

EAA Chapter 81 Meeting Minutes
November 8, 2025

Meeting was called to order by President Ray Puckett at 1107 (our meeting time has changed from 1000 to 1100 to accommodate monthly Young Eagles events) at the Ryan Field meeting room.

Secretary's report: A motion was made to waive the reading of the Minutes of the October 11 meeting, seconded, and passed. The Minutes are attached to the newsletter and also can be found on our website eaa81.org.

Treasurer's report: As with the Secretary's report: you know where to read it if you really want to.

Visitors: Nobody would admit to being a first-time visitor.

Old Business:

The Fisher Celebrity. A work party is being organized to finish up our Fisher Celebrity biplane to ready it for sale. As you know, EAA does not permit local Chapters to own a flying airplane; somewhat hypocritical considering the fleet of aircraft owned and flown by national EAA, don't you think? A sign-up sheet will be at the front of the room for those willing to pitch in now that it isn't too hot to work outside.

The Simulator: The limited availability of the Chapter 81 simulator to our members, due to its current temporary location at the Oro Valley Build Hangar of Southern Arizona Teen Aviation (SATA), was a topic of the Board of Directors (BOD) meeting that immediately preceded this meeting. After considerable discussion, it was decided to team with Civil Air Patrol to move the simulator to their building at Tucson International Airport (TIA). This would be a dedicated climate-controlled room with 24/7 access and at no cost to our chapter. Various safeguards and security measures will be put into place to assure that properly supervised training sessions would be available to all our members, as well as the members of the local CAP. As SATA members who have taken Young Eagles flights are also Junior Members of Chapter 81, they too would be eligible to use the simulator under proper adult supervision. At least at first, there would be no commercial use of the simulator, and Chapter 81 would have first priority in scheduling.

JTED (Joint Technical Education District): Sal Fiorella reported that they are down to the last two days of their fund raising campaign to raise \$4,000; they have already raised over \$3,500. JTED has two students who competed in flying drones to win gold medals in Arizona and went on to Nationals. The funds are to pay for school resources and the kids decide (!) how they will be spent. Chapter 81 President Ray Puckett attended a JTED class to gain a first-hand prospective of their activities.

Young Eagles: Twelve kids were registered for this morning's YE event. Eight flew and there were four no-shows. We have enough committed pilots and aircraft to fly many more YEs and plan to do so at future events.

Ray Scholarships: Leader Alan LaFever was not present to provide us with any updates.

Holiday Dinner: Ken Ballenger, who arranged for last year's dinner at Golden Corral, will be speaking with leaders of other EAA Chapters, as well as soliciting input locally, regarding where and when this annual event should take place.

New Business:

Eagle Flights: Leader Alan Hobson will be piloting (pun intended) this EAA program to provide introductory flights to adults who are seriously interested in aviation careers.

President Puckett wants to investigate adding Zoom access to our monthly meetings so that those unable to physically attend can still participate.

Pancake Breakfast Trailer: We are asking whether anyone has room in his/her hangar to house the trailer out of the weather between events. Dimensions of the trailer are 17 X 8 feet.

Airventure Camping: Jim Keown (rhymes with plowing) has placed a sign-up sheet at the front for those interested in having a dedicated camping site for next year's Airventure Oshkosh.

Project Reports:

- Bob Sutherland successfully completed the first flight of his Titan T-51 (75% replica of the North American P-51 Mustang). This has been a long time coming with many obstacles along the way. Congratulations, Bob!
- Tim Tarris reported that his 3/4 scale Jenny replica kit arrived ten weeks early. He is seeking help in building it.
- Bob Miller discovered that one of the two fuel tanks for his Kitfox project is warped and does not fit properly onto the fore and aft wing spars as intended. As these wings were built on steel jigs, the problem is with the tank, not the wing. There is enough twist in the tank that a rear corner sits 1/2" above the spar. Bob is investigating methods of reshaping the tank to fit. He also reported that the factory-optional Dual-Pin Door Latch Kit has successfully been installed in place of the notoriously unreliable single latch called for in the plans.
- John Dale has just succeeded in receiving United States registration for his RV-4, which previously had Canadian registration. He had to pay \$1,200 to a Designated Airworthiness Representative (DAR) to accomplish this expensive triumph of reason over Bureaucratic BS. The airplane will now go up for sale.
- Ray Puckett has now flown his recently-acquired Cessna 140 to its home at Ryan Field. There are still a few items that need finishing: it needs some repairs to the cowling, a new transponder, ADS-B Out (automatic direct surveillance), and a new battery, but the end is in sight. Ray is looking forward to flying Young Eagles.

And now for the Main Event: Erik Fjerstad's presentation on Engine Options for Kit-built Airplanes. The presentation is available on the chapter website under "useful information for members".

Meeting was adjourned at 1155. The next meeting will be held at the Ryan Field conference room on Saturday, December 13 at 1100. It is expected that there will be a Pancake Breakfast and Young Eagles event prior to the meeting.

Respectfully Submitted by
Secretary Bob Miller