



# CHAPTER 81

# SKY WRITER

November 2011 Newsletter

## **Notice!**

**Chapter Meeting at Ryan Field  
Administration Building  
Saturday, 19 November, at 10am**

### **2011 EAA 81 Dues Payment Status**

Annual dues are \$20. As of 07 Nov, 90 of 107 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 Meeting Minutes October 15, 2011**

Meeting was called to order by President Duane Boyd at the Ryan Field meeting room at 1008.

Treasurer's Report: We have \$11,141.53 in the bank according to Mick Myal.

Secretary's Report: The Minutes of the September 17 Special Meeting were not read, by unanimous

	<b>Calendar of Events</b> (Please send event info to the editor)
Nov-19	EAA81 Meeting at Ryan Field, 10AM, LSA presentation by Chris j. Horton of Prescott, with a Light Sport Aircraft on static display at Ryan, on how Light Sport aircraft will rejuvenate General Aviation
Dec-06	FAA Safety Seminar – Radio Communications Pima Community College Aviation Technology Center, 7211 S. Park, Tucson
Dec-07	EAA81 Holiday Party by reservation only. Contact Bob Miller (Secretary)

vote. They appear in Sky Writer and on the website, along with many photos of the remarkable La Cholla Airpark home/ playground of Toshikazu "Ski" Tsukii.

Old Business: President Boyd announced that he would attempt to have published in Sport Aviation our good deed in providing three \$500 scholarships to the Pima Community College aviation program. He is also seeking candidates for Chapter 81 officers and directors. The normally noisy meeting suddenly assumed a decibel level identical to that of the interior of a tomb, as everyone clammed up, lest their chatter be mistaken as announcing their candidacy. However, this was the only quiet moment of the meeting. Joe Seibold is back in town; it must be under 100 degrees again. He is again seeking Pilot Profiles, will do all the photography, and can be reached at 904-8905. Give him a call so he can feature your aircraft and amaze all of us with your fascinating aviation experiences.

New Business: Bob Miller suggested that, if we want to have the X-mas dinner again at El Corral, it would

be a good idea to agree on it soon, so we can make a reservation. As no one suggested a preferred location, we will meet there at 7 PM on Wednesday, December 7, a day that will live in infamy (and Bob will get to retell his ancient Pearl Harbor Day joke). Invitations will be sent to all current members, along with menus and prices. Send the checks to Bob (tells you how old most of us are; we still write checks!).

The Copperstate Fly-In will have come and gone by the time you read this: dates are Thursday 10/20 through Saturday 10/22. Folks are most welcome to come on Sunday the 23rd when they are greatly needed for cleanup after the event. Many of us volunteer to do this every year.

Dave Schiffman alerted us to an AOPA Air Safety Seminar, to be held at Pima College Aviation Campus on Tuesday December 6 from 7-9 PM. Brilliant as we all are about all matters pertaining to aviation, it's just possible that we might learn something new, and the price is right (free)!

It was announced that Dean Wheeler, performing a Young Eagles flight with a 16 year-old passenger, had the prop hub of his RV-6 come apart at 1500 feet AGL. He successfully landed and has already started building an RV-7 empennage. Dean has the true EAA spirit, but we haven't heard what his passenger thinks about Experimental Aviation!

Dennis Hall told us about Chad Willie's replica Bleriot XI (first airplane to cross the English Channel) which, at the best of times, has limited turning ability with its wing-warping design. On this occasion, the 25 HP Anzani 3-cylinder W-configuration engine blew a jug, which managed to fly over the pilot's head and strike the rudder horn. Amazingly, the pilot was still able to land the plane. It seems unlikely that another original Anzani cylinder will be found and another may have to be machined.

Right after that, Bob Miller piped up with a sermon about MCA (Minimal Controllable Airspeed). It seems that Bob likes to go flying with an aerobatic pilot, who suggests that one should explore the entire performance envelope of one's aircraft. If you know where the edges of the envelope are, you are more able to use all the performance that your aircraft has to offer (which can save your life), and less likely to accidentally exceed its capabilities. For example, we often hear of pilots who flew into blind canyons and were unable to turn around as they flew into rising terrain. Had they learned how to do canyon turns, a simple, positive G maneuver, they might have survived. By practicing departure stalls (at altitude over a practice area), Bob discovered that this particular airplane stalled at about 50 MPH with the wings level. Bob then practiced flying at 53 MPH,

making very shallow turns and holding altitude. At these speeds, the rudder does most of the work and it is good to have these skills. An airplane flown at an angle-of-attack slightly shallower than MCA can turn around in a very short radius with little danger of stalling. Beats the heck out of Controlled Flight into Terrain because you were afraid to turn around! Bob, who makes no pretense of being an aerobatic pilot, still believes that too many of us are afraid to find the edges of the envelope or stretch our comfort zones to acquire these skills.

Pete Goudinov had the castoring nosewheel of his plane break due to shimmy, damaging his prop. It is thought that, during a tow, the bolts on the shimmy damper were sheared. If this were the case, a careful preflight inspection would have discovered the damage. Joe Seibold noted that on his Czech Sport Cruiser, the nosewheel requires twice the air pressure of the mains to prevent shimmy. He suggests that an air pressure gauge made for trucks has the straight end and the reach to get to the valve stem even with wheel pants. Too many of us check tire pressures using the time-honored TLAR system (That Looks About Right), but tire pressures may be critical to safe landing and ground handling.

Lloyd Howerton informed us that Cessna bought Corvallis, a composite aircraft manufactured in Mexico, but assembled in Iowa. One lost a 7-foot section from the top of the left wing in flight due to delamination of the composite. This is apparently a problem common to composites laid up with too much humidity. Chuck Valade cited that the F4 Phantom fighter jets lost part of their stabilators due to the same problem, and the Beech Starship also suffered some delamination. I suppose the bottom line is: carefully preflight your plane (and building it in Arizona probably wouldn't hurt)!

The meeting concluded with the much-anticipated presentation about Pinal Airpark by Tom Hinman, Program Manager at Pima Community College. Evergreen's Arizona presence was at Pinal Airpark in Marana (although just north of the Pinal County line). Tom was the Director of Training Programs & Community Relations for Evergreen from 1995 to 2010, and worked there for 15 years before that. Pinal Airpark started out as part of the Aguirre Ranch, acquired by the U.S. Army in 1942 as an intermediate flight training field featuring the ever-popular Vultee BT-13, also known as the Vultee Vibrator. They trained 10,000 pilots, more than at any other base, and were responsible for creating many other fields, including Avra Valley, Picacho, and Red Rock. The field was closed in 1945, reactivated in 1951 – 54. It was the site of testing of the Fulton Sky-Hook, a device for picking up a man on the ground using a balloon and cable, hooked by a fork



projecting from the front of an airplane. The man was then reeled into the airplane. It was also a workplace, according to a New York Times article of 12/30/85, of George A. Doole, the founder of the CIA's network of covert air operations. A hangar there is still dedicated to him. He is, perhaps, the reason why rumors persist that Pinal Airpark is still a



covert CIA operation, and that anyone landing there will never be heard from again! Evergreen International Aviation, Inc. bought the operation from Intermountain Aviation. They are quite widespread in their operations and have an aviation museum which features, among others, a Boeing B-17 bomber, a Lockheed SR-71 Blackbird reconnaissance plane, Howard Hughes's Spruce Goose, and a Boeing 747 converted into a water slide! There have been several interesting projects at Evergreen's Pinal Airpark site, including the Beech Starship program and a Boeing 747 supertanker for fire fighting. The latter's cabin was unpressurized, and could dump its

whole load in 60 seconds or make a few yards-wide dump a mile long. Discharge was computer controlled. Evergreen also provided operation, support, and maintenance of Boeing's Large Cargo



Freighter fleet. These can carry the largest volume (not weight) of any aircraft, and are used to fly Boeing 787 Dreamliner components (fuselage and wings) from Europe to the U.S. NASA projects at Evergreen included the Convair test lab, the zero-gravity trainer DC-9, and the space shuttle carrier. The current operation is owned by Reliant Inc., which offers maintenance, repair, and overhaul of all airliners. It remains the largest commercial aircraft storage facility in the world, and can provide special fuselage cuts, complete reclamation, inventory control, and Really Big Aircraft painting. As it is a public use airport, one can fly into Pinal Airpark, but the restaurant is a long walk from the strip. You also can call ahead for a tour, but don't drop in. You might never be heard from again!

Respectfully Submitted by  
Secretary Bob Miller

*Open Letter From Our Founder:  
Food for Thought*



**September 20, 2011** – Having just passed my 90th birthday, I know firsthand time really flies. I want to say thanks to all the chapter folks who sent cards and well-wishes; it's sincerely appreciated.

When I look back at the many years of my involvement with EAA, its members, chapters, and divisions, working with the Department of Commerce, CAA and the FAA, and other government agencies, it's been quite a learning lesson. I know organizations would like to build the pilot population, support the airports, innovations that EAA has accomplished in developing the homebuilt and light plane field – recognizing the need for reliable, cheaper powerplants to propel us along the way. From the early days of homebuilding when there were so many surplus military engines, Continental engines could be bought for some \$25-\$50, but not so today. When one considers the kits of today for some \$100,000, that amount could buy four automobiles at \$25,000 each with a brand new reliable engine.

Looking back at an [editorial featured in Sport Aviation magazine](#) (September 1965, reproduced below) written by R.G. Huggins of EAA Chapter 10 (Tulsa, Oklahoma), one could also ask, where are our chapters headed? I think that each chapter should review its future, stability, purpose, and goals. From time to time, we lose a chapter for various reasons (sometimes due to a lack of leadership), but I've often said that should EAA fail, our chapters would continue to exist in the aviation community. People sharing a common interest and passion in aviation, maintaining its high standards, enjoying each other's company and fellowship. I, too, would be interested in receiving any comments relative to what you think of your organization, i.e., where EAA is headed now and into the future. It's good to review our past, present, and future for the overall good of the aviation community. *Let me hear your thoughts.* Email your thoughts to [chapters@eaa.org](mailto:chapters@eaa.org) with "Thoughts for Paul" as the subject line.

Paul H. Poberezny

(Guest Editorial from 9/65 issue of Sport Aviation)

### **Where is our Association Headed?**

By R. G. Huggins, Secretary-Treasurer,  
EAA Chapter 10, Tulsa Oklahoma

- 1. Where are we now?**
- 2. Where are we going? (Momentum Factor)**
- 3. Where do we want to go? (Objectives and Goals)**
- 4. What is necessary to get there? (Plans and Programs)**
- 5. What controls are required? (Review and Revisions)**

(1) We all know where EAA stands today. To try and answer this first question and put it in words one would think we were a little boastful. But is is a

source of pride to the founders and members to be able to say that EAA is the largest organization of its kind in the world.

(2) (Before any attempt to answer the second question "Where are we going?", let's first try to answer the remaining three questions of the original five. These three questions will be considered briefly. However, this should not be taken to mean that they are unimportant. It is in these three questions that long range plans for the Association are actually established and operated).

(3) The third question, "where do we want to go?" This question is directed to you, the individual member, then multiplied 20,000 times. This represents the Association's combined membership objectives and goals. In management the term criteria\* is considered as the yardstick that sets the units of measurements for objectives and goals. (\*According to Webster "criterion" means – A standard by which a correct judgment can be made).

(4) The fourth question, "What is necessary to get there?" It goes without saying, that to get anywhere will require the cooperation and support of each individual member. We must plan to expand and grow. However, there is a distinction between plans and programs. This distinction is that a plan becomes a program when it is defined in terms of time. Some of the programs, such as our Air Education Museum take time – so don't become discouraged, just give it a little more of your personal effort and watch how soon it will become a reality.

(5) The last question "What controls are required?" It is here that review and revisions are made. Long range plans clearly spell out what is anticipated so that the president and directors will know when the plans need revision. If the actual events are not following predictions. Thus long range planning becomes a progressive action that keeps management ahead of the needs of the Association and working toward realistic objectives and goals.

(2) Back to the second question, "Where are we going?" EAA has grown so rapidly that even the fondest dreams of its founders could not have visualized its present size and scope. So, who of us dare predict its future or predict where our Association is headed. EAA is a democratic operated organization and its members should know where the Association will go even if top management does not make any further specific long range plans. This is called the "Momentum Factor." It is easy to see that a study of this momentum factor could in itself present a picture of the Association perhaps as far as five years into the future. Many of the programs that have been approved and are now being worked will be three to five years or even longer before completion. In any long range plans

the most important single item is to insure continuity, uninterrupted succession and smoothness in operation and growth. One may ask, "Where does the responsibility for long range planning lie in the Association?" Without a doubt, it lies with top management because it is policy making decisions. There would not be a Ford Motor Co. if it had not been for Old Henry, with that dogged determination to see it through. And we all know there would not be an EAA as we know it today had there not been a Paul with that burning desire and dogged determination to see it through. We also know, as Paul has told us many, many times, that even he could not have succeeded were it not for EAA's own little Lady Audrey.

### **May Day! May Day!**

*Story written by Dean Wheeler, retired from the Department of Fish and Wildlife. Dean resides near and flies out of Albany and is a member of both EAA Chapter 292 of Independence, OR and Chapter 81 of Tucson, AZ. Printed with permission from The Taledragger, newsletter of EAA Chapter 292, October 2011.*



"May day! May day! Eagle two has lost the prop! I'm going to try to put it on Kiser's strip!" The voice sounded remarkably calm and familiar - it should have, it was my own. Scant seconds before I had been quietly explaining to Mike, my current young eagle passenger, how I configured the airplane for cruise flight, throttling back, then adjusting the prop and mixture on the RV6-A that my wife, Dana and I had completed just 18 months before.

Mike, a young man of 15 or 16 years of age, was on his very first flight. He seemed amazed by the smooth effortless of flight and how you could see everything from our 1200 foot AGL vantage point. I keyed the mike to announce our right turn out and someone later told me I transmitted, "Oh, oh!"

And oh, oh, it was! Instantaneously, with no warning whatsoever, there was a tremendous explosion at the front of the plane accompanied by a spray of cowl pieces and grease. Immediately I knew the prop had failed and began to raise the nose.

Someone once told me that in a prop failure you should try to stall the plane to stop the prop from wind milling and tearing out the engine.

By the time I got the nose up 20 degrees or so, I realized that the prop wasn't turning and the engine wasn't running, so I lowered the nose and began a turn to the east towards those open fields I scrutinize every time I depart the Albany airport to the north.

While this was happening, Mike calmly asked, "what just happened" and I replied, "we've lost our prop." "What's going to happen now" Mike asked, and I replied, "we're going to land." Then all was quiet except for the rushing wind over the airframe as we began our descent to the east.

As I studied the fields ahead for a suitable landing spot, I remembered that just before turning to the east I had noted Dick Kiser's grass strip passing under my right wing and sure enough, there it was just off my right wing tip.

Now this is another place I'd studied as a potential landing spot, but it looked pretty tough - approach over a grove of trees then touch down under the power lines. Not for me! I'd take the fields to the east in an emergency I'd always concluded.

But as I studied the fields trying to decide if there were ditches or other unseen obstacles hidden in the straw left from harvest, Dick's strip began to look a little better. Could I do it? I probably had enough altitude to fly a standard right hand pattern since I was already on right downwind, but if I misjudged we would end up in that grove of trees.

Then I saw that if I approached at about a 45 degree angle from the northeast there was an opening between the trees that would get us there, although not on the first part of the runway. Still, it was starting to look like our best chance for a satisfactory outcome (read survivable) and I said to myself, I can do it!

I put the plane in a steep circling decent, lined up with the opening, noted the airspeed at 90 knots and dropped all the flaps as we passed under the power line in a steep banked turn trying to line up with the runway which by now, was looking pretty short.

Realizing that we would not be able to stop if we landed on the mowed strip, I told Mike that I was going to land beside the strip in the taller grass to help us stop.

The touchdown was one of my best ever. I locked the brakes and we slid the remaining length of the

runway. Nearing the end, I said “if I have to I’m going to try to spin the plane around to stop.” Mike said “OK.” Guess he didn’t like how fast Kiser’s shop was coming up either. As it was, we slowed down enough to roll back onto the runway and stop about 60 feet short of the shop. By the time the plane stopped moving I was half out my side and Mike was doing likewise; he didn’t need to be told!



The propeller hub had broken allowing one blade to depart. The resulting shock tore the motor completely out of the left mounts and broke the motor mount tubing in several places allowing the motor to tilt to the right. That is what saved us.

When the motor tore loose it pulled all the spark wires out of the ignition and broke off the fuel pump stopping the motor immediately. Shock damage to the airframe is extensive - bent fuselage, damaged horizontal stabilizer, both elevators wrinkled and cracked, canopy that no longer fits and slight deforming of the wing skins, etc.



People have asked:

- What went through you mind? - get the nose

down and fly the plane to a suitable landing spot

- Did you think about returning to the airport? - no, didn’t cross my mind; too many obstacles if you can’t make it.
- Were you scared? - nope, too busy flying.

What went right:

- I knew without needing to think about it, which way to head toward a landing spot. I’m always looking for a landing spot.
- I’d flown the plane a lot, probably 300 landings in the past year and a half so didn’t really have to think about that either.

What went wrong:

- Hadn’t practiced emergency procedures that much so didn’t switch the fuel selector to off and didn’t turn off the master before landing.

What now:

- Have a deposit down on a QB 7-A. My goal is to have the empennage completed by October 1.

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### **Classifieds**

WANTED, IA mechanic to supervise owner-assisted annual inspection on Cessna. Owner and one A & P mechanic can do most. Steve K. 520-621-2969. [kukolich@u.arizona.edu](mailto:kukolich@u.arizona.edu)

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

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

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