



CHAPTER 81

SKY WRITER

April 2009 Newsletter

Notice!

The next Chapter 81 Meeting is at Ryan Field Administration Building on Saturday 18 April at 10AM, followed by a walk to Ed Davis' hangar to see his biplane project

EAA Chapter 81 Meeting Minutes

Saturday, Mar. 21, 2009

Meeting was called to order by President Duane Boyd at the home/workshop of SkyWriter editor Erik Fjerstad at 1012.

There was no Treasurer's report.

The Secretary's report (Minutes of the February 21 Chapter Meeting and of the Board of Director's Meeting) were published in SkyWriter and in the Website, and were not repeated at the Project Meeting. Secretary Bob Miller did announce that he had, not two hours previously, flown for the first time (his, not the airplane's), a 1946 Aeronca Champ.

Old Business: Joe Seibold still needs 4 Personalities & Projects candidates to photograph and interview before he departs for cooler climes in early May. He is requesting those with completed projects first (makes for better photos than skeletal airframes and puddles of epoxy and pools of blood from sheet

metal-slashed builders, is my guess). Erik Fjerstad provided copies of the Chapter Roster and of SkyWriter for pickup at the meeting.

New Business: At the Board of Directors meeting on February 21, it was determined that two new Board Members were needed, and that we are short of Tech Counselors. At today's Project Meeting, Phil Peery, noted donut donor, quickly volunteered to become a Board Member. After a long pause with no other volunteers, as Stan Gorman was caught scratching his ear, it was decided that his hand was up and he became the other required Board Member. Norm Radtke and Chuck Valade joined Gil Alexander and Eldon Helmer as Tech Counselors. Eldon doubles as a flight advisor as well. Joe Seibold reminds us that he will be among those running the Welcome Wagon at Airventure Oshkosh this summer, a service which will pick you up after flying in and transport you to where you want to go. Call (920) 230-7906.

Visitors:

- Rolf Anderson lives in Michigan and in Green Valley, AZ. He has built a Sea Rey and is making another, this one to be an E-LSA (Experimental Light Sport Aircraft).
- David Swanson is building a KR-2S.
- Dave Schiffman is recently retired, not currently building.
- Bill Winterton is building a Glasair I TD.
- Gordon Comfort from Michigan has built an RV4 and his RV8 is under construction. His major hurdle will be to get all those high-tech electronic gizmos to talk to one another.

Other: There were drawings for two aviation books as door-prizes.

Finally, Erik Fjerstad was able to expound upon his project, a quick-build RV6-A. This is an early kit (#69, manufactured in 1997) and, as such, does not



have match-drilled holes to line things up. This was amply demonstrated by the second owner of the kit (Erik is the fourth), who riveted quite the wavy line on the original turtledeck and did not allow for the wing rib crimps when drilling for rivets. Erik started his project in 2007 as fourth owner. He already has acquired a Lycoming O-320 150 HP engine out of a Cherokee 140, and has acquired on the of the last available "almost constant speed" props from Clark Lydick's Performance Propellers. This is a work of art, made from multiple laminations of hard rock maple held together with resorcinol glue, with a beautiful polyurethane finish. The claim to fame of this prop type is that it flexes under load, allowing more takeoff RPM, but then becoming coarser-pitched in cruise, without the weight and complexity of a constant-speed prop. The use of this wooden prop will remove the RPM restriction (with the certificated metal prop) on this engine, so more power is expected from this alone. Of course, a non-certificated prop will require a 40-hour fly-off instead of the abbreviated 25 hour time required of certificated engine and prop combinations. Erik has upgraded components (supplied by the third owner), such as RV-7 fiberglass fairings, and has already acquired the updated nosegear swivel. He is relocating the battery to the firewall, instead of inside the cabin, thus negating the need for heavy electrical cables penetrating the firewall. The quick-build kit did come with factory-sealed fuel tanks and spars match-drilled to the carry-through in the airframe. Erik was able to show us the canopy drilled and countersunk, and hung flaps and ailerons, complete with linkage. He also demonstrated some of the special tools and hardware used in his project: a flaring tool for hydraulic lines (brakes). This is different from the similar automotive tool, as aircraft flares are standardized at 37.5 degrees, whereas automotive lines are flared at 45 degrees. Also shown were a tubing bender, a box of hole-saver rivets, and a hand rivet squeezer which apparently generates incredible leverage out of phlogiston (or maybe sound engineering principles). Erik also employs a C-arm type hammered rivet driver and, of course, a pneumatic rivet gun.

This was one crowded garage, every available scrap of floor filled with aircraft enthusiasts enjoying coffee, donuts, hanger flying, and lots of camaraderie. Photos of the event are on the chapter website at <http://photos.eeachapter81.org/>

The Project Meeting officially adjourned at 1105, but the last stragglers were not chased out until about 1330.

The next meeting will be at the Ryan Field meeting

room at 1000 April 18. This is expected to be a short meeting, as we have the opportunity to visit Ed Davis, who is finishing up his biplane project at his Ryan Field hangar and has offered to show it to us.

Respectfully Submitted by
Secretary Bob Miller

NOTES OF INTEREST

Dennis Hall is offering his Corbin ACE project for a 2009 Project Meeting as well.

Bird Strike

For all you snowbirds heading north, there is bird strike information available on-line to help you with route planning to avoid the feathered obstacles along the way. Here is the "BAM – bird avoidance model" used by the services: <http://www.usahas.com/bam/> and here is a site with general data and for reporting: <http://wildlife.pr.erau.edu/index.html>

Aviation Info

Member Mick Myal found this website, which appears to have links to almost anything aviation related you can think of.

<http://www.flightsimaviation.com/>

UPCOMING EVENTS

Chapter Meetings

18 Apr (10 AM) Ch 81 Chapter Meeting at Ryan Field Administration building

Nearby SportAir Workshops with openings

Visit Sportair's website for information on available seminars, covering assembly, fabrication, covering, etc.

<http://www.sportair.com/schedule.html>

Airshows

(n/a)

Fly-ins

EAA chapter 1044 - Mogollon Airpark, AZ will be holding its annual Pancake Breakfast and Fly-in on Saturday June 20, 2009. There will be aircraft on display, entertainment, exhibitors, food and good flying fun. All proceeds will go to local charity. Visit the Airport web site at www.AZ82.com (no paperwork required for landing on June 20).

Other Aviation Events

(n/a)

DUES ARE DUE!!

Chapter dues for 2009 remain the same, only \$20.00 a year. Personal checks are preferred, either in the mail or at monthly meetings. Full cash payment totaling \$20 is accepted at meetings. 14 of our 110 members haven't paid their 2009 dues.

Make checks payable to EAA81

Mail to: Mick Myal
2900 East Weymouth
Tucson AZ 85716

CLASSIFIEDS

(Note: Classified will run for two months unless specifically renewed)

05/09

Aviation Items FOR SALE

- BRS-1200 pictures available – Model BRS-5 1200 built 05/96, 27 lbs 10 oz – repackable, \$1,800.00 plus shipping.
- MF-4 Wheel Fairing for 500 x 5 Wheel. Size: 31.5"L x 7- 1/2"w Opening Size: 14.75"wx 7"L \$125.00.
- Matco tailwheel, steerable, 6-inch hard rubber solid tire, \$95.00
- 2 – Flightcom headsets, Classics 4 DX, w/Stereo/ Mono switch & volume control, aircraft plug. \$75.00 each or \$135.00 for the pair.
- Sigtronics headset – Model SE-40 PTT and Volume control on headset, helicopter plug. \$45.00
- Cessna 172 instrument panel plastic left and right side left side backing plate included. This for an older C-172. Photos available. \$30.00 Great for photos.
- Cessna Yokes, 2 black and 2 cream color. Yokes only no shaft. \$30.00 a pair.
- Cessna 172 sunshield kit, new, \$25.00.
- Electroair two position intercom unit, serial number 0402-2. Removed for a 4-place, \$30.00
- Metal Propeller – EXPERIMENTAL ONLY – serviced by Maxwell, serial number K37042, Pitch 58" x Dia 73", Polished – photos available. Used on a Lycoming O-320 – Pazmany. \$550.00 Plus Shipping.

Photos available, via e-mail. Please contact Jeff Gilbert - 520 349-9460 <mailto:jtgilbert@iwon.com>

Aviation Humor (Send your favorite material to the editor)

Actual Exchanges Between Pilots and Control Towers

From an unknown aircraft waiting in a very long takeoff queue: "I'm f...ing bored!"

Ground Traffic Control: "Last aircraft transmitting, identify yourself immediately!"

Unknown aircraft: "I said I was f...ing bored, not f...ing stupid!"

O'Hare Approach Control to a 747: "United 329 heavy, your traffic is a Fokker, one o'clock , three miles, Eastbound."

United 329: "Approach, I've always wanted to say this...I've got the little Fokker in sight."

A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?"

Student: "When I was number one for takeoff."

Member Profile

Alan Thomas and his RV6



Alan was born here in Tucson and has been a long time aviation enthusiast having received his pilot license in 1939. He enlisted in the Army Air Corps in 1942 and took his primary training at Ryan and his basic at Avra Valley. He was assigned to flying B-24's and flew 41 missions in the western Pacific, his last mission being against the shipping docks of Shanghai China, His Air Force Career didn't stop there, he has logged some 11,500 hours primarily in multi engine planes from B-24's and B-25's thru B-47's and many transport types. He finally retired in 1972 after 29 years in the military. Alan has been a dmember of EAA since the mid 50's and was enlisted by Paul Poberezny himself. Alan decided he had to have his own fighter type so chose to build the RV-6 and completed it after some 4,000 hours build time. The color scheme he chose, that of the 94th pursuit squadron, reflects his love of vintage military aircraft.

Alan is also participating in the Waco restoration for Pima Air Museum by fabricating new and restoring old parts in his hanger at TIA where you will find him most days just keeping involved.



Note: Profile Text and Photos by Joe Seibold.

We will feature a new profile each month. Please contact Joe to have your project profiled! <mailto:seiboldj@aol.com> (520) 818-0603)

2009 CACTUS FLY-IN

Here are several of the many interesting aircraft spotted at the recent Cactus Fly-in.
(courtesy of Eric Witherspoon)



Corsair



Cygnnet

**Check out the Chapter Website at
<http://WWW.EAA81.ORG/>**

Officers / Staff

Duane Boyd, President (931) 472 4700
<mailto:citationpilot60@hotmail.com>
Hal Burlingame, Vice Pres. (520) 977-8600
<mailto:aaa81@theriver.com>
Bob Miller, Secretary (520) 322-0677
<mailto:rmiller88@msn.com>
Mick Myal, Treasurer (520) 881-2232
<mailto:mick@dcn2.net>
Bruce Noon, Webmaster (520) 760-5925
<mailto:Webmaster81@aaa81.org>
Joe Seibold, Director (520) 818-0603
<mailto:seiboldj@aol.com>
Stan Gorman, Director (520) 886-6533
<mailto:smcgreevy@msn.com>
Erik Fjerstad, Newsletter (520) 578-2005
<mailto:newsletter81@aaa81>

Tech Counselors:

Gil Alexander (520) 544-8191
<mailto:gilalex@q.com>
Eldon Helmer (520) 744-9150
<mailto:mirage@copper.net>
Norm Radtke (920) 921-5125
Chuck Valade (520) 579-6235
<mailto:bd4flyer@netzero.net>

That's all for now.

Erik Fjerstad, Newsletter Editor

Note: Please send items of interest, classifieds,
(<mailto:newsletter81@aaa81.org>)
or to Erik's address on front page.