

EAA Chapter 81 Meeting Minutes
August 21, 2021

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

Secretary's Report: As there was no July meeting, there were no Minutes to report.

Treasurer's Report: As nobody remembered that there was supposed to be a Treasurer's report, there wasn't one.

Visitors: Don Freeman of Oro Valley is a 21-year resident of the Tucson area, but hails from Toledo, Ohio. Before the move, he took lessons toward a Private Pilot certificate, and is interested in building a Van's RV-12.

Stan Kartchner is the grandson of the Kartchner Caverns folks.

Rachael Blacketer is visiting as well.

Old Business:

As there were no other bids for the Cessna 140 donated to Chapter 81, it was sold to the only bidder for \$7K, a tidy profit for our nonprofit. President Fjerstad suggests that the money could be used for scholarships or a new more practical (i.e. Experimental/AB) Chapter Project.

New Business: Erik Fjerstad sold his Hatz CB-1 biplane.

Jim Keown attended Airventure Oshkosh, as did Past-President Eric Witherspoon with his 14-year old son. Eric reported "more people than I have ever seen before" (he has attended 6 times, usually at 5-year intervals). The Witherspoons camped next to the South African "party animals" for a sleepless night, so moved to the recently-vacated and only remaining site near the entrance. They were car-camping and their new (and quieter) location made it easy to get out of the "ridiculously crowded" campground. They flew up by airline to Chicago, as there were no rental cars available in Milwaukee. The talks he attended were:

- 1) Flying the RV-7 through the Caribbean to Brazil. Had to go 40 miles out from shore to avoid Venezuelan air space. The flight made the news in Brazil.
- 2) How to build and operate a wind tunnel (in your garage). Eric concluded that it was OK for a demo but there was not enough room to get useful numbers. It was operated by a 20 HP gas lawn mower engine. Eric thought that the forum's greatest value was in convincing others not to do this.
- 3) Paul Dye, the Space Shuttle Controller spoke.

4) Sonex is starting to build a 2-seat jet (the current Subsonex is a single-seater). They are also looking at a high-wing design.

5) Sebastien Heintz extolled the virtues of having tricycle gear on STOL aircraft, showing that they can achieve a greater angle-of-attack for takeoff than can a taildragger, as the nose can pivot higher on the mains.

6) Aerodynamicist Barnaby Wainfan spoke about lifting-body aircraft; he is building a successor to his FMX-5 Facetmobile. The new wind-tunnel tested FMX-7 will be powered by a donated Jabiru 3300 (Wainfan hated the 2-stroke engine of the original Facetmobile). An EAA Chapter in Oregon wants to build one, but Barnaby is not selling plans. He is working on a 2-seat version, however.

7) Loss-of-power in a Beech Musketeer. The take-home message is that you will do what you were trained to do, as there is no time to figure it out when it happens.

8) A forum about the North American Rockwell OV-10 Bronco.

9) A forum about the Bell Boeing V-22 Osprey.

10) A presentation about modern airship design. There is a new semi-rigid Goodyear Blimp.

11) An Australian manufacturer has designed an all-metal high-wing aircraft and is looking for a partner, Eric speculated it may be Van's. This could be the RV-15!

12) Jessica Cox talked about What's Next, referring to her ambition to fly (without arms) other aircraft than her current Ercoupe.

Eric and son also attended a TIG (Tungsten Inert Gas) welding, also known as GTAW (Gas Tungsten Arc Welding) demo and workshop (gas welding no longer being demonstrated), and a riveting workshop wherein the son set 9 good rivets but Eric had to drill out one of his own that had folded over.

The night air show on Wednesday was cancelled due to a tornado warning. There was a severe thunder storm at 10:30 PM, but of 1000 tents, only one was flattened. In the Warbirds area, he saw a Luftwaffe Airbus A400M, the German equivalent of the Lockheed C-130 Hercules, and "lots of Corsairs". Jessica Cox's Ercoupe was given preferential parking. The Bally Bomber (1/3-scale Boeing B-17) was present, along with some interesting prototypes, mostly impractical-seeming, but a flying Velocity turboprop was present as well as a twin-Corvaair powered RV. A Zenith Cruzer (yes, that is how it is spelled) went to Brazil and back, presumably under its own power. There was the WW II Pearl Harbor reenactment called Tora! Tora! Tora!

Other news from members and guests.....

Ed Dion learned to fly 20 years ago. It took him 105 hours to get his certificate. He is interested in a flight review and Basic Med. He researched Light Sport Aircraft and purchased an RV-12 that had 24 hours on its Rotax 912 iS (electronic fuel injected). He flew it with the owner, who

was selling because his wife had died of COVID. Ed needed 6 months to convince his wife that the RV-12 was safe enough (he had only 13 hours in type). He flew it home from Lake Havasu. His advice is not to do a 4-hour preflight on a hot day.

Steve Hulland requested 4 volunteers with strong backs and weak minds to move a workbench after the meeting. After looking over our attendees, he revised his request to 6.

David Schiffman asked whether anyone had the skinny on the Long EZ crash at Ryan. President Fjerstad reasonably pointed out that David was sitting directly in front of the survivor of the crash, John Dale. John, who had been providing a flight review for pilot Marc Borom, obliged by providing a blow-by-blow description of the events of that fateful day from his perspective. Out of respect for Marc Borom and for fear of not getting the details correct, your Secretary has decided not to attempt to recount Colonel Dale's narrative.

Meeting was adjourned at 1106. The next meeting will be at the Ryan Field meeting Room on Saturday, September 18 at 1000.

Respectfully Submitted by
Secretary Bob Miller