

EAA Chapter 81 Meeting Minutes  
March 12, 2022

Meeting was called to order by President Erik Fjerstad at 1004 at the Ryan Field meeting room.

Secretary's Report: Bob Miller brandished a purported copy of the Minutes of the February 12 meeting and famously said, "Who wants to hear it?" The silence was deafening, until a quick Motion was made to accept the Minutes as published on the website and in Sky Writer, Seconded and unanimously approved.

Treasurer's Report: Kevin Byers said that we started the year with a balance of \$8,480.63. Income thereafter included \$45.00 for coffee and \$52.62 from the sale of donated stuff, on top of the \$1,040.00 from chapter dues, making total income \$1,137.62. Operational expenses included \$24.00 for meeting expenses and \$398.93 for Aircraft Project expenses. We then donated \$2,000.00 to Southern Arizona Teen Aviation, for a total of \$2,422.00. Doing the math, a starting balance of \$8,480.63

+ 1,137.62 income  
- 2,422.93 expenses  
\$7,195.32 ending balance

We are due for an audit. A call for volunteers to do so was put out with no response. C'mon, folks, \$7,195 is a lot of dough; it could keep you in Starbucks for nearly a year! Someone in the chapter must have basic arithmetic skills and a smattering of integrity!

Visitors: Travis Ward has been an A&P with IA (Airframe and Power plant mechanic with Inspection Authorization) for the past 12 years. He purchased a Keleher Lark a year and a half ago and it has flown only twice since then. For those not familiar, it is a mid-wing, strut-braced aerobatic single-seat tail-dragger that flies at 125 MPH with a Continental O-200. The wing is wood, the airframe welded steel tubing, and it is fabric-covered. Anyone interested? Jim McGill has ordered an RV-10 kit, all but firewall-forward. He currently flies a Mooney.

Old Business: Angel Duncan asked for, but received no takers for someone to take over our Facebook page. She will soldier on for now. Bob Traylor may be willing to be the new Young Eagles Coordinator, a spot currently filled by President Fjerstad by default. George Snyder won Best-In-Class with his O-300A, 145 HP Globe Swift at the Copperstate Fly-In. It has some modifications but is as close to original as one is likely to find. It sports the original paint scheme and was polished by George, who vows never to pick up a polisher again.

At the last meeting, there was a call for a volunteer to become the new Forums Manager at Copperstate. There have been no takers. Speaking of Copperstate, there were 275 aircraft registered and the STOL (Short Takeoff and Landing) Drag Races were a crowd favorite, with aircraft closely matched (not all were STOL type) to keep it interesting. There were no serious incidents, beyond a damaged ultralight due to a communications issue.

The Cactus Fly-In of the Antique Aircraft Association was held on Saturday March 5. There was a variety of interesting aircraft, both classics and modern, although random aircraft took up much of the space designated for show planes, so that show planes were unable to park together.

New Business: Sun 'n Fun, the second biggest fly-in event in the U.S. will take place in Lakeland, FL April 5-10. Compared to Airventure Oshkosh, it is way smaller, very laid-back and friendly. And, you can see everything in less than one week!

At 1035, Erik Fjerstad began his presentation on using the chapter's new prop balancer. It is a DynaVibe Classic, priced at about \$1,500 minus a 10% discount. Take away another \$300 for the EAA chapter tool crib rebate, and it cost us less than \$1,200 net. To summarize, Erik says to follow the following grossly oversimplified steps:

Remove the cowling.

Install and connect the sensors.

Tie down the airplane, then double-check that it is properly tied down.

Run the engine at the desired (usually cruise) RPM.

Stop the engine. This is very important!

Add weights as indicated, rinse and repeat.

Be sure to remove the DynaVibe, replace the cowl, and remove the tie-downs before flight (our insurer made us write this part).

Erik tried it out on his own RV-6A, which was running pretty smoothly already. Propeller tracking (all blade tips in the same vertical plane) must be within 1/8". The gadget compares blade position with its accelerometer reading to tell you where the blade is heavy so you can add weight to the opposite side, using flat washers (generally on the propeller spinner backing plate). He made some small improvement to smoothness on his airplane, then tried it on Ken Szeluga's Kitfox and made a more noticeable improvement. At this point, Bob Miller had to chime in to say that he performed a similar task on a wobbling ceiling fan, using trial-and-error rather than the DynaVibe, and achieved excellent results. Thanks, Bob. DynaVibe readings of less than 0.1 inch/second are considered good. Erik says to pick a calm day as wind interferes, especially on a tailwheel aircraft. He cites the current issue of Kitplanes Magazine which has an excellent article on prop balancing with the DynaVibe by Ken Anders. Ken has used his RV-4 as a test bed for many mods, including speed mods that have provided an extra 30 knots with no changes in engine power!

The DynaVibe prop-balancing procedure is dangerous enough that Erik wants to be there for its use - call him. Other operators can be signed off by Erik after instruction. He has precedent for requiring this: our chapter bought a bore-scope that was repeatedly damaged by inexperienced operators.

Next, we solicited input from our members:

George Jenson is 22 hours into Phase I testing of his RV-7. The EFIS (Electronic Flight Instrument System) is generating "a ton of data". He also noted that a Champion oil filter runs \$45-47, a bit pricey. A K & P Engineering reusable oil filter is available from Aircraft Spruce. The PMA (Parts Manufacturer Approval) version runs \$300 and the experimental aircraft version \$200. It has a washable stainless-steel mesh with 25 micron filtering (finer than the Champion). After 4 oil changes, the only cost will be cleaning solvent and safety wire. George showed off the filter, which features an aluminum housing and a bypass valve (which ensures that oil will be delivered even if the filter is clogged). George had a brochure for perusal (look it up, you low-life).

George Snyder informed us of an AD (Airworthiness Directive) on the Tempest spin-on oil filter adapter: its fiber gaskets shrink, causing leakage. This happened to a Swift which lost 2 quarts of oil on a fifteen-minute flight! The mandatory fix is to change to copper gaskets at the next oil change.

Milton Ames has two Desser 5.00 X 5 retreaded tires for sale.

Bob Traylor is flying his RV-12 as a student pilot. He may solo in a week or two. He has a Subaru engine for sale.

Bob Miller shared his positive experience with builder-assistance for his Kitfox. After studying the plans for building his wings, he felt that the task was beyond his abilities, including the building of wooden jigs to ensure critical alignment. His first plan was to call Kitfox Aircraft to employ their wing-building service, only to be told that they are so busy, they discontinued the service, as they are at full capacity building new kits. He was discouraged until he remembered having visited the Phoenix shop of Murle Williams, who has built three first-prize Kitfoxes, including the only Gold Lindy Kitfox ever at Airventure and two top places at Sun 'n Fun. He offers builder assistance for Kitfoxes. With the help of several friends, Bob loaded up the pertinent Kitfox parts, borrowed the use of a travel trailer to stay in, and went to Phoenix to make use of Murle's extensive experience and steel wing jigs. With this expert help, Bob and Murle built and rigged his wings in under two weeks! Bob feels that the build would have required at least three months on his own, and then it would not have been done correctly.

Erik Fjerstad spoke briefly about Jack McKenzie's unfortunate incident which wrecked his newly-signed-off Europa Trigear. Jack walked away from it, but the airplane was not repairable. Erik feels that Jack is a good pilot but did not have enough experience in-type to manage a confusing situation with another aircraft on final as Jack was attempting to land. It can happen to the best of us and reiterates the advice to get enough time in-type with a new aircraft to build muscle-memory, so that the correct inputs become reflexive.

George Jenson feels that Ryan Field is no longer the best place for training in the pattern, as there is too much traffic and controllers are reluctant to change runways when the winds change.

Milton Ames reminds us that, as we age, our bodies and our minds are not as capable as they once were. He strongly suggests that we fly more frequently and with another pilot to improve our skills.

The meeting was adjourned at 1130. The next meeting will be at the Ryan Field meeting room on Saturday, April 9 at 1000. This is the SECOND Saturday in April.

Respectfully Submitted by  
Secretary Bob Miller