



CHAPTER 81 SKY WRITER

December 2012 Newsletter
Notice!

No Chapter Meeting this Month
Our annual Holiday Dinner is at El Corral
on 12 December at 6 pm (by reservation only)
Next Chapter Meeting will be in January

2013 EAA 81 Dues Assessed

Annual dues are \$20 and have now been assessed for 2013. As of 09 Dec, 9 of 115 regular members have paid their 2013 dues. The amounts showing (below) include the 2013 assessment. Checks should be made payable to: EAA Chapter 81 and sent to **Rick Bernardi, 13132 E Mesquite Flat Spring Dr, Vail AZ 85641**, or brought to a chapter meeting. **Please do not send payment to the newsletter editor!**

	Calendar of Events (Please send event info to the editor)
Dec-12	EAA Chapter 81 annual holiday dinner, El Corral Steakhouse, 6 pm, by reservation only.
Jan-19	EAA Chapter 81 Project Meeting at Ryan Field, Bob Olden's Hangar. Meeting details will be in January Newsletter



EAA Chapter 81 Meeting Minutes

Saturday November 17, 2012

Meeting was called to order by President Duane Boyd in the Ryan Field meeting room at 1004.

Treasurer's Report: Rick Bernardi reports that we have \$11,709.38 in the bank.

Secretary's Report: Bob Miller offered to read the Minutes of the October meeting. An alert participant suggested instead that the Minutes be accepted without reading them, as they appeared in Sky Writer and on the web page. As our chapter members know how long-winded Bob can be, this suggestion was instantly and gratefully accepted. Bob accepted defeat gracefully, sure that he would have another opportunity to flap his gums later in the meeting. He was not disappointed.

Old Business: The Copperstate Fly-In was reviewed by Lynn Wesley and John Harlow:

Attendance was about 5000, the same as last year, with 194 registered aircraft, and an estimated 500 present. There were 251 official volunteers and many others who generously donated their time and talents to help out. Bob Miller predictably piped up, noting that he and wife Lori were provided free admission as volunteers, something that has never occurred in the several years that they have been volunteering at AirVenture Oshkosh. Bob also nearly dislocated his shoulder by patting himself on the back about the high attendance of his presentation "Picking Your Prop, or Size Matters", this despite his being audio-visually challenged and, instead of a having a Power Point presentation, passing around photocopies. Some growling and a few thinly-veiled threats got Bob off the soap box and Lynn and John were able to continue. There were 50 exhibitors, same as last year, the Fly Mart was up slightly, but so were losses/thefts. Forums were up to 85 compared to 73 last year, but attendance was down to 600 from a previous 7-800. The same applied to workshops: more provided, but less attendance. For the next Copperstate Fly-In, we need volunteers with advertising expertise. There are no paid positions. We also need an Operation Thirst Chairman to organize those Angels of Mercy who drive around in carts preventing heat stroke by offering non-alcoholic drinks to the volunteers (at Oshkosh this summer, with record high temps, this was a life-saver). Copperstate was once run by a Council of EAA Chapters, since disbanded. It was proposed that it be reorganized. EAA has no representation at Copperstate; it is currently run by a committee

headed by Mike Still. Mike, incidentally, built and wrecked a biplane, and is now building a Titan T-51.

Duane Boyd attended the Douglas Fly-In and reported a good turn-out, about 20 planes, notably represented by RV-6s and Swifts. The still-incomplete replica of the Douglas Glider was unveiled. This is an interesting piece of Arizona aviation history: a mere 5 years after the Wright Flier flew in 1903, The Douglas Aeronautical Club built a glider, pulled into the air by two horses. The next year, 1909, it was motorized, and like the Wright Flier, it was a canard pusher, the first aircraft in Arizona (which was not yet a State). In 1913, US General "Black Jack" Pershing employed pilot Henry Jones to drop homemade bombs on the railroad tracks south of Agua Prieta, Mexico to hinder the supplies to revolutionary Pancho Villa. Thus, Douglas had the first US international airport and, unofficially, the first military bombing missions. Duane recommends a visit to their very nice aviation museum.

New Business: It was reported that EAA President Rod Hightower has resigned; no details about this were yet known. Mike Auclair has a Hirth F30 120HP 2-stroke engine for sale for \$5,500. It is not fan-cooled, has 4 cylinders and electronic ignition, and goes for \$10K new.

Past Chapter 81 Treasurer Mick Myal has passed away, a victim of ALS (Lou Gehrig's disease). An obituary read at the meeting included a suggestion that, in lieu of flowers or other gifts, contributions be made to Contact! magazine. This bi-monthly journal is dedicated to affordable experimental aviation and alternative aircraft powerplants, and was founded by Mick. A proposal of a Chapter 81 donation of \$500 to Contact! was accepted, and gift subscriptions to the magazine are also suggested, as the true spirit of Experimental Aviation is well-represented. Contact!'s address is:

Contact! Magazine

P.O. Box 1382, Hanford, California 93232-1382

Editor@ContactMagazine.com

or www.ContactMagazine.com (

559) 584-3306 (Office), (559) 585-0930 (Fax).

Guest Sandy DiFazio, an experienced aerial photographer, seeks to rent a hangar with at least a 40 foot door for the Cirrus VK-30 pusher he is building. Powered by a 300HP IO-540, this speedster has more than a 1000-mile range. Sandy already has the wing, flaps, and ailerons done. John Nealon from Alaska is building an experimental glider. Rick Brown, renowned aerobatic pilot and

plans-built Cygnet flier, fell off a ladder, made a gear-up landing, and broke his back. All parts are still functioning, but he is recuperating at the Veteran's Hospital at Building 60, room 152. Chuck Valade updated us on a problem found in Eggenfelner Subaru engine conversions. He locks the cam belt tensioner, but some of the dowels used for this have come out and could get into the gears. Of the 3 dowel pins, so far, only one has come out, so the engine kept running, but loose pins are an obvious hazard. There is an aftermarket splined shaft available to fix this. We also heard about a runway incursion in Texas, where a student pilot approached too low and struck an SUV near the runway threshold. One does not have to go to Texas to find runway incursions, however, as our own Tucson International Airport has the dubious honor to be #1 in runway incursions, nationally!

Finally, Joe Seibold made a presentation about his odyssey from upper peninsula Michigan to Tucson; an epic tale worthy of, uh, Odysseus. It would seem that Michiganders (would that make their women Michigeese?) experience an odd phenomenon, unknown to southwesterners, known as Bad Weather. This delayed departure of Jackie and Joe's Light Sport Cruiser for several days. Joe says that Jackie is the better pilot, but can't navigate, so she flew and he looked at the GPS, and, sometimes, out the window. They then departed and cruised at a heady 100 knots as far as Peoria, Illinois. Departing in another mythical weather condition, known as "iffy," they were forced by wind and rain to land in Quincy, Illinois, spending the remainder of the day touring Hannibal, Missouri, the boyhood home of Samuel Clemens, Mark Twain to you. Now they know why he left. Next day, fighting a 40 knot headwind, they battled their way to Hutchinson, Kansas, being overtaken by cars on the freeway! 10 miles out, they could see the dust storm. They landed in a 47 knot wind, fortunately only 2 degrees off the runway with visibility less than 1/2 mile. The catfish dinner in Hutchinson was \$10, 1/6 the price of dinner in Quincy. The next morning they made Tucumcari, New Mexico and then, using a secret pass revealed by Chuck Valade, to Deming (NM). Although there are good landmarks for finding the pass, there is a great deal of Nothing between Tucumcari and the pass. Now they had good visibility and no rain, but were bouncing all over the sky; gotta love that light wing-loading of an LSA! Finally, landing intact at Marana, they still had their Scylla and Charibdis (the clashing rocks in the Odyssey; jeez, read a book) to face. The hangar they had arranged to rent wasn't empty as promised, and they were sent to the opposite end of the airport,

following a golf cart. A plastic brake line, abraded by a wheel pant, gave up the ghost at a most inconvenient time, causing the plane to pivot into the hangar, damaging the prop and spinner, and, possibly the reduction gearbox of the mighty Rotax. Imagine, facing all that wind and weather, all those obstacles, and finally arriving safely in the Promised Land, only to snatch Defeat from the jaws of Victory at the last moment. Our congratulations to Jackie and Joe, heroes worthy of a Greek saga!

In lieu of a December meeting, we will attend the X-mas dinner at El Corral, the site most voted for, on Wednesday December 12 at 1800 (that's 6PM for you non-military types). Joe Seibold will have 2 books of Chapter 81 aircraft photos to give away at the dinner. Sandy DiFazio suggested a Grab Bag with a \$10 limit for aviation-related or gag gifts to be gift wrapped and swapped. Lynn Wesley, long-suffering volunteer for whatever no one else is willing to take on, will run the Grab Bag.

Meeting was adjourned at 1115. The January meeting on the 19th at 1000 will be a Project Meeting where Bob Olden will display his TWO projects.

Respectfully Submitted by

Secretary Bob Miller

New 'Bolt-On' LSA Engine Announced From Italy's ICP



(From an article in EAA News)

www.eaa.org/news/2012/2012-11-21_ICP-announces-new-LSA-engine.asp

The V-Twin liquid-cooled engine is fitted with a 2.95:1 reduction gear that will deliver the max power at 2,400 prop rpm. The engine cooler will house the air box, three-phase electric generator, two fuel pumps, and the engine control unit. Total ready-to-go weight including all liquids is 178 pounds, according to the company. Likely price – about \$16,000.

Visit EAA81 member Glenn Brasch's
RV enthusiast website <http://rvairspace.com/>



Classifieds

½ Partnership Offered – Cessna 150K

Based At La Cholla Airpark
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For Details Contact Chet Oldakowski
Telephone: 520-797-7161 oldak4@gmail.com



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Instruction – Maintenance - Consultation
Jim Moss A&P IA www.northside-aviation.com/

Lancair 360 fast build kit For Sale

Approximately 30% complete, \$12K
Contact Len Spina at: Lens790501@aol.com

FOR SALE by EAA Chapter 81

120 HP HIRTH F-30 engine w/accessories
6 hours TTSN - For more information contact
Duane Boyd @ 931-472-4700
citationpilot60@hotmail.com

2001 Express S-90 Odyssey For Sale



\$49,900 (Trades Considered)
Continental IO-550-G (280 HP)
McCaughey B2A34C225 paddle-blade Propeller
(Both 140 Total Time Since New)
190 MPH, 12 GPH, 90 gallon fuel capacity
1140 pound useful load, 4 passenger
For more information and specifications,
go to: www.chamberlainaviation.com
Contact Bruce Newlan, 520-531-8571(H)
520-907-7534(C) bnewlanwine@earthlink.net

Certified Lycoming E3D with logs



NO PROP STRIKE, TT 4,450 TSMOH 2081
All cylinders replaced approximately 200 hours ago
with yellow tagged cylinders. Includes carb, starter,
ring gear, mags. Auto gas STC. Last run 1995.
Stored with dryer plugs and oil in AZ, currently at
KAVQ. \$6,000 Negotiable.
Contact Don O'Rourke, 520-869-5719

**Please send items of interest, classifieds, etc to
Erik Fjerstad – Newsletter Editor**

newsletter81@eaa81.org

or to Erik's address on front page.

**Check out the Chapter Website at
WWW.EAA81.ORG/**

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