



EAA CHAPTER 1279
(F70)
Minutes of Chapter meeting held on 5/28/2022
@ Hangar A17

The meeting commenced at 10:03 hours in the presence of members and guests.

Jacob received his Young Eagle Certificate.

Peter reviewed what transpired at the recent Board of Director's Meeting. He said they discussed that EAA National is trying to increase chapter participation in the IMC Club and VMC Club programs. He said member chapters receive "points" for participating. It was also decided that we should do more projects with the Explorers Post, like a model building workshop. They also discussed the possibility of hosting a hangar open house to get more young people interested in aviation.

Peter mentioned that those from our chapter who participated in the "Low & Slow" fly-in were disappointed at this year's event. It seemed very disorganized and didn't include many of the activities that were enjoyed in the past.

We were informed that our chapter annual dues can be paid at \$20 per year or \$50 for 3 years, if you would like to save a little money.

The Annual Chapter BBQ is scheduled for noon on Saturday, June 25th in place of our normal membership meeting. It will be held at Steve Sparkman's hangar.

Al Graham told us he has set up a gmail account for the chapter so members can add events to the calendar. Please email him photos and updates on your build projects so they can be added to the website.

Our chapter is supposed to have a set of bylaws and Peter is in the process of working on putting them together.

Mark (Steve Williamson's son) is trying to decide what to do with his father's unfinished Spitfire project. Peter told us that it is likely that anyone in need of aircraft

quality spruce wood can probably take it. Otherwise, most of it will probably be thrown out.

Peter reported that the chapter financials are healthy and in good order.

Peter also mentioned that EAA national will reimburse chapters up to \$300 toward tools that are purchased for chapter use. It was decided that we will purchase a set of aircraft scales for the chapter hangar.

Peter continued with his trials and tribulations as a Royal Air Force fighter pilot. He told us about the time he was scrambled to intercept an aircraft late one night. As he was crossing 280 knots airspeed on the climb-out in his F4 Phantom, 4 to 5 large geese went through the right engine, which made a huge bang before flaming out. He also found that he was covered in blood and parts of goose carcass when he was able to return for a safe landing. It took a few moments for the paramedics to confirm that he wasn't injured and that it wasn't his blood.

Kelly, with Executive Flight Institute (EFI), a flight school on the field here at French Valley, gave us a presentation. She is the chief flight instructor and has an Explorer Post with currently 15 young members (she was formerly an Explorer herself). She was able to answer many of our members questions about currency requirements. EFI offers lots of opportunity to shake off the rust, if you haven't flown for awhile, or adding ratings to your pilot certificate.

The meeting was adjourned at 11:00am