

EAA Chapter 81 Meeting Minutes
November 20, 2021

Meeting was called to order at the Chapter Hangar at 1000 by President Erik Fjerstad. We had a pretty good crowd, which became more crowded as stragglers wandered in, having forgotten that we weren't meeting at our usual conference room.

Secretary's Report: Secretary Bob Miller was off the hook this time, as President Fjerstad had taken the Minutes at the October 16 meeting. President Fjerstad had not brought a copy of the Minutes, not that anyone wanted to hear them anyway. Motion to accept the Minutes as published in the newsletter and on the website was seconded and the motion passed unanimously, or at least we ignored any objections.

Treasurer's Report: Treasurer Kevin Byers was not able to attend the meeting. President Fjerstad briefly summarized the report as follows: Our bank balance is about \$11K, 7K of which came from the sale of the donated Cessna 140. We anticipate an expense of several hundred dollars for Chapter Renewal with EAA. We need another long-term hangar tenant to help pay the rent.

Visitors: Kelly and Manfred Kreiselmeier come to us from Chapter 1217 in Scottsdale.

Glider pilot and new Chapter 81 member Tom Serkowski now lives about a mile and a half down the road from Ryan Field. He is interested in finding an LSA (Light Sport Aircraft) for powered flight.

Edmond Dion just joined Chapter 81

Terry Greene is here with daughter Skye, who is in the 7th grade and just had her first Young Eagles flight this morning. She is pretty knowledgeable and very excited about airplanes.

Old Business: Jeremy Blackletter is the team leader on the Stits Playboy project. Here is his summary of info on the donated airplane: Stits Playboy SA3-B S/N P-543, N8052F was built by W. Heckerman. It is powered by a Lycoming O-290-D which had a major overhaul by Aircraft Specialties on 3/27/95: cylinders rebuilt by Loth Engineering, and had a one-piece carburetor venturi installed. At the time the rebuilt engine was installed into the aircraft, tach time was 2000.0 hours. It has operated on 100W mineral oil since then. The last logbook entry was dated 4/3/2003 with tach time 2018.5, so the engine has only 18 1/2 hours since rebuild. The newly-rebuilt mags are Bendix 10-51360-29 s/n 450117 and Bendix 10-51360-37 s/n A04187. The Performance Propeller was installed at tach time 2005.4. It has no transponder, no ELT (Emergency Locator Transmitter), and needs at the least new fuel lines. The Playboy is known to be a docile ground handler for a tailwheel aircraft and could fly with a little maintenance and a Condition Inspection. Jeremy thinks that it could be a good candidate for a flying club.

The Copper State Fly-In is expected to take place on February, 17-20, 2022 in Buckeye Arizona. One of our members asked whether we should have a Chapter 81 presence there. As it turns out, we have not done so in any official capacity for many years, although some of our members volunteer there. We decided that it would not be necessary to have an official presence for now.

New Business: Jason "Bubba" McCoy is no longer able to be Chapter 81's Young Eagles Coordinator. We are looking for a replacement coordinator. No volunteers for the position came forward at this meeting. Several of the mentors at Southern Arizona Teen Aviation have been conducting Young Eagles flights, including that of this morning, but limiting them primarily to the teen builders. Prez Fjerstad says, "The chapter must start actively pursuing YE activities!" Jim

Moss, a member who is also a Chapter 538 (Phoenix) member, issued a "call for pilots" to deal with an expected 60 YE flights for a recent Chapter 538 event!

Erik brings up the topic of the possible purchase of a propeller dynamic balancer. This balances the engine & propeller combination while on-aircraft at operating RPM and can reduce vibrations substantially and potentially increase engine, prop, and accessory life as well. They range from about \$1,500 to 1,700 for basic ones and up to \$4K for the fancy ones. An EAA grant could help pay for it. Erik asked for a motion to buy, which passed with the provision that not more than \$2K be spent. Erik will pursue purchasing options. Price breakdown as follows:

Dyna Vibe Classic Kit \$1,495.00
Standard Bracket Packet 79.95
Case Bolt Adapter Kit 97.00
Reflective Tape 19.95
Subtotal \$1,691.90

Less Discount EAA 10% -169.19
Total before tax & ship \$1,532.71
Estimated Grand Total \$1,700.00

The balancer would be for the supervised use of Chapter 81 members only, as there are safety concerns about a tool that requires that the engine be running during operation.

Should we have a December meeting? The rabble shouted "Yes!" However, the Mobile Aire Hangars X-mas party is scheduled for the third Saturday in December, which would correspond to our usual meeting day, so we decided to move our meeting to the second Saturday, December 11. Then Erik told us of his ulterior motive: some popular pancake breakfasts and fly-in events happen on third Saturdays. Hows about we just keep our meetings on 2nd Saturdays from now on? This generated a rousing discussion, with only a few black eyes and sprained pancreases acquired before the winners proclaimed that yes, we will meet on 2nd Saturdays from now on.

George Olsen's RV-7 is flying! George selected Kitplanes Magazine Editor-At-Large Paul Dye to be his first flight pilot, as George is not "currently current". Dye has solid credentials in aviation. His bio reads: *Paul Dye retired as a Lead Flight Director for NASA's Human Space Flight program, with 40 years of aerospace experience on everything from Cubs to the Space Shuttle. An avid homebuilder, he began flying and working on airplanes as a teen, and has experience with a wide range of construction techniques and materials. He flies an RV-8 that he built, an RV-3 that he built with his pilot wife, as well as a Dream Tundra they completed. Currently they are building a Xenos motorglider. A commercially-licensed pilot, he has logged over 5000 hours in many different types of aircraft and is an A&P, EAA Tech Counselor and Flight Advisor, as well as a former member of the Homebuilder's Council. He consults and collaborates in aerospace operations and flight testing projects across the country. We're pretty sure that George would have hired Chuck Yeager or Bob Hoover, but they weren't available on account of being dead. Apparently the first flight of George's RV, followed by several more, went well with few squawks.*

Don Berlin has finished and received the FAA's blessing for phase I testing of his Cozy (a Nat Puffer design which appears to be a widened Long-EZ to make a four-seater that's a little, erm, cozy). He has already flown it 10 hours. When asked whether he built it from scratch, he replied, "No, I built it from scratched-up", (he rebuilt a crashed aircraft).

Meeting was adjourned at 1020, although Jeremy and Erik went on to inspect the Playboy with the membership, discuss volunteer help opportunities, and borescope the engine. The next meeting

will be at the Ryan Field conference room on Saturday, December 11, the SECOND Saturday of December, at 1000. Featured speaker and topic TBD.

Respectfully Submitted by
Secretary Bob Miller