

EAA Chapter 81 Meeting Minutes  
Saturday, September 19, 2020

Meeting was called to order at 1002 by President Erik Fjerstad at the Ryan Field meeting room. We had a very full house (given the social distancing of the chairs).

Secretary's Report: Bob Miller brandished an alleged copy of the August 15 Meeting Minutes and it took ten whole seconds for a motion and second to accept them as published in Sky Writer and on the website; nowhere near the record of under 3 seconds. Slackers.

Treasurer's Report: Eric Nelson was not present but provided this report: As of the end of August, there was \$3,441.00 in the bank. Expenses YTD were \$2,851.00. The present balance does not reflect some recently-received dues. We thank Larry Wilson for helping subsidize the Chapter Hangar by extending his anticipated 10-day stay (for final assembly of his Zenith CH-701) to 85 days (ya gotta love an optimist!). The plane has flown and is now at the ultralight field with H. L. Cooper. President Fjerstad encourages others to make use of the hangar to justify its expense; several had volunteered to do demonstrations of building techniques, and those of Erik and of Chuck Valade were very well-received. C'mon, folks; we know that there is a ton of experience and knowledge out there just waiting to be shared with the rest of your chapter, and it's getting cool enough to have comfortable meetings at the Chapter Hangar. But I digress.

New Visitors:

Cliff Sias was a member of Chapter 81 between 1984 and 1986 and has rejoined us. He is no longer flying, having lost his medical.

Glen Allison is flying again after 28 years. He is a CFII, has had 6 airplanes, and built and sold a very early RV-4 (#72!). There were no pre-punched skins in those days, and he built it in 2 years and 9 months while holding down a full-time job. His wife was his first passenger, but it took him another year to get her to ride with him when he turned the world upside-down! He just bought a Sonex with the Jabiru 3300 engine, assembled at the UL field.

Mark Blair is not a pilot, but a retired air traffic controller. We like him anyway.

Matt Taylor is out at Flying Diamond residential airpark and is looking to build.

Jessica Cox and Patrick are present; when she was much younger, Chapter 81 helped her to train in and obtain an Ercoupe with instruction on how to fly it with her feet!

Austin Bardiau is an instrument-rated pilot and is working on his Commercial rating. He and his roommate for 2 years owned an RV-8A and an RV-8. He is joining Chapter 81.

Jesse Harper calls himself "almost-a-pilot; he is only three lessons away from soloing!

Also joining Chapter 81 today are wannabe pilot Wolfgang Sholz and new pilot Jim Currie. Welcome!

Old Business: Tito Sanchez informs us that Southern Arizona Teen Aviation is requesting our financial support once again: last year we donated \$3,000 to them and they were able to complete, then sell their first RV-12. They are fairly close to finishing #2, but did not make enough profit from the sale of #1 to pay all expenses. None of the Mentors takes any money in exchange for a considerable time commitment; all donations go toward airplane parts and, occasionally, tools. Even the "build hangar" (a motorhome garage) has been made available to SATA without charge. All students participate in "Fly-Days", which are Young Eagle flights in the Mentors' aircraft, and each gets to take the stick in the RV-12 he or she helped build. This is exactly what the mission of EAA is: education and recreation, and, especially, getting young people involved in general aviation and interested in aviation careers. Several of our alumni have gone on to study the aviation curriculum at such prestigious institutions as the University of Alaska and Embry-Riddle Aeronautical University, and two of our students have just received their Private Pilot certificates. Erik Fjerstad tells us that some Chapter 81 members are disappointed that we received very little recognition on the SATA website, considering the several donations we have made.

Furthermore, none of the students has taken advantage of EAA's offer to provide a 6-month membership to each Young Eagle, nor has any of them attended a Chapter 81 meeting. Tito assures us that he will look into the issue of recognition on the website and also remind SATA students that they are invited to Chapter 81 meetings (and could bring the average age of the participants down by quite a bit!).

**New Business:** Lynn Wesley and John Harlow went to Buckeye and met with the City Council and representatives of the Buckeye Air Fair, which is held simultaneously with the Copper State Fly-In. All want to hold the event during the second weekend of February, 2021, Thursday through Sunday, if practicable, despite the pandemic. They say that they are hoping for the best, but planning for the worst.

Erik Fjerstad has flown off the five hours after a major change to his Van's RV-6A; he replaced his Lycoming O-320 (150 HP) and wooden prop with a salvaged O-360 (180 HP) and a brand new Hartzell constant-speed aluminum prop. He happily reports a speed of 183 knots (210 MPH) at 6500 feet, about 85% power.

**Next: The Main Event.** Our Featured Speaker is Gary Goebel, author of *Tinman's Tale: Flying Air Force Heavy Iron in the 60s, 70s, and 80s*. He began with a joke: How can you tell when your date with a fighter pilot is half-over? It's when he says, "But enough about me; let's talk about flying!" Gary's flying resume includes the Cessna T-37 Tweet, the Northrop T-38 Talon, the first supersonic (mach 1.3 ) trainer, the Republic F-105 Thunderchief (Thud), the General Dynamics F-111 Aardvark, the BAC Jet Provost, the Hawker Hunter, the Blackburn Buccaneer, and the Fairchild Republic A-10 Thunderbolt II (more commonly known as the Warthog). He also has flown his RV-4 for 15 years, so he's one of us. He only had time to talk about the first 2 chapters of his book, which is available from him autographed and at a discount. Here are some of the highlights: His first assignment after 90 hours of training was at McConnell Air Force Base; he was originally assigned to fly an F-100 but got lucky and was able to start with the F-105, which could do mach 1.2 on the deck, mach 2.2 at altitude. He named his F-105 *Flying Dutchman* after his father's WW-II P-51. His later F-111 had about the same speeds: mach 1.2 on the deck, but a higher mach 2.5 higher up. An interesting feature of the F-105 is that it had a

range of power settings on afterburner and could use afterburner for refueling when heavy.

The F-111 is bigger and could carry twenty-four 500# bombs, compared to the F-105's six 750# bombs. Some other interesting features of the F-111: it had temperature sensors in the wings, critical, because, above mach 2.5, one only had about 5 minutes before the wings turned into Hershey bars (melted). It also had the ability to do what is called "torching": dumping fuel from both tanks into the afterburner, which created a 100 yard tail of fire that really lit up the night sky. Gary admits loving to do this. He also described a fascinating maneuver known as the accidental snap-roll. This man really knows how to have fun!

Clearly Gary could have told us much more, but he had his friend Tito Sanchez, our previous chapter President and also former fighter pilot, keep close tabs on the time. Tinman's Tale sounds like a very fun read and is also available on Amazon.

After the very well-received presentation, President Fjerstad solicited ideas for future meetings; we have the meeting room reserved for next month, but the temps are coming down and we could also use the Chapter Hangar. Is anyone interested in having a Project Meeting? Also, we would appreciate project reports for the newsletter; don't worry about being a Hemingway 'cause we can edit what you write to make you look like a scholar (did Ernest Hemingway fly a hand-propped airplane? That would explain his book, "A Farewell to Arms").

Meeting was adjourned at 1104; however, most stayed to participate in the follow-up meeting chaired by Jim Keown regarding the Cessna 140 that was donated to Chapter 81 and is presently residing in the Chapter Hangar. He suggests a very short field trip across Ryan Field to take a look and to decide whether you want to participate in the mechanical restoration of this classic tail-dragger. There is a sign-up sheet with categories for those who have skills to contribute and for those who would like to acquire some skills. Jim also talked about starting a flying club, as Chapter 81 cannot own the finished, flyable airplane per EAA rules. The airplane could be sold to the flying club for its present value of about \$5,000, or, after restoration, sold for its then-value of \$15-20K. Because this is a tailwheel airplane, with the increased insurance premiums of that category (\$1,000 more than for a 150), it was suggested that the aircraft be available only to those with existing tailwheel endorsements, rather than being used for

training. This would limit club membership. If the restoration were to be finished by Chapter 81 exclusive of a flying club, financing would come from fund-raisers, such as pancake breakfasts.

If purchased by the flying club, it could be financed commercially. Jim has been in touch with EAA and has learned some things about flying clubs: for example, a flying club can be a 501 (7) (C) nonprofit, which benefits its members, whereas Chapter 81 is a 501 (C) (3) nonprofit, which benefits its community. For the latter, all donations are tax-deductible, but there can be no monetary value assigned to volunteer work, whereas, for the flying club, both materials and labor can be tax-deductible. Jim Taylor of Desert Sport Fliers suggested that there could be a flying club merger, resulting in availability of his Ercoup 415-C to members. This meeting was intended just to determine interest in the restoration, a flying club, or both. It ended with the field trip to the Chapter Hangar; results to follow.

The next meeting will be at the Ryan Field meeting room on Saturday, October 17 at 1000. The featured speaker will be Mark Meginnis and the topic: VLATs (Very Large Air Tankers), in this case referring to 747s and DC-10s very much in the news today for their fire fighting role.

Respectfully Submitted by  
Secretary Bob Miller