



CHAPTER 81

SKY WRITER

March 2010 Newsletter

Meeting Notice!

March Chapter Meeting:

13 March 10 AM at Ryan Field Administration Building. Due to the DM Airshow on the 20th, the chapter meeting is moved up a week to the 13th

2010 EAA 81 Dues are Due!

Annual dues are \$20. As of March 4st, 72 of our 113 members have paid their 2010 dues. 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 February 20, 2010

Meeting was called to order at 1000 by President Duane Boyd at the hangar of Dennis Hall at Ryan Field. This was an exceptionally well-attended project meeting with approximately 45 members in attendance despite the howling wind and incipient monsoon!

Treasurer's Report: As of 2/11/10, there is

\$7,420.95 in the savings account, having accrued \$520.95 in interest since 10/17/07. The checking account has \$11,172. Some members are still in arrears for \$20 annual dues for 2010. The two remaining EAA calendars were quickly sold. Many suggestions were made for how to make use of our funds, including the Bob Masterson Memorial Scholarship for aviation education, scholarships to Pima College Aviation student (s), and scholarships to the University of Arizona College of Engineering. Members have volunteered to contact representatives of the colleges to inquire into how this might be done. Other options discussed were: purchasing a display case, American and Arizona flags, and a sound system for the meeting room, contribution to other chapters' Young Eagles programs, and the renting of a Chapter 81 Hangar. A motion was made and passed to investigate all of these options. Having merged the Treasurer's Report with Old Business, the next item was from Buck Clippard, who had been attempting to arrange a tour of Pinal Airpark and the resident Boeing 747 SuperGuppies. Unfortunately, Buck's friend John Keating, then President of Evergreen Aviation, is no longer in their employ and plans for the tour fell through. The final item of Old Business was a reminder to all that paper Pilot's Certificates will no longer be valid after March 1. The FAA has been remarkably responsive to those who have applied for the new plastic card, supplying them via on-line application free of charge. The new certificates have a spiffy picture of Wilber and Orville on the back.

New Business: Joe Seibold has investigated a spring tour of the Pima Air and Space Museum. Although he was unable to negotiate a special price

for a tram tour, he can obtain a group rate of \$14.00 per person for 20 or more. The tram tour is another \$6.00. After much input from the present membership, a date of April 10 was chosen for the tour. Prior to this, Joe is hosting a Redeck TheTrailer party on March 27 at his home somewhat north of Tucson but slightly south of the Arctic Circle. This flatbed trailer will be available for any Chapter 81 member to borrow for aircraft transport. Food and drink will be supplied by Joe and entertainment by those who attend. You can let Joe know at the March 13 Chapter Meeting.

The Cactus (antique aircraft) Fly-In will be held at the Casa Grande airport on March 5&6. A.J. Pawlawski, respected and beloved A&P, will be presenting a seminar on Propellers at 11AM on Saturday, and there will be a steak dinner that evening.

On a sad note, Air Force Colonel Don Ames, known by many Chapter 81 members, and very highly regarded, passed away in January. Many present members knew Don personally and shared fond memories of him. Buck Clippard shared his Air Force training class in 1954, and Don was known for his Cessna 195 and had been a big participant in Young Eagles flights. He will be buried at Arlington Cemetery in March.

Bob Miller reported on the EAA Sport Air Workshop of Fabric Covering, held at the Embry Riddle College of Aviation near Prescott in January. Bob's wife Lori, Dennis Hall, and Bill McLearn also attended. We all came home with the sure knowledge that we can successfully apply fabric to a wing utilizing the Poly Fiber process, although Dennis, who has covered an airplane or two already, tells us that other surfaces may present more difficulty. We even learned how to rib stitch in this intensive, day-and-a-half program, and most of us have recovered from the MEK fumes, we're pretty sure.

All this activity took place in 40 minutes, leaving Dennis Hall plenty of time to tell us (shouting to be heard over the howling wind) about his current project, a Hatz CB-1 biplane. This is a true plans-built aircraft with all parts fabricated by the builder. All fittings were hand-made and then powder-coated. Dennis has been working on the wings alone for 3 years, and is about ready to move on to other parts. The upper and lower wings have differing truss patterns, all 4 ailerons are built as part of the wings and then cut out, and the upper ailerons are slaved to the lower, with piano hinges serving as gap seals. All gussets are inset and the wing walk will have a non-standard 4" support spacing. The 0.016" aluminum leading edge will be vacuum bagged to form it over the wings. It must be built in sections because wood wings "walk," changing dimension

with changes in humidity, and a one-piece leading edge would wrinkle. An aluminum trailing edge will be reinforced with foam. A two-part epoxy varnish coats the wood and will not soften or run with fabric covering solvents. This aircraft began construction in 1970 when the fuselage was gas-welded in Wisconsin.



Dennis has built wooden bucks for hammer-forming the aluminum parts such as the cowling, which are then smoothed into final form on an English Wheel.



The aircraft will be equipped with the displayed Lycoming O-290 135 HP engine, a switch for Dennis from his more familiar Continental A65 engines (not to mention the somewhat less reliable Model A Ford!). The Lycoming is assembled from all-yellow tagged parts, with all new accessories. Dennis displayed the beading he has done on the aluminum

baggage box to stiffen it, and has installed steel seat supports for the aluminum seat, upon which one stands to enter the aircraft. The aluminum cowling is custom fitted for this engine, as the standard engine for this airplane is an O-200. An aluminum headrest cowling is another custom feature. Dennis is building it as a single-seater, but it can easily be converted into a tandem. Larger 7" wheels are fitted for aesthetic considerations. The projected empty weight will be about 920#.

Dennis also had on display his beautiful Pietenpol Air Camper, built from 1933 plans, but the official manufacturing date of this example was 12/15/00. Powered by a Continental A65 and equipped with Armstrong starter (you hand-prop it), this aircraft was designed to be built with readily available tools and materials, including, originally, the then-common and inexpensive Ford Model A engine. Other modifications to Dennis's Piet include an extra fuel tank, custom cowling, brakes, and a hidden fiber antenna in the fuselage. The Continental engine is not only markedly more reliable than the Ford, but it weighs in at about 60# less. Dennis tells us that the undercambered parasol wing makes for some bouncy rough-air flying. The aircraft cruises at 75 MPH and was recently flown to Tucson from Wisconsin! Of course, Dennis has already tinkered with it since it arrived, replacing the altimeter with a more accurate type.



Dennis's award-winning Corben Baby Ace Model D shared the spotlight with the Pietenpol. The Baby Ace is another 1930s design, plans-built. It was originally intended for a Salmson 9-cylinder radial engine. The design was later redone by Paul Poberezny. Dennis describes the ground-handling as much like that of a Luscombe 8A, which is to say, very busy. With its Clark-Y airfoil it rides the bumps very well and is "a sweet airplane to fly." With a



Continental 85 it cruises at 85 MPH.

The next Chapter 81 meeting will take place at the Ryan Field meeting room a week early on March 13, the same day that the 99s will be giving their 15 cents per pound airplane rides, to avoid conflicting with the Davis Monthan Air Show on March 20.

Respectfully Submitted by
Secretary Bob Miller

EAA Chapter 81 Board of Directors Meeting February 6, 2010

Meeting was called to order at 1015 by President Duane Boyd at the Conference Room of Vice President Hal Burlingame's worksite. Others participating were Newsletter Editor Erik Fjerstad, Stan Gorman, Secretary Bob Miller, Webmaster Bruce Noon, and Joe Seibold.

Erik was happy to report that we are down to only 32 paper newsletter recipients, considerably cutting printing and distribution costs, the rest of our membership receiving SkyWriter electronically.

Duane exhibited some illustrations of showcases and the one he feels most suited to our meeting room. Items to be displayed could include memorabilia from Bill Paul, model aircraft, books, et cetera. Duane still is in the process of securing permission from Ryan Field Airport Manager Scott Driver for placing the showcase.

Bob Miller had suggested that we have a collection of Chapter tools that would be available to sign out to Chapter 81 members for use on their projects. He pointed out that many tools are quite specialized and rather expensive, are purchased by a builder, and then rarely used. He cited as example, a Nicopress tool for swaging cables. The primary problem with having such a collection at this time is that we have no place to store such tools, and that a bookkeeping system would be required to keep track of them. As an alternative, it was decided to produce a list of items available to borrow from individual members, who would themselves keep track of when and to whom the items were loaned.

Next, the issue of having a Chapter 81 Hangar was revisited. Erik, who rents a hangar at Ryan Field, is aware that, due to the economic downturn, hangars have become available and rents are currently quite reasonable. Rather than purchasing a hangar as we have previously investigated, it might be more prudent to rent a hangar for as little as \$230 per month. We have some funds that are not being used, and a Chapter Hangar could host such activities as Pancake Breakfasts and other fundraisers to support itself, as

well as have space for building-technique demonstrations, or for members to work on their projects for limited periods of time. Erik will inquire further as to rents and availability and report to the rest of the Board.

We were unable to contact Buck Clippard regarding his arranging for a February tour of Pinal Airpark, home of the SuperGuppies, and as time was short, arranged alternatively for a Project Meeting at the hangar of Dennis Hall.

Another item revisited was our having a formal relationship with the Pima Air and Space Museum. At one time, Chapter 81 was extensively involved in rebuilding a cabin Waco on-site for display. Relations with the directors of the museum have been somewhat distant since that time and we are not certain whether we want to have an official presence there again. Joe, who is well connected with the museum, will make some inquiries about this, and also about organizing a Chapter 81 tour and perhaps even a dedicated tram for this spring. Joe is also able to arrange speakers for our Chapter Meetings, suggesting, for example, that we have a representative of the 99s speak to us at one meeting, and a pilot for the Border Patrol at another. He will set up an initial speaker and we will see how it is received by the membership. Joe is also having a Trailer Redecking Party at his lovely home in Outer Mongolia (actually more like Pusch Ridge), supplying the food and drink while we supply the labor. This trailer will be available for Chapter 81 members to use to transport their aircraft.

It was suggested that we have a Chapter 81 Booth at the Copperstate Fly-In. At one time, Tucson's Chapter 81 was the prime mover in the Fly-In, but the much newer Chapter 1445 is on site at Casa Grande and is now mostly running the show. Also, sometime after Copperstate, we might have a "newcomers" meeting, sort of a Chapter 81 party with chili and drinks. Another area of Chapter 81 participation might be a booth at the current equivalent of the Ryan Aviation Days celebration.

The last item discussed was the proposed frequency of Board of Directors meetings. We will aim for three per year with a flexible schedule. The next is slated for April, 2010.

Respectfully Submitted by
Secretary Bob Miller

Notes of Interest



Thanks to members Ken Groff and Bob Olden who responded to Tim Warlick's request for help in moving his BMW powered Kolb to Ruby Ranch on Friday, 2/26.

For Sale: ICOM Handheld Nav/Com Package

- ICOM-A20 Nav/Com Transceiver w/new battery
- CS-10 Transceiver amplifier w/power cable and BNC plugs and cable
- REALISTIC mike and speaker attachment
- Push-to-talk switch
- Radio Shack voice activated head set w/vox

Sale price for the package: \$300

Contact Franklin Utech
fru29u@webtv.net (520)797-9020

2001 VAN's RV-6A For Sale



Lycoming IO-360 D2A, 260 Hrs engine and airframe, Sensenich fixed pitch metal prop, fuel injected, electronic ignition, Dec 09 condition inspection.

Price: \$54,000,
or 1/2 share for \$27,000,
or 1/3 share for \$18,000

Contact Bill Pryde for details (520) 975-8828

PERSONALITIES and their PROJECTS

Jacquie Thomas

And her Czech Light Sport Cruiser



Finally, I'm back to work on the Chapter profiles and I'm starting with one who has been a member of Chapter 81 off and on since 1996. I give you Jacquie Thomas who, the moment she speaks you will immediately recognize as a native of Brooklyn N.Y. After graduating from St. Savior High School in Brooklyn she attended Mary Immaculate School of Nursing, same city. She worked in various hospitals in the New York Area and advanced to Head Nurse at Shore Road Hospital in New York. She moved to Michigan when her husband Ben was transferred there. She worked at various hospitals in the Detroit area and eventually was appointed Supervisor of Nursing at prestigious Beaumont Hospital in Royal Oak, Michigan. Jacquie also became involved in numerous charitable organizations. She assisted in the establishment of the first hospice in Michigan and was director of a long term care nursing home. She established the first home for mothers and children infected with aids now known as Simon House. In 1987 she was honored as Michigan's "Woman in Management" and in 1998 was chosen as "Michiganian" of the Year. Still she found time to raise three children. Jacquie, a widow for the past two years, was married to her husband Ben for over 50 years.



She didn't start flying until 1995 but now has over 1300 hours in her log. She not only has her private and instrument tickets but is well on her way to her multi license. She fly's in the east and west division of the Wings of Mercy program , yet she hadn't owned her own plane until recently when she partnered in the purchase of her Czech Light Sport

Cruiser. Although registered as an S-LSA, it is almost fully instrumented for instrument flying. She is a "snow bird" and while in Tucson hangers her plane at Marana Northwest and fly's at least once a week. Jacquie volunteers at Oshkosh yearly and has received an appreciation award for same. She also volunteers at Pima Air Museum and is a member of the Air Force Association and the "99s" When asked for her most memorable flight she immediately mentions a flight for Wings of Mercy when she flew a child with "brittle bone syndrome" from Detroit to Montréal Canada for treatment and the concerns with that flight. Sorry fellows, she's engaged.

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

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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Trailer Decking Party Saturday, 27 March

Joe Seibold is organizing a "re-decking" party for his flat bed trailer. He is making the trailer available to members for moving their aircraft projects. The party will be Saturday, 27 March, beginning at 10 AM. Joe will provide snacks and drinks. If you have an electric screwdriver, You may wish to bring it.

Joe's address is 5450 E Starhaven Ln, his phone number is (520) 904-8905 cell, and his email is seiboldj@aol.com

Here's a map to his home.

