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# CHAPTER 81

## *SKY WRITER*

DECEMBER 2008

**Upcoming Events of Interest (details inside)**

Dec 5-7	B-17 Tour Stop Deer Valley, AZ
Dec 10	EAA annual dinner (6 pm)
Jan 10-11	SportAir workshops in Prescott

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***EAA Chapter 81 Meeting Minutes  
November 15, 2008***

Meeting was called to order at the Ryan Field meeting room by President Duane Boyd at 1010.

**Treasurer Mick Myal's report:** There is \$2493.78 in the bank. 2009 dues are being collected now.

**Secretary Bob Miller presented the Minutes of the October 18 Project Meeting.** Bob's Kitfox project and nearly-completed workshop had been presented to a very well-attended meeting, and Bob also presented a brief history of the Kitfox, now considered a classic experimental aircraft with a 25 year history.

**Old Business** (pretty randomly interspersed with New Business): Mick Myal was successful in finding a producer of Chapter 81 patches, modeled after the old patch, and suggested the following modifications: 1) eliminate the dots after the letters E.A.A. to now read EAA, 2) Eliminate "Ch." before 81 so that it now reads EAA 81. He also proposed that a patch be issued to each paid-up member (paid from the treasury) and that extra patches be made available for \$2 each. He will also investigate the price of a high-quality cap with a logo matching the patch. All of these suggestions were approved by the present membership.

Bob Miller provided an update on the X-mas dinner, to be held at El Corral Steakhouse, 2201 E. River Road on 12/10 at 1800. He reminded the members to please make the check out to Robert Miller, not to EAA nor to Chapter 81.

Roy McCaldin informed us that Bob Nelson has a yellow Cub for sale for about \$25K. It can be ogled at Air Center West, at the north end of Aviator Lane, Ryan Field.

Ed Justice informed us that EAA Chapter 590, Yuma, AZ, is having a 2-day Young Eagles event in Blythe,

California in December.

Mel Bina is offering up his 200HP (IO360) Velocity for sale, and also making his composite-building tools and materials available “cheap.”

Vice President Hal Burlingame suggested that we might like to combine our January project meeting with EAA Chapter 1445 in Casa Grande on January 17, 2009 at 0800, combined with a Pancake Breakfast. Volunteers at the griddle are always welcome, and \$5 pays for the fare. The present membership approved this.

Erik Fjerstad offers his RV6A project as a possible February Project Meeting. He projects that he will have moved his updated project from his garage to his hangar at Ryan Field by then. Dennis Hall is offering his Corbin ACE project for a 2009 Project Meeting as well.

Mick Myal says that 2009 EAA calendars are now available for \$11, or free with a somewhat larger donation to the EAA Air Safety Foundation.

Eric Witherspoon reports 9 flights on his Jabiru 3300-powered Sonex: “It flies great!” Lynn Wesley reports on the Copperstate Fly-In, specifically that the Casa Grande City Counsel is getting more friendly to Chapter 81, in no small part from the intervention of our own Steve Hulland, who is the Casa Grande Airport Manager. It seems likely that we will have a home for Copperstate for the foreseeable future.

Ed Justice is seeking a replacement as newsletter editor. Although previous editor Hal Burlingame was willing to take on the job, Erik Fjerstad leaped into the fray, boldly volunteering to take on this important responsibility.

New visitors (and soon-to-be-members) Eric and Brandy Wolf introduced themselves: Eric is an Air Force F15 Crew Chief, quite experienced in sheet-metal construction. He has been a pilot since 1992, but stopped flying in 1994. He is volunteering to help anyone with his or her project, and is available for some right seat time as well. Bud Keil is new to Tucson, is a not-current IFR pilot, and is building a Factory Five Cobra kit car. He is seeking tailwheel training at Ryan and was directed to Bill McClearran ((520) 888-5906, Cell (520) 400-0522, E-mail oldstude1@yahoo.com), who has mentored other Chapter 81 members into the exclusive club of taildragger drivers.

Bob Miller presented a talk on rotary engines for aircraft. He was quick to differentiate the older meaning of rotary engine (an engine which rotates around its crankshaft), such as the rotary radial Le Rhone and Gnome engines of WWI, from the modern Wankel rotary engine. Wankels are not piston engines and do not have crankshafts, but have a rotor that rotates around a central eccentric shaft. Although there is some oscillation of the rotor, vibration is much less than that of a piston in a reciprocating engine. Wankels have reached their current state of development mostly through Mazda, currently the only automobile manufacturer with a production rotary engine. For experimental aircraft, Mazda Wankels have been successfully used, but some of the characteristics of the Mazda engine (such as cast-iron rotor housings) have compromised its use in aircraft. RotaMax is addressing these compromises with innovations on the basic Mazda rotary, including aluminum housings, a skeletonized (lightened) rotor, and total-loss oiling. They are offering three engines at this time: a single-rotor, 110 pound (with PSRU) 55 sustained HP engine, and two twin rotor engines, one with 110 sustained HP at 145 pounds and one with a turbocharged sustained 170 HP at 195 pounds. The Wankel engine, when compared to comparable-powered piston engines, is lighter, more compact, and, because of a much lower parts count and very little vibration, is potentially more reliable and less expensive to manufacture and service than currently available engines. Disadvantages include relatively narrow power band (requiring a propeller speed reduction unit), and slightly lower specific heat (efficiency) because of larger combustion-chamber swept area. It shows great potential, but has not had a century of development, as has the reciprocating engine.

There was a great deal of interest and discussion following (and during) the presentation. Much as he loves to hear the sound of his own voice, Bob has solicited other members to come forward with presentations about their aviation interests, enthusiasms, and experiences. We’re not looking for polished perfection nor fancy speechifying so much as sharing information about building and flying or the desire to do so.

Meeting was adjourned at 1145. Next meeting will be at the X-mas dinner.

Respectfully Submitted by  
Secretary Bob Miller

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### ***Upcoming Events of Interest***

5-7 Dec - B-17 "Aluminum Overcast" Tour Stop at Deer Valley, AZ To book a flight please call 1-800-359-6217 or go to [www.b17.org](http://www.b17.org)

EAA is offering historic flight experiences in its beautifully restored B-17G Flying Fortress "Aluminum Overcast." One of only 14 Fortress's still flying, this aircraft is an icon of the Allied strategic bombing effort that helped turn the tide of battle in World War II. Unlike reading a history book, you can actually fly a mission back in time and feel the might of this magnificent machine, just as those brave young men did more than 60 years ago.

EAA SportAir workshops coming up in January, all of these are in Prescott. Call 1-800-967-5746 for up-to-date status and enrollment. Highly recommended!

- 10-11 Jan-09 Composite Construction, 2 Days
  - 10-11 Jan-09 Electrical Systems & Avionics, 2 Days
  - 10-11 Jan-09 Fabric Covering, 2 Days
  - 10-11 Jan-09 Sheet Metal, 2 Days
  - 10 Jan-09 What's Involved In Kit Building, 1 evening
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### **DUES ARE DUE!!**

Chapter dues for 2009 remain the same, only \$20.00 a year. Personal checks are preferred, either in the mail or at monthly meetings. Full cash payment totaling \$20 is accepted at meetings.

Make checks payable to EAA81

Mail to:  
Mick Myal  
2900 East Weymouth  
Tucson AZ 85716

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### **CHRISTMAS DINNER**

The Chapter Christmas Dinner is scheduled for Wednesday, Dec. 10<sup>th</sup> @ 6 pm at:  
The EL CORRAL STEAKHOUSE

2201 E. River Road

All Chapter members should have received an invitation/menu.

Note: The price listed includes tax & gratuity.

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### **CLASSIFIEDS**

#### **Vans RV-10 emp/tail cone kit**

Experienced RV-6 builder is offering to sell his Van's RV-10 Emp. / Tail Cone project. (I have decided that I would rather build an RV-12)

The horizontal and vertical stabilizers are finished. The elevators are partially finished, and some work has

been accomplished on the rudder. There has been some work accomplished on smaller parts.

In addition, the following are included with the sale:

- Complete fuselage plans and manual Complete wing plans and manual
- Aircraft Spruce p/n 12-00903 special bucking bar
- Parts bin with clear drawers for hardware storage. All labeled with aircraft nomenclature
- 4' X 4" heavy duty work table recessed to accept a back riveting plate
- 24" X 64" platform for a "C Frame" hand riveting and dimpling tool
- Current inventory (Kit is complete)

Quality workmanship. The project is located in Prescott, AZ. I do not have the Van's shipping crate; buyer will have to pick up at the airport. I will assist in inventory and loading. I have \$3,500.00 invested. Will sell the project for \$2,695.00. You are saving over \$800.00.

Frank Benedict c-140@juno.com

928-778-1977 H 928-899-8365 C

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Reply to: sale-904392068@craigslist.org

Date: 2008-11-03, 1:27PM

I am looking to fill some free time and learn about aviation at the same time. I would like to find a person(s) at Ryan Airfield that is rebuilding, refurbishing, painting....what ever to their aircraft, or I'll just sweep your hanger. I would like to help in what ever way I can for free. I do have an eclectic background. here is a short list of skills I have an above average proficiency in: Carpentry, Electro-Mechanical install, and troubleshooting, Mechanics, fabrication, painting, electronics; trouble-shooting/install. 12v, 6v, 18v systems. Welding, computer diag and repair, GPS systems...and many more. I'm a pretty handy guy to have around in any case. I will wash, wax, sweep, mop....anything. I am wanting to immerse myself in the ' Lifestyle ' because I am working towards my PPL and I would like to spend more time around the hangers than "just for lessons" I hope some one will take me up on this, it is a sincere offer. I do have quite a bit of free time to offer. I'm no kid @ 42 so I won't flake out on you. Please call 779-875-3819 if you are interested , or respond with an E-mail. Thanks!

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Note: Please provide items of interest, classifieds, news, etc., to the Editor (newsletter81@eaa81.org), or to Erik's address on front page.

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That's all for now.

As we head into the Holiday season, be safe!

***Happy Holidays***