

The meeting was called to order by President Bob Wilson at 19:05 hours.

Guests:

We were privileged to have a visit from Aaron Sand, a flight test engineer from General Atomics. Aaron is a warrior of the future whose province is the unmanned aerial vehicle. Aaron brings his wide experience in composite construction and systems analysis to the development of programs to fully test the capabilities of unmanned aerial vehicles under development. Aaron has made a significant contribution to the Predator program and we owe him a debt of gratitude for the magnificent performance that the craft has shown in reducing the Taliban infestation in Afghanistan and Pakistan.

New Business:

Greg Butler reported that the airport remodeling has created problems for the display of our banner. Greg will check with the powers that be regarding a prominent display location.

Mike Talmadge reported on further refinements he is making to his RV6. All in all, the RV6 with its Subaru engine is performing very well, a testament to Mike's skills in engineering and construction.

Dave Leedom gave an account of the very formidable task he assumed in his effort to get his WACO RNF Engine to flight worthiness. Dave recognized the problem and the engine is now working to perfection.

Dan Lee had an unusual aircraft problem during his recent flight of mercy to Africa to donate his Medical services to cleft palate restorations for children. Seems the lions found the shade of his aircraft extremely pleasant and refused to leave until persistent harassment with another aircraft drove them off.

Technical Presentation.

The technical presentation for our meeting focused on flutter prevention. This insidious force has received all too little appreciation in aircraft construction and has led to many fatalities in a wide variety of aircraft. Basically, flutter is a resonance that can develop in an aircraft structure and accumulate sufficient energy to destroy components such as wings, ailerons, elevators and stabilizers. Flutter may lie dormant until conditions of load, speed, and altitude suddenly combine. Then destruction may strike suddenly, with little or no time for the flight crew to react. Computer programs now exist for the study of flutter and the means to modify the airframe to reduce its occurrence.

The meeting was adjourned at 21:00 hours.