

EAA Chapter 81 Meeting Minutes  
July 11, 2026

Meeting was called to order by President Ray Puckett in the Ryan Field conference room at 1100.

Secretary's Report: A motion to accept the Minutes of the June 13 meeting, as published in the newsletter and on the website [eaa81.org](http://eaa81.org), was made, seconded, and approved.

Treasurer's Report: A motion to accept the Treasurer's Report as published on the website ([eaa81.org](http://eaa81.org)) was made, seconded, and approved.

Visitors:

Josh Phillips was an A-10 Thunderbolt (AKA Warthog) crew chief in Baltimore. He will soon be starting his education as an Airframe and Powerplant mechanic (A&P) at Universal Technical Institute in Phoenix.

Rick Otay is retired from the FAA, but don't hold that against him; he is building an RV-14.

Project Updates:

George Snyder has the wings on his hot-rod Swift!

Eric Witherspoon has completed the tail fairings and inspection plates on his Bruce King BK-2 project.

Jose Flores has completed the 5-year rebuild of the Rotax 582 engine of his Pulsar (No, it didn't take 5 years to rebuild it; it's scheduled every 5 years). Although this might seem a daunting task, consider that the 2-cylinder 2-stroke engine only has 5 moving parts (2 pistons, 2 connecting rods, and a crankshaft)! Jose said that it mostly involved cleaning, de-carboning (the engine injects and burns oil for lubrication), and replacing seals, and gaskets.

Other Stuff:

President Puckett gave us an update on providing Zoom service for our meetings, so that those who cannot attend in-person can still participate. He is still investigating options but should be able to select one and have it up-and running soon.

Natalie Butts, our Pancake leader reported a successful event today in coordination with the Young Eagles flying event. The latter flew 11 Young Eagles today, with a total of 70 so far this year. In addition, CFI Dennis Hayworth (not present today) of Aviation Exploration flew a couple of YEs yesterday.

Update on Rainbow Aviation: their 2-day (16-hour) Light Sport Repairman Inspection Course costs \$525 at their Kingsville, MO headquarters or \$725-750 if they come to Tucson. Successful completion

results in being eligible for the FAA Repairman Certificate for your Experimental Light Sport Aircraft or Amateur-Built Aircraft even if you did not build it/them, per MOSAIC (Modernization Of Special Airworthiness Certification) rules. For clarification, this allows the graduate to sign off the annual Condition Inspection only on ELSA (Experimental Light Sport Aircraft) and E/AB (Experimental/Amateur-Built) that he or she owns or later purchases. To bring Rainbow Aviation to Tucson there are several conditions to be met, including having an appropriate climate-controlled classroom near hotels and restaurants and a minimum of 20 participants. A show of hands indicated that seven of those in our conference room would attend. Following the class, there would be a likely 1-2 month wait for the FAA Scottsdale FSDO (Flight Standards District Office) to sign off the paperwork.

There is a separate 15 day Light Sport Repairman Maintenance Course (\$4,800) at their Missouri site for those who wish to be able to perform maintenance and sign off annual Condition Inspections on ANY SLSA (factory-built Special Light Sport Aircraft), ELSA, or E/AB aircraft that qualify as Light Sport Aircraft (but not certificated aircraft) and 100-hour inspections for those operated commercially.

Update on finding a permanent home for the Chapter 81 Gleim simulator: It was discovered that it would cost \$180 per month to rent a room at TIA (Tucson International Airport), as the CAP (Civil Air Patrol) site will not be available to us. VP Steve Zigelstein suggested that we look into purchasing a toy-hauler- type trailer, which has a rear wall that lowers into a loading ramp. It would make it easy to load and set up the simulator, provide electrical power (generator or power hook-up), has a bathroom, and offers climate control. Used ones are in the \$6,000 range and we might even be able to find a donor for a tax write-off! Steve lives near Sabino Canyon and could keep the trailer on his own property. Any pickup truck should be able to haul one of these fairly light trailers. Steve also suggested that it could be present at Young Eagles events, with the simulator programmed for Ryan Field and the surrounding area. YE students and their parents could try out the simulator (under close supervision) while others are in the air. This suggestion was met with considerable interest by the Chapter 81 members at this meeting.

Sad news: Tim Tarris was not able to finish his 48-state odyssey on the way to Langley Air Force Base for the 4th of July celebration as planned, as his replica Curtiss Jenny encountered winds that the aircraft could not handle and crashed on landing in Colorado, severely injuring Tim. However, he is recovering, is in good spirits, and is now home, although the Jenny was a total loss.

Martin Thomas suggested that it would be a great idea to put FlightAware on the TV at the front of the meeting room.

Next was a presentation by Ray Puckett on Aviation History, milestone by milestone, from the Wright brothers' first glider flights through the present. He will be attending Airventure starting on Thursday.

The EAA Monthly Chapter Video was presented by National EAA President Jack Pelton and, unsurprisingly, was about Airventure. They are expanding the Air Academy with a renovated lodge and a Youth Education Center in the EAA Museum. There are other improvements in the museum as well as at KidVenture, which provides, among other things, hands-on mini-projects for kids. KidVenture is currently located at Pioneer Airport, but lacks air-conditioning. A permanent home is planned near the Blue Barn, which is a site for local chapters to meet. The build will start on day one

of Airventure this year (July 20-26). Six new chapters will be hosting Pancake Breakfasts at the camp ground and another will be starting at the South 40.

Celebrations: 2.5 Million Young Eagle Flights may be attainable by day one. 250th Anniversary of the U.S.A. - lots of historic events.

Headline: United Kingdom RAF (Royal Air Force) Red Arrows 1st AV appearance  
with practices on Wednesday and Thursday and performances Friday,  
Saturday, and Sunday.

Wednesday and Saturday Night Air shows

A replica Douglas Air Cruiser. A Douglas DC-6 airliner and Lockheed P-38 fighter Heritage Flight.  
NASA (National Aeronautics and Space Administration) returning with "Artemis to the Moon".  
There are no longer any regularly scheduled concerts, but the USAF will be sponsoring a concert at Theater in the Woods. Pre-Event sales have been very good, suggesting an excellent turn-out.  
Jack is suggesting that folks slow down in the camp grounds, requesting that we work as a community for safety.

We are still waiting for an update on an acceptable substitute for 100 LL avgas; the goal is one product for everywhere, miscible with 100LL.

We are near the end of full implementation of MOSAIC: the ASTM (American Society for Testing and Materials) standard should expand to include other engine types, autopilot, etc.

EAA and other aviation organizations are pushing to end abuse of ADS-B (Automatic Direct Surveillance-Broadcast) for landing fees.

The FAA is still struggling with rules for drones; Out-of Sight operations, for example. We need one set of rules for everybody.

Bill Foraker made a presentation regarding Airventure air shows, detailing the many, many operations and team leaders required to coordinate to make it happen.

Meeting was adjourned at 1212. The next meeting will be at the Ryan Field conference room on Saturday, August 8 at 1100.

Respectfully Submitted by  
Secretary Bob Miller