

EAA Chapter 81 Meeting Minutes
April 9, 2022

Meeting was called to order at 1001 by President Erik Fjerstad at the Ryan Field meeting room.

Secretary's Report: The usual. Under 2 seconds from, "Ahem..." to "Minutes approved!"

Treasurer's Report: Due to technical difficulties (Erik's computer took a dump), no report was available. However, we can find the report on our website EAA81.org.

Visitors: Miguel Alvarez moved to Tucson for work. He is an aerospace engineer and a student pilot. Jack Davis helps others build their airplanes. Norman Younie is a snowbird who has built 7 (!) RVs. He will shortly be heading for British Columbia, where he is part owner in an RV-7. In the colder months, he flies his own RV-4 out of Ryan Field.

Old Business: We are still looking for someone to take over the Facebook page, someone to take over the role of Young Eagles Coordinator from an overly-busy Erik, and someone to become the Flying Start Coordinator. The only time that the room is not noisy is when we ask for a volunteer; then dead silence! However, Martin Thomas, bless his heart, did volunteer to audit our books.

Back to Flying Start: "The goal of the Flying Start program is to provide interested adults a pathway to flight training and involvement with their local EAA chapter." EAA has chosen May 21 as Learn to Fly Day, but local chapters can choose any day they want. Considering our climate, May might not be the best time of year to take folks up into the bumpity-bump. President Fjerstad suggests that we might want to do it in October or November. As a bribe to local chapters, the Flying Start program offers 2 passes to Airventure.

We also need 4 or 5 more Young Eagles pilots. A background check and a test for appropriate behavior with children are required, but it's easy to pass. It helps to have your own airplane, but a rental is within the rules.

Update on the Stits SA-3B project: Jeremy tells us that the electrical system is about done, which has been the biggest issue. The transponder and encoder have been installed. John Dale and Normal Younie both evaluated the flight controls and mandated some changes: the ailerons are very heavy due to misalignment and rubbing on other wing structures. In addition, some castle nuts need to be installed (with cotter pins, of course) and the static-pitot calibration is yet to be done. Mobile Aire manager John Barrowman will provide the last in exchange for propeller balancing on his Cessna 152.

New Business: President Fjerstad reviewed the recent crash of a Cessna 172 attempting landing on runway 33 at Ryan Field. The pilot lost control, although the cause has not yet been

determined. Erik suggests that, on a hot or turbulent day, an additional 10 knots can provide increased control, provided that there is enough runway available. Erik also spoke about data-logging, available on most EFISs (Electronic Flight Instrument Systems). "They can provide a pants-load of information" (only he didn't say pants) once per second or every few seconds, and can provide a text file which can be read into a spreadsheet. You label the date and which flight. When you analyze the flight parameters, it helps you to understand problems like exceeding CHT (Cylinder Head Temperature) or EGT (Exhaust Gas Temperature) limits. The data helped Erik to determine that he needed to decrease spark plug gap in his 180 HP Lycoming, despite its electronic ignition. The reason he brought it up is that it can also help the NTSB (National Transportation Safety Board) figure out why you crashed. George Jenson added, "I don't know how anyone can do Phase I testing without this information." He recommends Mike Busch's SavvyAnalysis, a program that simplifies data interpretation. It is so sophisticated that it can tell you which exhaust valve is burning! (Hint: it's the one that is about to fail.)

Finally, we got around to Bob Miller's presentation: Going Around. Rather than rehash it in the Minutes, it is printed elsewhere in this issue of Sky Writer in toto (who is not in Kansas any more).

Meeting was adjourned at 1110. The next meeting will be at the Ryan Field meeting room on Saturday, May14 at 1000.

Respectfully Submitted by
Secretary Bob Miller