



## CHAPTER 81

# SKY WRITER

May 2009 Newsletter

### **Meeting Notice!**

*The next Chapter 81 Meeting is at Eric Witherspoon's Hangar, #119, Marana Airport, on Saturday, 16 May to see his now-flying Sonex See Map on Last Page*

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### **EAA Chapter 81 Meeting Minutes**

#### **Saturday, April 18, 2009**

Meeting was called to order at the Ryan Field meeting room by President Duane Boyd at 1010.

**Treasurer's Report:** Our bank balance is \$3113.40. A CD worth \$7317.93 paid a profit of \$293.47 on 4/15/09. Previously paying 2.2%, it now pays 2.1935%. Treasurer Mick Myal has volunteered Secretary Bob Miller to audit the Chapter 81 books. This is akin to asking the Space Shuttle to follow a J3 Cub on a long final; it might be possible, but the results aren't going to be pretty. Fortunately, Bob has a spouse who is not numerically challenged and will check his arithmetic.

**Secretary's Report:** The Minutes for the March 21 Project Meeting were read to the present membership. These are also published on the Website and in SkyWriter.

**Old Business:** Newsletter Editor Erik Fjerstad continues to request that members accept Skywriter On-Line instead of on paper, as the savings are substantial. He is also soliciting articles.

**New Business:** President Boyd requested a volunteer to become the Project Manager, a person who would be responsible for lining up Projects for the Project Meetings. The ensuing silence was deafening. We will have to remember this technique when the meeting gets too rowdy and we need to quiet things down! So, we have no new Project Manager, but we do have a volunteer for the next Project: Eric Witherspoon and his Jabiru 3300-powered Sonex, which is currently flying off its 40 hours. Dennis Hall, who has built a Corben Baby Ace, is currently in the process of building a Hatz biplane, and also might host a project meeting later in the year.

Bob Miller read an article from the EAA website about how Teledyne Continental Motors is testing its engines on 94 UL fuel, basically the currently available 100 LL without the lead. This would be a superior alternative to avgas, which is getting increasingly difficult to find in Arizona without alcohol. Several members pointed out that it CAN be found, if bought in quantity, such as is being done at La Cholla Airpark. Avgas has superior qualities as an aviation fuel, such as lower vapor pressure and greater storage longevity, but the lead in 100 LL is harmful to the majority of the engines currently in use in light aircraft. Gil Alexander points out that Lycoming already did this research in the past, but 94 UL remains to be certified as an aircraft fuel. It would be an economical alternative to 100 LL as it costs less than 100 LL to make, transport, and store, and could be stored in the same tanks currently being used. Ryan Field currently has two 100 LL pumps. One could easily be used for 94 UL instead (it would be interesting to see how much of the 100 LL would be purchased if this occurred. There would still be a need for higher-octane fuel for supercharged or higher-compression engines, but it would be quite a limited market).

Duane Boyd held a drawing to give away two books: *Lindberg* and *Just Plane Crazy*. Prior to the meeting, he also provided some information about the Young Eagles Program to Mona Hand of Red Rock, whose son has completed a KR-2S.

Visitors present at the meeting were: Dave Fletcher, who is painting his RV8 and is seeking a DAR, Rob Livingstone of Vail, who has a 1960 Cessna 210 in pieces, and Tim Mitchell, newly here from Georgia, who wants to build an RV.



Ed Davis (blue shirt) and his Fisher Celebrity



The meeting was adjourned at 1045, deliberately early, in order to give us the opportunity to visit Hangar 19 at The Cabanas (Ryan Field), the project of Ed Davis, who has just finished covering his beautiful Fisher Classic biplane. This is an all-wood tandem 2-seater, powered by an already-mounted Jabiru 3300 120 HP engine. The wings (all four!) are covered, but not yet attached. This aircraft is also available as a tubing fuselage, but Ed decided to do it all in wood, and his excellent craftsmanship shows us why.



From [www.fisherflying.com](http://www.fisherflying.com)

After admiring Ed's project, Bob Miller reported to duty at the hangar of Bruce Noon, noted Webmaster and coffee maker, for his first lesson in bucking rivets (Bob's, not Bruce's; Bruce has had plenty of practice at bucking and driving rivets) on his Thorp T-211 project. As those familiar with driven rivets are aware, one must drive the rivet from one side, and buck the rivet from the opposite side of the sheet metal, flattening and expanding the rivet to fill the hole and clamp the two pieces together. Sometimes this can be done by one person, but in the case of these particular rivets, one would have to have arms about 15 feet long to reach both sides. There is some requirement for flexibility and strength in a rivet-bucker, and the ability to withstand some noise and vibration. After a few practice rivets on some scrap aluminum, Bruce declared Bob ready for the Big Time. Bob climbed into the cockpit, crawled into the fuselage, and adequately bucked four whole rivets. A new rivet-bucker is born!

The next meeting will be held at the hangar of Eric Witherspoon at Marana Regional Airpark on Saturday, May 16. Maps will be available on the Website and in Skywriter.

Respectfully Submitted by  
Secretary Bob Miller

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## NOTES OF INTEREST

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

## UPCOMING EVENTS

### Chapter Meetings

- 16 May (10 AM) Ch 81 Chapter Project Meeting at Eric Witherspoon's hangar for his now-flying Sonex Project. See last page for map.
- 20 June (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)

## CLASSIFIEDS

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

05/09

**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](http://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. If we have overlooked your payment, please let us know!

### **Make checks payable to EAA81**

**Mail to:** Mick Myal  
2900 East Weymouth  
Tucson AZ 85716

### ***“Abandoned & Little-Known Airfields: Arizona - Northern Tucson area”***

Member Mick Myal sent this link to this wonderful article that includes history, maps, and photos of various Tucson area airports including Gilpin (Freeway).

[http://www.airfields-freeman.com/AZ/Airfields\\_AZ\\_Tuscon\\_N.htm](http://www.airfields-freeman.com/AZ/Airfields_AZ_Tuscon_N.htm)



### **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>

07/09

### **Wing Cradle Available**

I've got 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, [revenson@comcast.net](mailto:revenson@comcast.net)  
Phone: 520-260-1328.

## Aviation Humor

(Send your favorite material to the editor)

### Actual Exchanges Between Pilots and Control Towers

A DC-10 had come in a little hot and thus had an exceedingly long roll out after touching down.

**San Jose Tower Noted:** "American 751, make a hard right turn at the end of the runway, if you are able. If you are not able, take the Guadeloupe exit off Highway 101, make a right at the lights and return to the airport."

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A Pan Am 727 flight, waiting for start clearance in Munich, overheard the following:

**Lufthansa (in German):** "Ground, what is our start clearance time?"

**Ground (in English):** "If you want an answer you must speak in English."

**Lufthansa (in English):** "I am a German, flying a German airplane, in Germany. Why must I speak English?"

**Unknown voice from another plane (in a beautiful British accent):** "Because you lost the bloody war!"

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**Tower:** "Eastern 702, cleared for takeoff, contact Departure on frequency 124.7"

**Eastern 702:** "Tower, Eastern 702 switching to Departure. By the way, after we lifted off we saw some kind of dead animal on the far end of the runway."

**Tower:** "Continental 635, cleared for takeoff behind Eastern 702, contact Departure on frequency 124.7. Did you copy that report from Eastern 702?"

**BR Continental 635:** "Continental 635, cleared for takeoff, roger; and yes, we copied Eastern... we've already notified our caterers."

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**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.

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## PERSONALITIES and their PROJECTS

### Mary Hanson And her Alexander Bullet



Over the years since Mary joined the EAA she has been very active. She has served as president in two chapters and as an officer in a third. She was the first female on the EAA Aircraft Counsel at Oshkosh for which she received an award in 2006 and she is currently vice president of San Manual chapter 1406.



Mary started life in a small community in eastern Iowa and in spite of moving frequently it was well past collage life before getting more than thirty miles from her starting point. Her father was a pilot, and so she was only two weeks old when she had her first airplane ride. But by age five her father sold the plane and her flying ended for a while. Mary attended Luther College in Decorah, Iowa, and graduated with a degree in physiology and sociology. Upon graduation she took a position in the Iowa Department of Correctional Services as a parole and probation officer. About this time she started a family, giving birth to two daughters. It was not until she was thirty that she could start formal flight training and had to work two jobs to afford it. She has since logged over 2000 hours. While living in Boulder Colorado, in 1993, she joined the EAA, primarily because she wanted to fly Young Eagles. She has since completed over 20 Young Eagle flights. About the time she and her husband decided to build their own air plane, a Lancair IV-P with a Continental TSIO 550. The Lancair became her personal project when her husband decided not to retire. It was completed in 1995 after only 18 months. She is proud of the fact that it weighed in 200 lbs under projected weight. When her husband passed away she decided it sell the Lancair because it brought back too many memories. Looking for another project, she remembered a wing she saw on a friends porch in Colorado, and decided to build a recreation of that plane, a 1929 Alexander Bullet. She says she chose this plane not because it looked easy, but because of the uniqueness of it. It was the first plane offered to the public that combined low-wing, mono-wing, with retractable gear and enclosed cockpit. Another significant feature was that the Alexander brothers hired a female, Edith Foltz, as the company pilot at a time when only 101 women held licenses in the US.

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**Editor's note** – Unfortunately, an engine failure during the 25 hour fly-off period caused an emergency landing off-airport resulting in total loss of the aircraft, but fortunately with no injuries to Mary. This EAA article describes that accident.

[http://www.eaa.org/news/2007/2007-12-13\\_hanson.asp](http://www.eaa.org/news/2007/2007-12-13_hanson.asp)

For additional background on Mary's project to build the aircraft, see this wonderful article:

[msbullet.com/pages/2/index.htm](http://msbullet.com/pages/2/index.htm)

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**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)

## Directions to Eric Witherspoon's Hangar at Marana Airport

EAA Chapter 81 Project Meeting on Saturday 16 May at 10:00 AM



From the South entrance gate, go straight past the first maintenance hangar, turn right, proceed past the first group of T hangars to the East group, turn Southeast, proceed past these to the 2<sup>nd</sup> to last building, turn left. Hangar 119 is 2<sup>nd</sup> from the far end.