



# CHAPTER 81

## SKY WRITER

April 2010 Newsletter

### ***Meeting Notice!***

#### ***April Chapter Meeting:***

*17 April 10 AM - Project Meeting at Ryan Field, Bob Sutherland's Hangar (see page 2 for directions) to see his Titan T-51 project.*

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#### ***2010 EAA 81 Dues are Due!***

Annual dues are \$20. As of April 10<sup>th</sup> 78 of our 114 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.

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#### ***EAA Chapter 81 Chapter Meeting Minutes - March 13, 2010***

Meeting was called to order by President Duane Boyd at 1010.

New faces included Phil Russeau, a Bonanza driver, Jackie Thomas, Gregg Schiffner, Ron Furrin, Tim Warlick (who just did his first flight here in Arizona

after relocating from Alabama with his Kolb Mk 3 with a BMW motorcycle engine), Craig and Kari Garza, Bob Sutherland (currently flying a Citabria and building a Titan T51), and John McKinnie, who is buying a Kitfox Mark 3.

Treasurer's Report: Mick Myal reports a balanced checkbook with \$11,566.98.

Secretary's Report: a very brief rehash of the previous Project Meeting Minutes, regarding Dennis Hall's beautiful Pietenpol Air Camper, Corben Baby Ace, and the currently-under-construction Hatz CB-1 biplane.

Old Business: The official word has been proclaimed (by airport manager Scott Driver): no showcase will be permitted in the Ryan meeting room. However, there is no problem with having pancake breakfasts at the washrack. Older business: Bob Miller has actually done some work on his airplane, having borrowed a swaging tool and has cut and installed the rudder cables on his Kitfox, resuming actual construction of the aircraft after a 5 year hiatus. Bruce Noon regaled us with the trials and tribulations of installing harness-type seatbelts on his Thorp T-211, courtesy of the J.C. Whitney (for you Chicagoans, that's Warshawski) catalog, and is in pursuit of a ratcheting-type crimping tool for panel electrical connections.

New Business: Dennis Hall made us aware that, on Barnstormers, he found a Fisher 80% Tiger Moth, which is done with the exception of the engine and panel, and for sale for \$9,500. The kit costs \$16,000!

From the photos, the craftsmanship appears excellent, and, said Dennis, were he not in the middle of his Hatz project, the temptation would be great to pick this one up at a fire sale price.

Chuck Valade has the prints on the required redesign for the Zenith 601, necessary only if one wants the wings to stay attached to the fuselage. The redesign is quite extensive, requiring removal of the seats, reskinning the wings, and removal of the landing gear. It would likely cost about \$10,000 to have an A&P do it. Zenith has shown tremendous good faith in making the parts kit available (at cost) for only \$350; quite the bargain, as new kits go for \$18K. An alternative to the redesign would be to limit gross weight to 1250 pounds to limit G, but this would make the aircraft a single-seater with full fuel.

Joe Seibold was able to fill in details about the upcoming Chapter 81 visit to the Pima Air and Space Museum. This will take place on Saturday, April 10, and we will meet at the entrance at opening time, 0900. Normal admission costs \$15.75, but seniors and military, and even AAA discount brings that down to \$12.75. Add \$6 for the tram, which leaves at 1000 and will save quite a bit on shoe leather. Joe is also hosting a picnic at his home on March 27 in the Pusch Ridge region, slightly south of the North Pole. One has to navigate a maze of graded roads that can confound even a GPS to get there, so use those dead-reckoning skills we all used to have, and follow the map. For those bold enough to make the trek, Joe, who is a great host and reckless lender of expensive tools, will be having a trailer re-decking party, all-invited, with all materials and food provided.

Speaking of tool-lending, a discussion was raised about having a Chapter 81 tool-box, as some tools are quite expensive (a cable swager, for example, costs \$165), and might be needed only a few times per project. It would make sense for the Chapter to keep some of these specialized tools available for the use of builders. Then it was pointed out that it would only make sense if there was an actual place to put the tools! Perhaps, someday, we will have a chapter hangar, and a tool collection, but, for present, a more practical alternative was proposed: a list of tools that Chapter 81 members would be willing to lend individually. Joe Seibold will compile a list of members and their, ahem, tools for this Lending Library.

Next weekend will be the Davis Monthan Airshow, which is why this meeting took place a week earlier than usual. The next Chapter 81 meeting (after the Pima Air and Space Museum tour) will be a Project Meeting on Saturday April 17 at the Ryan Field

hangar of Bob Sutherland, located at 6150 S. Airfield Drive. Park in front of the first hangar. Bob will be displaying his Titan T-51 project.



*Bob Sutherland's Hangar*

Meeting was adjourned at 1055.

Respectfully Submitted by  
Secretary Bob Miller

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### Notes of Interest



The AOPA Air Safety Foundation provides many good resources for the promotion and development of safe aircraft operation. Their publication website is: <http://www.aopa.org/asf/publications/>

One of the publications is the "NALL Report", which reviews trends and factors in general aviation accident statistics. The most recent issue of the report, a 2MB PDF file, is available for download here: <http://www.aopa.org/asf/publications/09nall.pdf>

***(The following excerpt is from Introduction to the report, by Bruce Landsberg, the President of the AOPA Air Safety Foundation)***

*The AOPA Air Safety Foundation has been telling the story of what went wrong for two decades. This is the twentieth edition of the Joseph T. Nall Report, a summary of accident trends and factors for general aviation (GA). Having grown from a small black-and-white pamphlet to a full-color document, "the Nall" is*

widely distributed to pilots, colleges and universities, government agencies, the media, and industry outlets. The challenge is to take a complex subject and distill it into a comprehensible outline of the prior year's mishaps. Previous issues covered 90% of all GA flight activity. This one adds 90% of what was left but with not as much detail. In addition to non-commercial fixed-wing aircraft weighing 12,500 lbs. or less, we've added commercial flight accidents using GA airplanes and now helicopters.

So what went wrong in 2008?

- Non-commercial fixed-wing accidents decreased in proportion to flight time. The blend in accident types was similar to previous years. The decrease in fuel-management accidents continues.
- Disproportionate numbers of personal flight accidents occurred in poor weather, and maneuvering misfortunes resulted in too many fatalities. Way too many pilots are still have trouble landing.
- Amateur-built aircraft continued to suffer dramatically higher accident rates than type-certificated aircraft due, in part, to greater numbers of mechanical failures and unexplained losses of engine power.

ASF is working with EAA on this last item with the understanding that experimental aircraft will entail higher risk. Builders, pilots, and designers should have reasonable freedom to experiment while the public is entitled to their expectation of safety. This Nall Report includes a direct comparison in which certificated aircraft losses and accident rates are separated from amateur-built.

(Starting on Page 31 is a thorough discussion on Amateur-built Aircraft accident issues, including the following excerpts.)

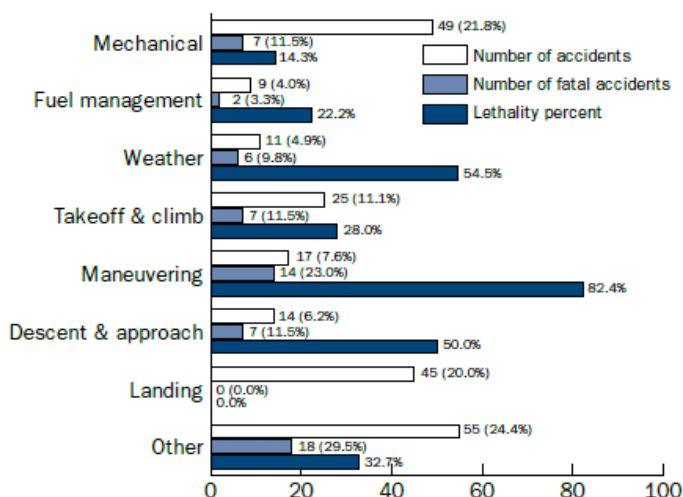
The types of accidents suffered by amateur-built fixed-wing airplanes in 2008 was little changed from the pattern reported last year for 2007, but suggests some differences between the manufactured and homebuilt fleets. Landing accidents accounted for only 20% of the amateurbuilt total compared to 33% of all non-commercial fixed-wing accidents and 36% of those in type-certificated airplanes. On the other hand, the shares attributed to mechanical failures (22%) and unexplained losses of engine power (12%) were noticeably higher. Together they accounted for more than one-third (34%) of all accidents in amateurbuilt airplanes, almost double the 18% seen in the fleet as a whole and two and a half times the 14% share in the manufactured sector. The proportion of fatal accidents in these two categories was also sharply higher, 21% among amateur-builts compared to 14% in the entire fleet and 11% in certified aircraft. The underlying difference in accident rates suggests that this reflects an excess of mechanical failures and power losses more than greater success in landing.

### Solar Impulse Makes Maiden Flight



Read about the first flight of the solar powered aircraft being developed to do an around the world flight. <http://www.solarimpulse.com/>

### Types of Accidents in Amateur-Built Aircraft



## PERSONALITIES and their PROJECTS

### Eric Witherspoon And his Sonex



Eric was born and raised in New Orleans, La. and upon graduation from high school enrolled at Florida State University where he received a degree in Interior Design. He worked at this profession for three years back in New Orleans but decided it was not to his liking so back to school. He attended Georgia Tech where he received a second degree, this time in Mechanical Engineering. Eric accepted a position at Pratt and Whitney in Florida, and after three years, transferred to Pratt and Whitney in Connecticut and stayed on there for nine years. He then came to Rayethon here in Tucson where he has continued since 2005. He says he likes the climate.



It was while attending Florida State that he decided to take up flying so he joined the University Flying Club and earned his private license there. Private wasn't enough so he went on to Instrument, Commercial, CFI with a tail wheel endorsement over the years of '92 and '93. He now has something over 650 hours in his log. All of this time renting. Feeling this was getting to be expensive, he started looking for a kit to build and chose the Sonex, but not just the kit, but a plans built project. His Sonex is a tail dragger with a Jabaru 3300 pulling it along and steam gauges to show him the way. He completed it in 2008 after only 1250 hours. Not bad for a plans built project. Eric joined the EAA in 1988 and has been a member of Chapter 81 for the last five years. He says his most memorable flying was while attending Georgia Tech where he taught flying to the students there for some extra cash. He hangs his Sonex at Marana and is a regular at our chapter meeting.

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)

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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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