



CHAPTER 81

SKY WRITER

June 2009 Newsletter

Meeting Notice!
Next Chapter 81 Meeting is at the
Ryan Field Administration Building
Saturday, 20 June at 10:00 AM

EAA Chapter 81 Meeting Minutes

Saturday, May 16, 2009

Meeting was called to order at the hangar of Eric Witherspoon at Marana Regional Airpark at 1005 by President Duane Boyd. There were about 30 members guests attending. It was announced that lottery tickets were to be acquired for the free drawings for two books: *Turns Around a Point* and *Jackie Cochran: Story of the Greatest Woman Pilot in Aviation History*.

Treasurer's Report: Mick Myal reported that the Chase checking account contains \$3555.90. The books were audited by Secretary Bob Miller (actually by his wife Lori, but Bob looked it over) and balanced to the penny. Mick also announced that Chapter 81 patches and badges were present and available for distribution at this meeting.

Secretary's Report: The minutes of the 4/18/09 Chapter Meeting were printed and available for all to read at this meeting, as well as being published in SkyWriter and the Webpage. They were not read at this meeting.

Old Business: Erik Fjerstad reported that of the 100 paid-up Chapter 81 members, only 47 are now receiving the printed SkyWriter (the rest by E-mail). Any who wish to receive the printed newsletter are welcome to continue doing so, but the savings to the chapter are substantial if we don't have to pay for mailing.

New Business: Webmaster Bruce Noon informed us that there is now a Photo Utility in the Webpage, with room for all the photos that members might like to submit. There were 2 newcomers at this meeting: David Cuevas, son of Chapter 81 member Jose Cuevas (and newly back from Iraq), and Bob Smith from Patagonia.



All of this business, amazingly, was conducted in the first 10 minutes of the meeting, leaving the rest for the good stuff: the Project. Eric Witherspoon has built an amazing airplane, a plans-built Sonex taildragger (although Eric claims that its ground handling is so benign that very little tailwheel skill is required). The canopy (but not the windscreen), flaps, ailerons, and some channel were prefabricated; Eric did most of the rest with locally acquired materials. The wing spars are fabricated with driven rivets, and the rest are aircraft pulled rivets.

With a 120 HP Jabiru 3300 6-cylinder engine and a Sensenich wood prop, this all-aluminum side-by-side two seater achieves incredible performance (speeds up to 187 MPH and rate-of-climb of 1100 to 1200

FPM). Three years and 1250 hours went into building this beautiful aircraft, and he has so far flown off 27 hours and done 107 landings. On the first flight, both EGT and CHT were high, and it took considerable finagling to get the baffling just right (not surprising, as the cowling was originally intended for a Corvair engine). The oil cooler plumbing, to quote Eric, developed "every possible leak," and his advice to us



is to save a lot of trouble in fabricating your own oil cooler hoses and buy commercially made ones. Precision Technologies made his FAA Certified hoses, and solved his oil leak problem. Eric went with a glider airspeed indicator, which tested "right on" out of the box. Once leaks and temp problems were solved, Eric left the pattern on the 8th flight. He



initially limited himself to 3-point landings, but has now discovered the joy of the 2-wheel landing and loves to roll down the length of the runway with the tailwheel in the air (and improved forward visibility). Takeoff requires "lots of right rudder," and best rate-of-climb speed is 85-90 MPH. Many of us noted that the outer edges of the main gear tires were worn;

Eric reports that this is a common occurrence with the Sonex, and it obviously does not hurt the tracking. To even out tire wear, he will have to pull the wheels and flip the tires. Eric's Sonex was much-admired and reminds us that not all experimental aircraft were built from a kit. Lots of coffee, donuts, and bottled water were consumed before Eric's hangar reached the temperature of spontaneous combustion, and a good time was had by all.

The next meeting will be at the Ryan Field meeting room on June 13 at 10 AM. Erik Fjerstad promises to deliver a riveting demonstration on, er, riveting. There will be no July Project Meeting due to its proximity to Oshkosh, not to mention that it is too #!\$&* hot!

Respectfully Submitted by
Secretary Bob Miller

NOTES OF INTEREST

UPCOMING EVENTS

Chapter Meetings

- 20 June (10 AM) Ch 81 Chapter Meeting at Ryan Field Administration building
- 18 July No meeting in July. Go to Oshkosh!

Nearby SportAir Workshops with openings

Visit Sportair's website for info 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

Member Alan Thomas sent us this note: "Have not been very active for some time due to my health. Even had to sell my RV6 (DAMIT).

My good friend Gary Hyatt, the webmaster for <http://WWW.DMAIRFIELD.COM/> wrote me to encourage you, and others, to check it out. You will be amazed at what is there. I want to draw your attention to a rare opportunity to see some fantastic film of old time aviation." Gary provided an article on a 6/27 Loft Cinema Tucson premier film screening of "The Legend of Pancho Barnes and the Happy Bottom Riding Club". The event is also a fund-raiser for Congresswoman Giffords. Pancho was a famous aviatrix of the 20's and 30's associated with the personalities and development of Edwards AFB. The link to the event for ticket information is: <http://www.giffordsforcongress.com/wp-content/uploads/2009/06/Giffords-Film-Invite-Version2-10-am-open.pdf>

Here is a link to Pancho Barnes related information, including many interesting aviation articles or archives.

http://www.panchobarnesfilm.com/film/index.php?option=com_weblinks&view=category&id=19&Itemid=66

CLASSIFIEDS

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

Wing Cradle Available

Roger Evenson has a wing cradle available for anyone that wants to pick it up at Ryan, Hangar C16, east side of the airport. The plywood is cut to fit RV6/7/8 wings, but can be modified to fit most any. It's one piece, with wheels.

Roger Evenson, <mailto:revenson@comcast.net>

Phone: 520-260-1328

Hangar for Sale

Bob Hasson has relocated to the Silver Wings Fly-in Ranch in the Texas hill country and wants to sell his Ryan hangar. Similar sized hangars in the condos have sold for \$83,500, but Bob is willing to take \$80,000. It is well lit, has an electric bi-fold door, epoxy coated floor, a ton of electrical outlets (including 220 volt receptacles), two ceiling fans, an evaporative cooler, a floor safe, and a bathroom. A current tenant for part of the hangar could remain if desired, to provide some rental income. Fees for the

association group insurance policy, maintenance fund (water, sewer, paving, sealing, weed control, etc), and land lease is under \$1000 per year.

Please call Bob at 520-400-8887

<mailto:hassonb@beecreek.net>

08/09

Helicopter Construction Help Wanted

Don Ray is building a Rotorway 162F and is looking for assistance. He also wants to identify an appropriate tech counselor.

Contact Don at (520) 908-0771

Aviation Humor

(Send your favorite material to the editor)

Actual Exchange Between Pilots and Control Tower: One day the pilot of a Cherokee 180 was told by the tower to hold short of the active runway while a DC-8 landed. The DC-8 landed, rolled out, turned around, and taxied back past the Cherokee. Some quick-witted comedian in the DC-8 crew got on the radio and said, "What a cute little plane. Did you make it all by yourself?"

The Cherokee pilot, not about to let the insult go by, came back with a real zinger: "I made it out of DC-8 parts. Another landing like yours and I'll have enough parts for another one."

Three veteran pilots are having a conversation: The first says, "Sure is windy today." The second replies, "no, I'm pretty sure it's Thursday." The third adds, "So am I; lets get a drink!"



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

That's all for now.

Erik Fjerstad, Newsletter Editor

Note: Please send items of interest, classifieds,
(<mailto:newsletter81@eaa81.org>)
or to Erik's address on front page.

Chapter Officers & Staff

Duane Boyd, President (931) 472-4700
<mailto:citationpilot60@hotmail.com>
Hal Burlingame, Vice Pres. (520) 977-8600
<mailto:eea81@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@eaa81.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@eaa81>

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>

PERSONALITIES and their PROJECTS

Bob Eckes

And his VariEze and Long-EZ



Bob Retired from the Arizona Air National Guard in 1981, then retired again from Burr Brown Corp. in 1987. He has been Flying since 1952 with about 6000 hours logged. He has an impressive list of aircraft in his log book including such planes as F-84, F-86, F-100 and A-7. In spite of this list he tells me his most memorable flying experience is his first flight in the VariEze. Bob has the enviable distinction of having two Oshkosh Champions in his hanger. The VariEze he built himself, for which he was awarded "Champion in 1995. He also owns a Long-EZ that was built by George Nopper which was awarded "Grand Champion" in 1990. Bob's Verieze was built here in Tucson, and he has about 500 hours on the clock. He says it has a top speed of 218 kts. true, but cruises at around 160. He prefers the VariEze when he flies sols, but takes the Long EZ when he has company. A point of interest is his N number which in N130BEkk, but the way he has the letters placed they read "BOB E". You will frequently find him at his hanger at Leading Edge at TIA.



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)