EAA Chapter 81 Meeting Minutes
8 August 2026

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

Ray started by going over AirVenture 2026 highlights. He shared the EAA numbers on the number of people and aircraft etc. Gave thanks to Bill Foraker for his support of our chapter and also for his contributions to the airshow. Bill gave Ray a tour of what he does and is clearly instrumental in making sure the airshow can happen, working 16hr days. He also tapes a light to a gator and sits show center on the runway to give airshow performers something to orient off of in the night shows.

Ray talked about his experiences in a high altitude chamber he was able to go into at Oshkosh this year. Interesting experience, he recommends it to anyone who might be flying at higher altitudes, which is more likely here out west. There are over 200 different symptoms for hypoxia but the staff limited their talk to about 10 of them and they are different for each person. They are also incredibly easy to miss in the task saturated environment of an airplane and if you miss them you may never regain enough cognitive ability to save yourself.

Treasurer's Report - For the donuts and coffee we have spent $97 and profit of $86. For the pancake breakfasts from Natalie we have had $154 expenses and $452 in profit.

Secretary Bob couldn't make the meeting because of his back surgery. He is doing extremely well after the surgery and reports all the pain is gone. Wishing him a speedy recovery.

Visitors-

David Schortino- Active in the Tucson Souring club. He has airline experience. Out here to meet new people. He is CFI, CFII, MEI.

Jesus Cornado- Left AZ to do CFI work in Florida but moved back for family. Aiming for the airlines. CDI, CFI, MEI. Working with Victory Aviation.

David Nordall- Starting from scratch on a Zenith 750.

Project updates-

BK1.3 update from Eric. Trim cable installed, elevator push rod reworked, access plate covers, started sealing tank, put canopy slides on. Put some photos on Facebook. Lesson learned in putting tank together in wrong order. Now has to use blind rivets for some of it. The plans are real good and has thousands of photos but there was an update after photos were taken and he didn't catch it.

George is almost done with the (Super) Swift. Looking at taxi test and test flight in next month or two.

Natalie had an announcement, she is seeking some volunteers for the Sunnyside School District Education Fair at Pima Air Museum. She volunteered to lead.

Chapter is continuing to get spam emails. Please emphasize double checking emails that seem to be from other Chapter members, and are trying to get you to do things. Always double check the actual email it came from and contact leadership to verify if emails are a legitimate request.

IMC club starting back up this month on Sep 3rd!

Flew 10 young eagles before the meeting for a yearly total of 80.

Ray will be sending out a zoom email link closer to the meeting date if anyone would like to join. Hopefully we can work out all the bugs.

Tim Tarris update. He is doing remarkably well. He is up and moving and swimming and short drives with his wife. He is planning on coming in October to talk of his journey and lessons learned about the trip.

Ray made a short presentation on spins and upset recovery. He attended a wings credit lecture while at Oshkosh and attended a forum by Scott Purdue about spins. Loss of control is a leading cause of fatalities in aviation, cause 40% of losses. Tragic because its very preventable. Went over stall and what causes them. Talked about load factor and how higher G increases stall speed but unloading lowers stall speed! A 0.5G stall has a 30% lower speed! The primary method of preventing all these accidents is to unload the wing. Talked about aerodynamics of a spin. Need stalled wing and need yawing moment. Therefore you can break the stall by unloading, you won't spin. Went over formal guidance for recovery from a spin. Discussed spin dynamics from a skid and a slip and why people should not be afraid of stalling in a slip because of all the extra reaction time available before the spin happens. Talked about pro and anti spin inputs. Need to practice getting yourself into these unusual stall spots because you will likely enter them while task saturated and distracted and it is best to see how the aircraft will behave and how to prevent/get out of these spots when its not your first time. Went over most common reasons and situations people find themselves in these spots.

Only real way to stop these accidents is prevention because there is not usually enough room to escape while at pattern altitude and this is where they happen most frequently.

Members are looking for more updates on the different activities the Chapter is doing. Ray will reach out to all the stake holders and start getting regular updates to add to the Sky Writer Newsletter.

Open invitation to members, if they know someone who would make a good presenter or would like to see a certain topic, please reach out to Ray to get that going!

Discussion about events happening on Ryan Airfield, specifically about leases coming due on some hangers and asking for information about what is happening with TAA. Members present provided info and talked about the recent tenant meeting with TAA.

Had an update on the Repairman (LSRI) course we are trying to host. We reached out to the La Cholla Airpark contacts to see about doing it there, but we are running into a chicken and the egg situation. The airpark wants to know which dates we would need, but the people running the course (Rainbow) won't give us a dates until we have an approved location. So it is still being worked but is slow due to these complications.

Members Jeremy and Rachael Blackketter have built a course syllabus to teach the LSRI course and have submitted it to the FAA for approval. So we may have a local resource in the future to accomplish this training as well.

Ray made a plug about the simulator. The Chapter is looking for an appropriate toy hauler type trailer as our best option for housing our simulator. He also floated the idea of having a dealer or citizen donating a trailer for the tax break or finding a cheaper used alternative on Facebook Market Place.

Also had a comment of there being a chapter toy hauler trailer that another chapter used to transport all there camping gear and food to Oshkosh while the other members flew in. Ray met a chapter that

had 13 people fly in using this method. In the meantime the simulator is still in the SATA hanger and can be accessed, but only on a limited bases.

There were member comments about moving the meeting back to 10 o'clock. Ray reiterated that we moved it to 1100 for Young Eagles and to make it consistent throughout the year. We had someone show up at 10 for this meeting and just went home. Maybe a reminder will help prevent that. In the past EAA81 did Young Eagles only twice a year, but now we do it 12 times a year and when it cools off we will have more spots available, taking more time. We limit the number of young eagle spots in summer to beat the worst of the heat.

Very Respectfully Submitted,
Ray Puckett
President, EAA Chapter 81