



CHAPTER 81

SKY WRITER

January 2012 Newsletter

Notice!

Next Meeting - Saturday Jan 21 at 10AM
A regular chapter meeting at Ryan Field

2012 EAA 81 Dues Payment Status

Annual dues are \$20. As of 08 Jan, 17 of 119 regular members are paid-up. Note: 2012 dues are now due. 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. **Please do not send payment to the newsletter editor!**

Please review and update your information in the attached form at the end of this newsletter.

EAA Chapter 81 Dinner Meeting (Minutes?)
December 7th – El Corral Steakhouse
(No minutes available, but the food was great!)

	Calendar of Events (Please send event info to the editor)
Jan-21	EAA Chapter Meeting, Ryan Field, 10AM

Aircraft Construction Tips

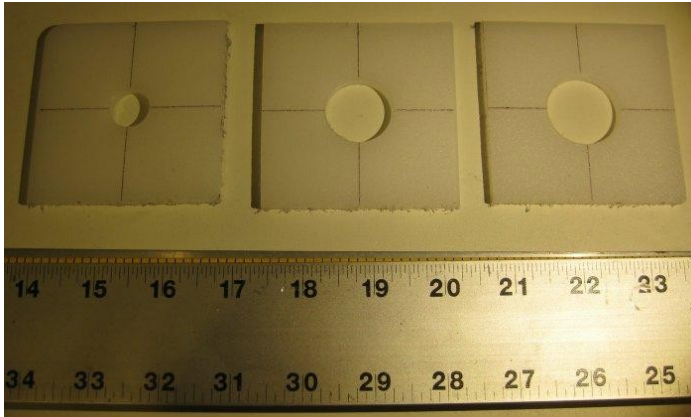
Marking 90-degree Increments around a Tube **By Eric Witherspoon**

In the August 2011 meeting, I presented a method I have been using to mark increments around a tube. This is significant in the type of construction for the airplane I am building – which uses riveted tubes for much of the primary structure. As such, many of the tubes join to attachment plates or brackets in 90-degree increments. In reviewing a book on welded steel fuselages, I found the following tip for making a marking jig and adapted it for marking aluminum tubes:

Material: As an inexpensive source of plastic material, I used a cutting board, sold in the kitchen section of any big-box discount store. These are cheap, available in relatively small quantities, easy to drill, and easy to cut on a bandsaw. The material

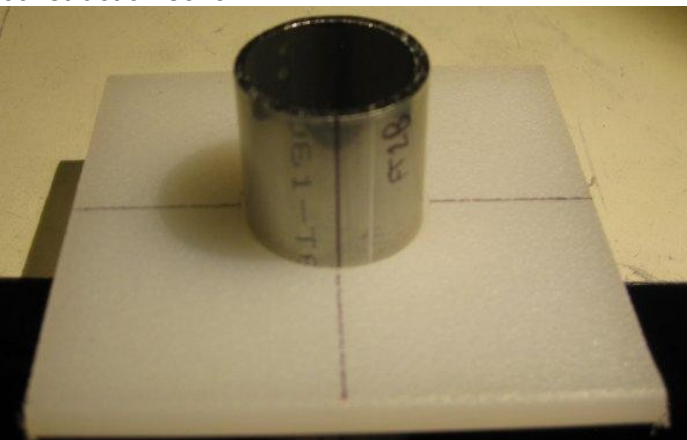
appears to be similar to the slick translucent plastic that milk jugs are made of. The cutting board I found is 0.213" thick, so provides some "wheelbase" to minimize tipping when installed on the tube being marked.

Making the marking jig: On the bandsaw cut a square of the material approximately 3" on a side for a 1" tube marking jig. Using an ultra-fine Sharpie pen, mark two lines that intersect at 90 degrees on the material.



Center punch at the intersection point of the two intersecting lines and then drill through. I use a combination of #40 then #30 drill bits, then a Unibit can fit through to enlarge the hole to the desired diameter while remaining centered on the original line intersection point. I made three of these marking guides for my project with holes at 5/8", 1.0", and 1.125" diameters.

To use: Slide the marking guide onto the tube, sight down the line(s) required for marking 90 or 180-degree increments, and mark the tube. Admittedly, there may be more (or less) exact methods, but this has proven sufficient for riveted tube-and-gusset construction so far.



For the few larger tubes needing marking at larger increments, I did this a more "brute force" way – by calculating the circumference of a 1.75" diameter tube, for example, dividing by 4, and marking these increments on some masking tape. Then wrap the tape around the tube and mark the tube.

To mark other increments around a tube, a similar marking tool could be constructed with multiple lines intersecting at the point to be drilled.

Airline Pilots:

Is Anybody Interested in Being One?

Excerpts from an AVWEB Insider blog from 12/30/2011 lamenting the state of airline pilot development these days. For the entire article, plus some very insightful blog responses, click here:

http://www.avweb.com/blogs/insider/AVWebInsider_PilotsNotInterested_205957-1.html

.....For lack of a better description, a large percentage of newly hired airline pilots just aren't as excited about their career prospects as they used to be. During our last hiring boom in 2007 and 2008, it seemed as if we had people climbing all over each other just to get an interview. Now, we'll frequently call 10 for an interview and only five will show up..... Of those who do come to the interview, we are appalled at how many show up and can't pass a written test..... ..it's shocking how many people can't scan a basic six-pack. Is it because Cessnas today have G-1000's?.... Even those who do get hired seem to lack a basic knowledge of operating in an IFR environment..... It seems that there are a lot of students who think "close enough" is close enough... . Maybe the younger generation just has a sense of entitlement. I know I sound like an old man here, but there really is a perceptible difference in work ethic from young pilots today and new pilots just four years ago.... The industry has driven the good people away.... Maybe today's best and brightest have decided to go to medical school instead of pursuing their real dream of aviation.... The upcoming 1500-hour / ATP minimum requirement for all airline pilots might be scaring away good people. The ATP rule won't go into effect until 2013, so this is a perfect time to get an airline job. In two years of flying 85 hours a month, it'll be easy to beef up the logbook. This may be the last time in history that a guy with less than 1000 hours has a shot at an airline career. But I'm concerned that some pilots have only heard part of the story and have given up, thinking the rule is already in effect..... Now that we're all wired and connected to the cloud, we just process information differently: My company is taking a hard look at our training procedures to see if we can present the information in a way that's more exciting for tech-savvy pilots. Unfortunately, many regional airlines see their training departments as expenses rather than investments, so there's not exactly an open checkbook for new training initiatives.....

Economic hard times have made it difficult for instrument pilots to stay proficient if they're paying for their time themselves. I'll be honest; I don't know if I could have afforded to get all my ratings in today's fuel environment. I paid between \$50 and \$85 an hour to rent most of my training planes, and I struggled to do that. That was when avgas was about \$1.50 a gallon. Throw in reduced hours at work or downright unemployment, and staying proficient takes a back seat. We're seeing a lot of people coming in the door who haven't touched an airplane for three years! No one is getting commercial pilots' licenses any more. The FAA will tell you that the number of commercial pilots licenses issued has plummeted in the last three years. It is only a fraction of what it was four years ago. That means that the regionals are going to be competing for a smaller and smaller pool of pilots. When that happens, the quality of the candidate pool remaining quickly drops. Everyone on the inside of the industry sees it, but none of us knows exactly what "it" is yet.... I'm not sure what the answer is, but we are working hard to find one.

(And now, for some positive nostalgia, the good old days, check out this video courtesy of Buck Clippard. Part two coming soon.)



<http://www.youtube.com/watch?v=U0j9Hac9ecM&feature=email>

Classifieds

Hangar Space for Rent - Len Spina would like to rent out half of his 60x50 hangar at Ryan Field, available for \$271.25/mo. Len can be contacted by cell phone (520-975-3519) and email lens790501@aol.com 12/2011

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 11/2011

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

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

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