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Chapter 81 Skywriter

Annual Dues \$20

Checks should be made payable to EAA Chapter 81 and brought to a chapter meeting or sent to the Treasurer:

Eric Nelson
10270 N. Krauswood Ln
Oro Valley AZ 85737

Do not send payment to the newsletter editor!



These handsome chapter 81 patches are available from Eric Nelson when you cough up money for your dues.

**EAA Chapter 81 Meeting
March 16 2019
10:00 hrs**

**Chapter 81 Hangar, Ryan Field
(look near bottom of newsletter for
directions to the Hangar)**

Chuck Valade will present a demonstration on sheet-metal working

Click on the link below to see aviation events around Arizona

[Arizona Aviation Events](#)

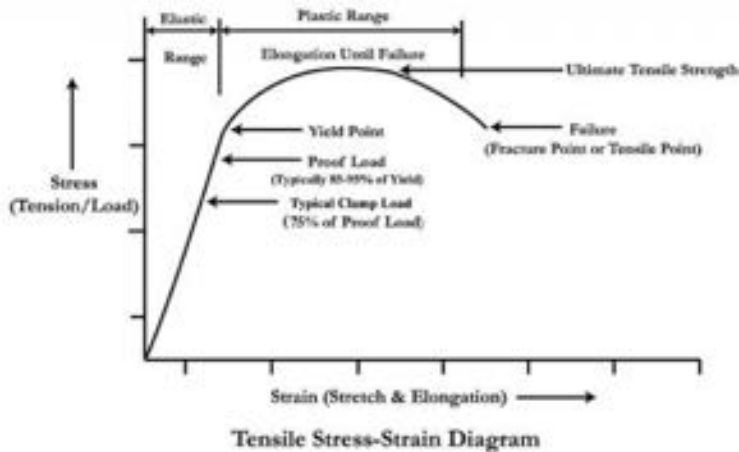
Dave Jaksha

Tight as possible, plus half a turn!

The above adage was what my father jokingly recommended when fighting a bolt! NOT!

When you tighten a bolt, you are in fact stretching the bolt causing it

to act as stiff spring, compressing the components creating the all-important clamp force needed to hold parts together. Not torquing a fastener correctly can lead to fatigue failure, joint separation, and self-loosening from vibration or bolt failure. Torque values are either specified by a vendor, or you can look up the recommended torque values for a particular bolt in a table. Note that the torque varies depending on the bolt material,



threaded material and whether the bolt is install wet or dry. For example, using a thread locker such as Loctite, the torque value may be smaller because the thread locker acts as a lubricant. When torquing a bolt the majority of the torquing force is lost to friction. So do your homework when torquing fasteners. Its not necessarily a straight forward process. The way the torque is applied is also important. Steady pull until the torque is reached. Some applications require a specified torque, plus a secondary angular rotation.

Spark plugs should be installed with a torque wrench. Under/over tightening can cause problems from gas blowby or poor heat transfer to damaged threads and plug breakage. Torque values vary depending on whether you are installing the plugs into steel or aluminum heads. They also vary depending on whether you use anti-seize or install the plugs dry. Lycoming recommends installing plugs with motor oil or anti-seize on the top threads. Plug manufactures like NGK recommend installation with no lubricant or anti-seize. So best advice is check what the manufacture recommends.

Notes from the new Chap81 President, Erik Fjerstad.....

EAA RC Model "beta test" program - The EAA, in an effort to extend its outreach to youngsters, has partnered with the AMA (Academy of Model Aeronautics), in an electric RC model build and fly program. While we don't yet have much information on the program, it involves the EAA providing a Sig Kadet balsa model with electric motor, battery, and controller for participants to construct and to learn to fly. Our chapter has been asked to participate and this involves identifying a champion within the chapter with the interest and drive to make it happen. If interested, please contact Erik (president81@eaa81.org).

The chapter has several important roles to fill, anyone interested in these roles should contact our chapter president (Erik Fjerstad president81@eaa81.org)

* "Flight Advisor" - A flight advisor helps the pilot conduct a self evaluation, as well, as evaluate the flying characteristics of the aircraft. The pilot then uses that evaluation to decide whether he or she is capable of flying that airplane. If not capable, the flight advisor explains where and how he or she can get the proper instruction, or alternatively find someone to make the initial flights. A flight advisor also suggests best practices to follow when flight testing a homebuilt aircraft (e.g. runway selection, weather minimums, etc.) Further information can be found at <https://www.eaa.org/eaa/aircraft-building/volunteer-assistance/eaa-flight-advisors/learn-more-about-eaa-flight-advisors-program>

* "Eagle Flight Leader" - Primary activities include: Mentor new pilots and reactivate lapsed pilots; Share knowledge, information, and resources; Build on the camaraderie and sense of belonging that our EAA community is founded upon. Further info is available at <https://www.eaa.org/eaa/learn-to-fly/introductory-flights-for-free/eaa-eagle-flights-program/eaa-eagle-flights-volunteers/become-a-volunteer/Become-a-Chapter-Eagle-Flights-Leader>

If anyone has any suggestions for future speakers, or has an aircraft project they want to share with the group please let us know.

Mark your calendars (May 8th) for a visit to Tucson (KTUS overnight) of D-Day Doll, a C53 (C47 configured for paratroopers) (<https://www.cafddaywing.org/portfolio-items/d-daydoll/>), on the way to the big "Daks over Normandy fly-over" (<https://www.daksovernormandy.com/>) of many C47s during the 75th anniversary of D-Day. There may be an opportunity to tour the aircraft, at least to do a "walk-around".

We are asking our Chapter members to please contribute to our Newsletter with aviation oriented articles or short pieces and photos. Photos of your aircraft and build are especially welcome. Just drop a note to newsletter81@eaa81.com with either text, or photos. I will edit and post either in the newsletter or on the webpage. There is a tremendous amount of talent in our group, so please pass along your expertise and knowledge to all.

If any of our Chapter members has a project he/she would like to show please let me know. We can schedule a meeting at your project's site if that is possible.

EAA webinars are free to all aviation enthusiasts. Pre-registration is recommended since space is limited to the first 1,000 registrants. Upcoming webinars include the following topics and presenters:

3/6/19

8 p.m. CST

[An IA's Dilemma](#)

Qualifies for FAA Wings and AMT credit.

Mike Busch

When performing an annual inspection, what should an A&P mechanic with inspection authorization do when they find something significant in the aircraft's maintenance records that conflicts with what the aircraft owner says? Who should the A&P/IA believe, the owner or the logbooks? Like many things in aviation, the answer is it depends. Maintenance expert and A&P/IA Mike Busch explores this thorny issue with the help of two real-life case studies whose outcomes were quite different.

3/13/19

7 p.m. CDT

[First Flight, No Fright: All About Discovery Flights and Introductory Lessons](#)

Qualifies for FAA Wings credit.

Prof. H. Paul Shuch

The introductory lesson or discovery flight is a common marketing tool used by flight schools to introduce potential customers to the wonders of flight. It can be a make or break moment resulting in either an enthusiastic student or someone who will never set foot in an airplane again. In this FAA Safety Team WINGS award webinar, a longtime CFI tells his fellow instructors what he does to make this a positive experience, and explains to potential students what they should expect.

3/20/19

7 p.m. CDT

[Temporary Flight Restrictions, Airspace, and ADS-B](#)

Qualifies for FAA Wings credit.

John Townsley

Temporary flight restrictions (TFRs) are a fact of flying. John Townsley will discuss the more common TFRs that we may encounter on a coast-to-coast cross-country flight. Some TFRs can appear with no notice, others may show up with lots of warning, and some are charted. John discusses strategies we can use to learn when and where TFRs might be along our route of flight. He will explain what pilots should do to avoid a violation, including some gotchas that have tripped up many pilots and the types of violations and enforcement. This webinar will also include a brief discussion of where ADS-B Out will be required after January 1, 2020, including some of the benefits and pitfalls of that not-so-new requirement.

23/26/19

7 p.m. CDT

[Avoiding Stalls and Spins](#)

Qualifies for FAA Wings credit.

Gordon Penner

Gordon Penner, master CFI-Aerobatics and FAA Gold Seal instructor, presents a simple and practical description of stalls and spins as commonly covered in the emergency maneuver training (EMT) course. Understanding these simple principles will help you to avoid an unintentional stall and spin.

4/3/19

7 p.m. CDT

[Errors of Distraction](#)

Qualifies for FAA WINGS and AMT credit.

Mike Busch

Just as pilots need a sterile cockpit during takeoff, landing, and other critical phases of flight, mechanics also need a distraction-free workplace when performing safety-critical maintenance tasks. Unfortunately, many GA maintenance shops are distraction-rich environments and when mechanics get distracted, serious errors of omission can occur. In this webinar, Mike Busch A&P/IA talks about how frequently such errors occur and what protective measures aircraft owners and pilots should take.

Glenn Brasch

Glenn Brasch reports that the CopperState 2019 fly-in was a great success
Below is a link to photos Glenn took of many of the aircraft

[Photos from Copperstate 2019](#)

Angel Duncan

Attention Zenith Builders

We have an assortment of NEW Zenith parts at the chapter 81 hangar. If you need any of these items, please call or text Angel Duncan @ (520) 270-8076 (cell) or (520) 578-1162 (home) or e-mail aduncan6000@gmail.com

Donations to Chapter 81 for these items are appreciated. Don't forget, we are a 501c3 nonprofit!

- 1 Fiberglass Cowling for 750 firewall. (Other models have same firewall as 750)
- 1 Pitot Tube
- 2 Rudder Pedal Pivot L Brackets
- 2 Control Stick Grips
- 2 Rudder Cable Fairings

701 PARTS

- 2 7F4-3 REAR TIE DOWNS
- 18 7C6-1 CABLE PLATES
- 2 7F12-4 GUSSETS
- 2 7F15-4 GUSSETS
- 2 7F19-16C2 NYLON BLOCKS

801 PARTS

- 1 DOOR LOCKS/HANDLE KIT w/keys
- 2 8A2-4A FLAPERON ROOT HINGE
- 1 8C1-4 RUDDER CABLE PULLEY BUSHING
- 2 8F19-14 NYLON BEARING
- 1 8H2-15 ELEVATOR HINGEPIN ANGLE
- 1 8C8-14 FLAP MOTOR INNER BUSHING
- 1 8C8-15 FLAP MOTOR OUTER BUSHING

750 PARTS

1	75C4-5 (or 701# 7C5-1)	UPPER ELEVATOR CABLE FAIRLEAD
1	75C4-6	TOP SKIN ELEVATOR FAIRLEAD
1	75Z1-11	LOWER ELEVATOR CONTROL STOP

601 PARTS

1	6E6-3	OIL TANK TOP SUPPORT
36	6LAA-2	BALANCE WEIGHTS 1/8 MS
29	6LAA-3	BALANCE WEIGHTS 3/16 MS
10 inch	MS20257-5	HINGH
1	6ZU1-5	BOTTOM CAP ANGLE
3	6ZU1-5	BOTTOM CAP ANGLE (DRILLED)
2	6ZU2-4	SPAR UPRIGHTS
2	6ZU3-2	SIDE DOUBLER
3	6ZU4-2	AILERON STIP SUPPORT
1	312-185X300	RUDDER BUSHING
2	C16-14864	40 LBS. DOOR GAS STRUTS
1	65T5-2	TRAILING EDGE SKIN
1	65T5-1	LEADING EDGE SKIN
1	6T4-4/1	VERTICAL TAIL SPAR
2	6T4-5	DOUBLE ANGLES (wrapped with Vertical tail spar above)
2	6B18-5	SPAR ACCESS COVER

601 PARTS CONTINUED

1	6K2-2	CENTER CONSOLE
2	6W9-3	BELLCRANK ACCESS COVER

RIVITS

10	MS2047AD5-7
5	AD5-10
109	AD6-10
3	AD6-12 (CUT)
4	AD6-15

TOOLS

701 LEADING EDGE SLAT ASSEMBLY JIG

Bob Miller

EAA Chapter 81 Meeting Minutes February 16, 2019

Meeting was called to order at 1000 at the Ryan Field meeting room by President Erik Fjerstad.

Secretary's Report: It was suggested by President Fjerstad that the Minutes of the January 19 Chapter Meeting be accepted as published in Sky Writer and on the website. Oddly, there were actually two Members who wanted the Minutes to be read, and an overwhelming majority who did not. The Minutes were accepted without being read, an example of democracy at its best! By the way, Winston Churchill was quoted as saying, "The best argument against democracy is a five minute conversation with the average voter".

Treasurer's Report: Eric Nelson reported that we have \$7,299 in the bank, a mere \$185 less than we had at the end of 2018, and not all members have paid their dues yet. This also does not include the >\$2,000 that we will receive from EAA for the Tri-Motor tour stop in Tucson; more about that later.

Visitors: Chuck Sandager was here with friend Bob Cowles. Gene Bywater from Chapter 174 of Batavia, Ohio also attended. Mike Lazarowicz of port Clinton Ohio (home of the AT-5 Tri-Motor EAA leased for the tour) claims that he used to work with Ex-President Tito Sanchez, but we won't hold that against him. Stan Cottam is visiting from Western Ontario, Canada. Ken Ballinger is a Tucsonan who attained his Private Pilot Certificate in 1969 but stopped flying when life got in the way. He resumed LSA flying a year ago, buying a Sonex, which he wrecked and is now is rebuilding.

Old Business: Ken Schanke, the Coordinator of the Ford Tri-Motor tour stop in Tucson, reported that it went "pretty well". He presented a list of what could have been done better, mostly by EAA, rather than by Chapter 81, which provided a large number of enthusiastic volunteers; his assessment will be published in this issue. A brief summary of some of the highlights: We received late notice, just before the holidays. It was difficult for us to find a hangar, with Millionaire refraining from returning phone calls.

The TIA Executive Terminal, where our previous Tri-Motor event was held, was made available to us, but at a cost of \$340 per day (cleaning fee), which would have cost us \$1,360 for the four-day event. Although EAA offered to pay this, we found it unacceptable if another alternative became available. We did find a site at the Pima Community College welding class room, but at too late a date for the EAA brochures to specify where on the TIA field we would be. The notice also came too late for us to obtain Ford sponsorship. We were lucky to have one Chapter 81 member (Steve Hulland) with a green dot on his line badge, enabling us to escort passengers onto the pad at TIA (there was no such requirement 4 years ago). It would have taken 6 weeks to get the required badges, and the tower at TIA does not list its phone number on the internet!

Civil Air Patrol cadets were present to assist, but there could have been a greater CAP presence in the form of their patrol Cessna 182 had they had a month of lead time. We were fortunate that Bombardier once again offered their painting hangar to shelter the Tri-Motor. With more notice, we could have obtained a LOA (Letter Of Authority) for tower staff continuity, and set up booths for the Young Eagles, Eagle Flight, and Chapter 81 information. Possibly the Chapter 81 Trailer could be employed in this role. Jim Keown suggests that we also use the Home Show, which would provide a free booth for Chapter 81 recruitment. The Aviation program at Pima Community College went out of their way to make our tour stop a success, and might be a venue for a B-17 stop as well, in the future. We will consider resuming our scholarship program for PCC

New Business: Joe Seibold (rhymes with dipole) took the photos and wrote the captions for our Pilots and Profiles hanging on the meeting room walls. Joe is no longer an active Chapter 81 Member, and we need someone to step up and take his place. There are pilots who have restored or built aircraft who need to be featured! Erik Fjerstad has offered to temporarily take the photos if builders will come forward with a short paragraph about their aircraft.

Erik then made his presentation on Weight and Balance, illustrating with slides of his 2012 Hatz CB-1 biplane. Important points were that the datum be chosen at a place on the airplane that would not need to move with a prop change, and that the airplane must be level at the time of weighing, as the weight distribution on the landing gear can change dramatically when the airplane is at a tilt. Even tricycle gear aircraft may need leveling before weighing. Eric used the scales donated by A&P A.J. Pawlowski and repaired by Erik; they are available to any Chapter 81 member free-of-charge, and Erik will be happy to assist in the process.

Glenn Brasch was unable to attend the meeting, but asked Bob Miller to request tools for the Chapter Hangar. He and Bob have already donated an air compressor, and more projects and demonstrations could be done if Members did not have to haul all their tools to the hangar. We already have a tool library, but would welcome air tools, wrench sets, screw drivers, etc. There is also a book library, which has acquired the new EAA Flight Test Manual.

Bob Miller revisited the Chapter 81 Pancake Breakfast Trailer, now that it is hypothetically warming up and work can be done without risk of frost bite. Who says that Tucson has no seasons? We actually have four: a (usually) mild winter, hot-and-dry, hot-and-wet, and a few months of just gorgeous weather here and there. Bob asked for a motion to use the Chapter 81 treasury to pay up to \$300 for a pair of tires for the trailer, as well as a set of wheel bearings. Bob will provide the labor for free. The motion was approved unanimously and Bob will shop for the required parts.

Pancake Breakfasts have resolved: there is no longer any complaint from the Ryan Field restaurant owner (new management) about holding a few Pancake Breakfasts per year at the wash rack, and La Cholla Air Park has considered re-opening their site. We had a lot of fun and made some money doing it in the past, and it is a great activity for increasing our visibility to the flying public.

Mike Lazarowicz informed us that Chapter 75 out of Molino, Illinois, runs the Repair Barn at Airventure. While they cannot actually repair your aircraft, they offer the use of tools and advice, and some pretty miraculous repairs have been done there.

Meeting was adjourned at 1100. The next meeting will be held at the Chapter Hangar, temperature-permitting, and Chuck Valade (rhymes with delayed) will present a demonstration on sheet-metal working.

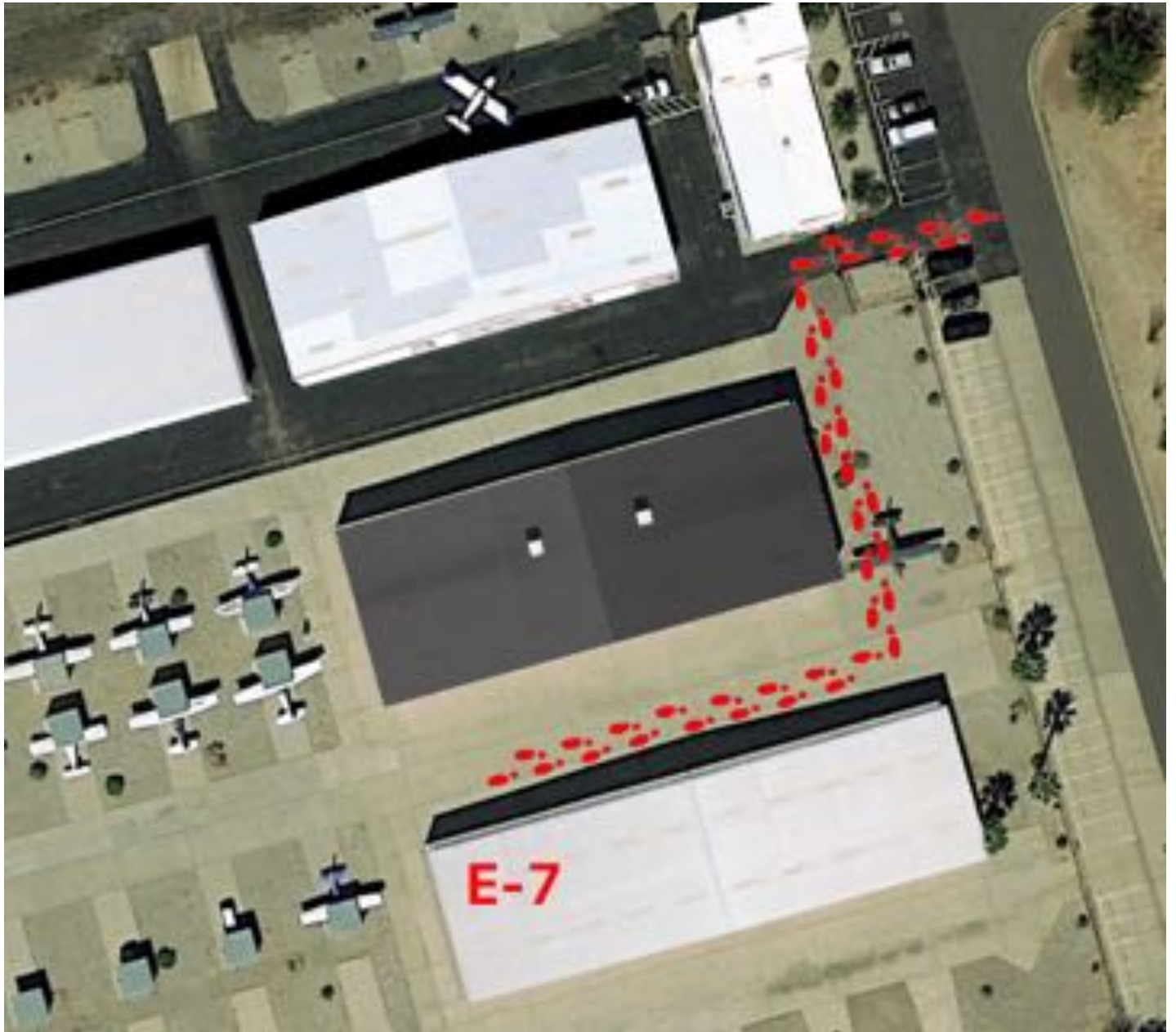
Respectfully Submitted by
Secretary Bob Miller

Location of the EAA Chap 81 hanger

Drive down South Aviator Lane to the end. Park just south of AirWest. There is a walk in gate just south of the auto gate. It is not locked. Walk through the gate, and turn left. Walk past the first hanger on your right. The EAA hanger is on the Northwest corner of the second hanger, E-7 Chairs are available or Bring your own chair

See the two images below!





Classifieds

Remember that you can place an add in the newsletter (it will appear on the Chapter 81 web site also) to sell those items in your hangar. Then, you can buy more shiny stuff to put in your hangar! Send email to newsletter81@eaa81.org with a pic, description and contact information.

011 Zenith Zodiac 601XL w/B modifications. EXTREMELY nice looking plane. 158 hrs, Jabiru 3300, MGL Glass panel plus a mounted tablet, autopilot, plus all the other stuff. \$44,500

If interested, contact Jimmy
860-946-7194
jimmyg2000@att.net





Two barn finds leading to start of Light Sport flying club. The first one is nearing completion of restoration and the annual is about finished. We expect to be flying this one by the end of February. The plan is to start the flying club in March if there is enough interest from the sport pilots around Tucson. The restoration on the second one will take several months. We would like to try 15 pilots per airplane. If scheduling is reasonable at this rate, we will have a club that is very strong financially. The total cost for each member will be \$150 per month. This will entitle the member to two flying hours each month. These hours will not carry over, but will expire at the end of each month if not used. Additional hours can be scheduled for \$50 each.. We would like to hear from every one who is interested in joining a sport pilot flying club.email: desertsportflyers@gmail.com Sec:Jim Taylor 520 349-5833

PLEASE NOTE; THIS CLUB WILL NOT BE LIMITED TO SPORT PILOTS. OTHER PILOTS CAN APPLY, AS WELL.



JUST ABOUT FINISHED WITH ANNUAL



PICKED THIS ONE UP FROM BARN NEAR JOPLIN, MO



PICKED THIS ONE UP FROM BARN NEAR LEXINGTON, KY

For Sale:

For Sensenich AG 3589 propeller designation W 68 RR 63 in Very Good to Excellent condition. \$375 OBO.

Eric Nelson 222-4878



Best Prices on Dynon for EAA Members

Marc Edmonds, the owner of Light Sport USA in Sisters Oregon and a premier Dynon independent dealer, is offering to all EAA chapter members what he believes to be the lowest pricing in the USA on new Dynon avionics available on Dynon's website, (www.dynonstore.com), shipped directly from Dynon in Woodinville, WA. to the purchaser with full warranty.

For a firm quote contact Marc Edmonds at Light Sport USA, www.lightsportusa.com 541-719-1245 vtails@yahoo.com

"After 2 years of health problems, I am back at work on my two projects, however, I can use some help. Both are shown in the attached photo.

The yellow one is a 3/4 scale Navy version of a Stearman WW2 trainer in wood construction and almost finished. Remaining work is activating the Rotec radial engine, brakes and instruments.

The other is a full-size version of a Fokker DR1, metal framed WW1 fighter with a lot of work remaining.

If you think that you, or someone you know, might be interested in gaining some hands-on construction experience, please give me a call or text me .at 520.282.1523, or email me at rolden1@gmail.com.

Thanks,
Bob Olden"



Check out our Chapter Facebook Page!
<https://www.facebook.com/ea81.org>

**Please send items of interest, classifieds, etc
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(newsletter81@ea81.org)
or to Dave's address on front page.**



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