



CHAPTER 81

SKY WRITER

September 2010 Newsletter

Notice – September Chapter Meeting
18 September, 10 AM, Ryan Field Admin Bldg

2010 EAA 81 Dues Payment Status

Annual dues are \$20. As of 11 Sep, 95 of 106 regular members are paid-up. Checks should be made payable to: EAA Chapter 81 and sent to Mick Myal, 2900 E. Weymouth, Tucson, AZ 85716, or brought to a chapter meeting.

EAA Chapter 81 Project Meeting Minutes **August 21, 2010**

Meeting was called to order by President Duane Boyd at the Marana Airport hangar of Peter Xu at 1005.

Secretary's Report: as there had been no July Meeting because of Airventure Oshkosh, and, as Secretary Bob Miller had attended Airventure, in lieu

of minutes he instead waxed poetic about the wonders of the world's biggest fly-in and what was new this year: i.e. two kinds of flying cars, a full-scale replica SE 5-A WWI fighter with a genuine Hispano-Suiza engine, a privately-owned Sea Harrier, and the Lockheed P-38 Lightning (exhumed from an icy Greenland grave), Glacier Girl, not to mention 40-something DC-3s/C47s. Oshkosh, because of heavy rains just before, was a mite soggy, and Bob, who volunteers parking Vintage aircraft, joined in with many others in pushing aircraft through sodden fields. Paul Poberezny himself thanked the volunteers and unofficially named this year's event "Sloshkosh." Bob's protracted monolog was finally stifled by Duane, so we could get on with the meeting.

Treasurer's Report: Mick Myal, a man of few words, but good at math, reported that, as of 7/22/10, we had \$11,566.63 in the bank.

Old Business: The brochures for the Xmas dinner will be available by October. We are planning on El Corral restaurant again this year. Buck Clippard has his recently fully restored (300 hours since restoration) J-3 Cub on the block and is asking \$30K. It has hydraulic disc brakes, a Continental C85 and has always been hangared. It has no electrical system to go wrong and make expensive smoke, and, of course, a Hemmingway starter (A Farewell To Arms).

New Business: It was reported that the FCC has banned the use of 121.5 ELTs as of 6/15/10, with

either a 60 or 90 day interval before the ban takes effect. The reporter of this stated that, oddly, neither EAA nor the FAA had made any comment about this. If true, it makes one wonder whether one hand knows what the other is doing.

The door-prize, a genuine 1941 issue of Air Progress, was won by Mike Erickson.

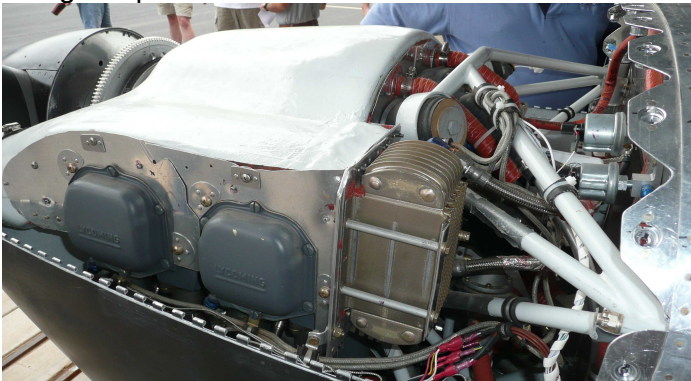


Finally, at 1020, we got around to the project, Peter Xu's RV9-A. For those not familiar, this is a fairly



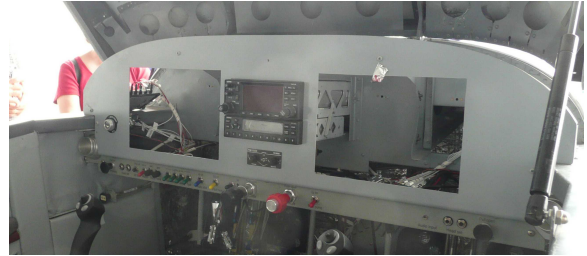
recent design, basically an RV7 with a quite different wing and intended for a smaller engine. It has been called one of the most pilot-friendly RV because of the gentler characteristics of its lower-speed airfoil, and offers most of the speed of the RV7 with less power and lower fuel consumption. Like the RV10 and RV12, it is not aerobatic.

This was a quick-build kit, which Peter began in his backyard with only a ramada for shade, and little expertise, but many skilled friends. Only recently has he transferred his aircraft to his T-hangar. After nearly three years, it is very nearly finished, and his wing-cradles are available for anyone who wants them at no charge. The engine is one of the last IO-320s offered directly by Van's and features an aftermarket Sam James fiberglass plenum and crossover exhaust.



Peter modified the fiberglass lower cowling to fit. The navigation lights are LED. Once the Dynon Skyview EFIS is installed, the plane will be ready for inspection. Peter's airport neighbor, Mel Jordan, is a

Beta Tester for Dynon and has the same set-up in his RV, so Peter could not be better counseled on how to install his system. The new Skyview offers synthetic vision, pilot-selectable multiple configurations, full engine monitoring, has the highest resolution screens currently available, and is only 2 3/4" deep. It has optional GPS and can couple with Dynon's own servos for autopilot.



Peter Xu's panel ready for avionics



Mel Jordan's panel with Dynon displays

A battery pack provides 2 hours of backup should the alternator decide no longer to alternate. Despite the late August heat, the meeting was well attended and we congratulate Peter on his taking on such a project (and doing such a great job) without (initially) a lot of aircraft construction skills. He got by with vision, determination, and the help of his good friends. That is what EAA is all about.

The next meeting will be at the Ryan Field meeting room on Saturday September 18 at 1000. As of this time, it is not known whether there will be an October Project Meeting.

Respectfully Submitted by
Secretary Bob Miller

121.5 Mhz ELT FCC Ruling Clarification

Rule banning 121.5 Mhz ELT's would take effect 60 days from official publication. However, this official publication has been "indefinitely delayed". Ric Peri, VP for Industry and Regulatory Affairs for the Aircraft Electronics Association, said in the June 23rd Aero News Special Feature that the FCC has been inundated with comments on the action, and has said

it will not take any action which forces pilots to choose between contradictory federal rules from the FCC and FAA. He adds that in response to the heads-up from AEA, AOPA and other groups "...the final rule has not been submitted to the Federal Register for publication, therefore, the 60-day clock for implementation of the rule has not begun."

(From WWW.EAA.ORG)

How Many Rules Can be Broken in a Single Flight?

September 9, 2010 — Michael Dana McEnry, a 56-year-old student pilot with a purported 1,200 hours of flying time, seemed determined to answer that question on an eventful flight that took place in and around Bishop, California, in January 2009. According to the original indictment as filed with the U.S.



Michael Dana McEnry

Department of Justice, McEnry was trying to land at Eastern Sierra Regional Airport (BIH) in Bishop, and was "...flying recklessly and nearly crashed into an aircraft that was preparing for take off (sic) on another runway. McEnry touched down and then went off the runway into sage brush, made a U-turn back onto the runway, and parked the plane."

The indictment continues "Upon entering the terminal, the defendant said, 'I just scared the s--- out of myself.' He then asked, 'Where am I?' When he was advised that he was in Bishop, he responded, 'Where is that in relationship to the rest of the world?'"

According to a report in the *Central Valley Business Times*, the only certificate McEnry had ever held was a student pilot certificate that expired in 1988.

McEnry failed a field sobriety test that was administered by a local sheriff's deputy, and confessed to using both marijuana and Oxycontin, in addition to flying without a certificate. He pleaded guilty to a felony charge of operating an aircraft without a pilot's certificate last fall, and was finally sentenced earlier this week to 21 months in prison. Judge Oliver Wanger, presiding over the sentencing, declared that McEnry created a "... very dangerous situation" at the airport that day.

Draft Advisory Circular Seeks Improved AB Safety, Avoids Aircraft Limitations

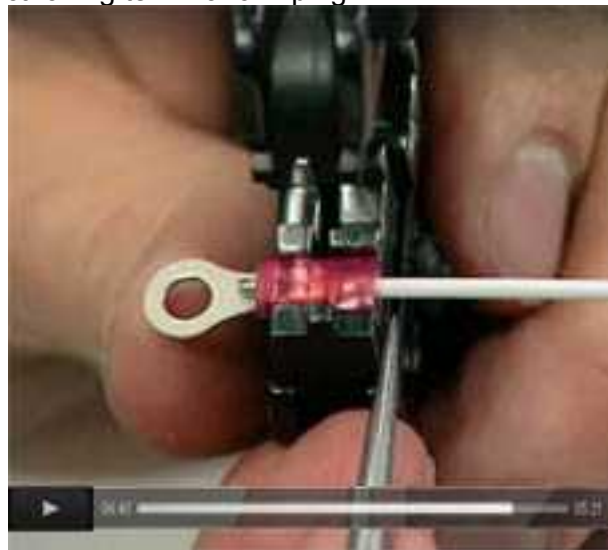
September 9, 2010 — The FAA, through a joint effort with EAA, is finalizing an advisory circular whose objective is to improve safety with individuals transitioning into experimental aircraft. With this effort one of EAA's additional objectives is to improve the safety record for those transitioning in to a new experimental aircraft and avoid a need for the FAA to consider additional regulations and operating limitations on experimental aircraft. The program stresses transition training and guidance to pilots who are the "second owners" of experimental category aircraft and those pilots who have never flown amateur-built aircraft.

"We are excited by this upcoming circular because we worked with the FAA to find a solution that seeks to improve safety without additional operating limitations being placed on aircraft," said EAA Director of Air Operations Sean Elliot who along with EAA Homebuilders Community Manager Joe Norris attended meetings with the FAA last month in Kansas City.

EAA Experimenter Newsletter

<http://www.eaa.org/experimenter/issues/1008.html>

If you haven't reviewed this newsletter from the EAA, it is worth your time to do that, and to sign up for notice of new editions. I particularly like the videos included. The August issue featured one on proper electric ring terminal crimping.



<http://www.eavideo.org/video.aspx?v=590116930001>

Click on this link for the video, which will also open the page listing all the available videos.

Mick Myal provided some interesting information from Oshkosh:

This DC-7B was beautifully restored to its original Eastern Airlines colors. Some 20 years ago I owned this airliner (along with other flying club friends). Based in Detroit, a trip to Freeport Bahamas then was \$69. We sold it in 1974 for 25K. www.nomadstravel.org



Here is one Glastar that was spotted near the tower. An endless supply of money results in this roadable solution. Note the streamlined tank that conceals a Yamaha engine. The wing is folded, ready to taxi to MacDonaldis. Move the contraption forward to the plane's CG and fly away!

www.planedriven.com



An unique airplane seen at AirVenture. It's an Chevy LS1 powered composite copy of a Piper Comanche fuselage with custom flying surfaces. Firewall forward by Gearedrive's Bud Warren. See the amazing story in a future issue of Contact! Magazine.



Classifieds

Buck Clippard has his recently fully restored (300 hours since restoration) J-3 Cub on the block and is asking \$30K. Contact Buck at cdclip@aol.com, (520) 742-3636

That's all for now.

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

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

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