Visitors: Keith Norton from Minneapolis is regularly involved at the Weeks (repair) Hangar at Whitman Field in Oshkosh. Austin Lambert's girlfriend will consider letting him build an airplane in their living room. Now that's a keeper!

Old Business: We have reluctantly reached the conclusion that our chapter is not providing enough participation to rebuild the donated Cessna 140 to ferryable condition. We are currently in discussion with two potential buyers. If we do not arrive at an agreement, we will list the aircraft for sale by the end of July.

New Business: 1. Erik had his RV-6A painted in Douglas, AZ, and it looks like an entirely new airplane. It gained 30#, less than expected, somewhat compensated by Erik's wallet being \$16K lighter.

2. As you all should know by now, EAA has published its Flight Test Manual, which includes test cards. This is a comprehensive list of tests and tasks to be performed by the test pilot during Phase I. The manual

was put together by real test pilots and is quite comprehensive, so much so that the FAA is considering doing away with the 40 hour requirement if all test cards are completed. Doing so provides all the necessary information for constructing the POH (Pilot's Operating Handbook), an essential document for all aircraft. All too many pilots just "fly off the hours" without testing all systems and developing a POH, so performing all the tests on the test cards should produce a real improvement in safety. Speaking of being a test pilot, Erik says that, if you are not current in type, you should not take on that role. Chapter 81 does not currently have any official Flight Advisors, but you can get transition training from a number of sources and should develop proficiency in flying your aircraft type before taking a first flight in your homebuilt. The FAA Additional Pilot Program, which allows a more-experienced pilot to accompany the builder in Phase I flights can be very worthwhile as well.

3. *Flying Companion - A Pilot-Friendly Manual* is published by [PILOTWORKSHOP.com](http://PILOTWORKSHOP.com) as a free download or for \$10 for a hard copy. It relates 50 tasks a non-pilot can complete on the way from passenger to helpful crew member. Sounds like a great way to involve the non-pilot in your life and create more interest in general aviation.

4. EAA has also published an Aircraft Wiring Manual, for \$30, (<https://uatwww.eaa.org/shop/product-detail?i=926&pi=956&pr=2678684>). There is also a version of Tony Bingelis's 1990 book on wiring. George Olson tells us that there is an EAA member discount on all their literature.

5. The late Roy McCauldin was a member of Chapter 81 for many years. For those who did not know Roy, he had the dubious honor of being one of the first B-17 pilots in WW II to be shot down by a jet, a Messerschmitt Me 262. The crew bailed out over Germany or Nazi-occupied Poland very near the end of the war and Roy and his radio operator, who stayed until the rest had safely departed, ended up parachuting down into the Russian army, an ally at the time. Roy made it back to England and received permission to take a transport and pick up all his "boys" from the POW camps. Roy had many other contributions to make to general aviation after the war, including setting a sailplane record of 30,000 feet. His career was in aviation safety. He built a 7/8 scale De Havilland DH-4 mail plane using the plans for the original, kept at the Smithsonian National Air and Space Museum in Washington D.C. He hand-carved the 2-blade propeller, which worked fine, but did not look

original, so he hand-carved a four-blade propeller for good measure. Roy did a project meeting at his Ryan Field hangar, demonstrating how to balance a propeller.

The current owner of Roy's De Havilland replica is Dr. Brian Becker, who also hangars at Ryan. He is considering selling it.

Just as speaker Bob Miller was finishing his third donut, it was time for him to make his presentation, entitled, "Giving It The Slip". Bob usually plagiarizes, er, paraphrases articles from Sport Aviation or Kitplanes Magazine, and this was no exception (Sport Aviation October 2018 *The Lost Art Of Slips* by Steve Krog), but Bob actually had some real-life experience to add this time. While Bob generally lacks any trace of humility, he makes an exception when it comes to aviation. Because he recognized the vast inadequacy of his early pilot training, he later trained extensively with Hal Goddard, whose many titles included aerobatic competitor and instructor, and Agricultural Aviator (don't call him a crop duster!). Hal believed in teaching the exploration of "the edges of the envelope", meaning knowing exactly what the physical limits of the airplane are and how to recognize when you are approaching them. Like all aerobatic pilots, he also flew with great precision and expected his students to do the same, even to the point of keeping that nose wheel exactly on the yellow taxi line. The majority of Bob's presentation was about slipping, and the differences between side slips, which can be used for lateral positioning or compensating for cross-winds, and forward slips, which are used to dump altitude without gaining airspeed. He utilized one of his usual high-tech modalities: in this case, a wooden toy airplane, to illustrate the unusual attitudes produced by cross-controlling. Here's a take-home pearl: in a forward slip, you are NOT facing forward, but are moving forward while facing sideways. In a side slip, you are NOT facing sideways, but are moving sideways while facing forward. Pearl number two: Cross-controlling can lead to spins, but only if the aircraft stalls. Keep up your airspeed so that there is no stall and there can be no spin. Bob invited, and boy, did he get, feedback from his audience, whose members corrected him mercilessly throughout the presentation (but then told him that he did a great job). Hey, it's a learning experience, even for the speaker. Printed copies of the talk were distributed to the audience and more are available on request (including by email).

Traditionally, there is no July meeting, as many will be attending Airventure Oshkosh, and we decided to follow tradition this year. Future topics for Chapter Meetings may include gyroplanes, as some interest was expressed in this unusual aircraft type.

Meeting was adjourned at 1125. The next meeting will be held at the Ryan Field meeting room [on Saturday, August 21 at 1000.](#)

Respectfully Submitted by  
Secretary Bob Miller