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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!

EAA Chapter 81 Meeting
April 20 2019
10:00 hrs

Ryan Airfield Administration building
(Just East of Richie's Cafe)

Jerry Miel will present: "What To Expect When You Are Inspected"



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

Click on the link below to see aviation events around Arizona

[Arizona Aviation Events](#)

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

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>

EAA members,

The EAA.org organization has asked me to build a website to help builders document their airplane build process. We are looking for a dozen or so people to help with the beta test of this new website. This website will have the following features:

- Be able to add your aircraft project to this site. Must be an EAA national member.
- Free to use.
- Your project will be displayed/searched on Home Page, customized by IP address or zip/postal code.
- Search function for anything within a project.
- Support for picture files: JPG, JPEG, BMP, GIF and PNG. These file types will be stored in three sizes, thumbnail, medium and full sizes for faster website response.
- Support editing of pictures; Cropping, Rotate left/right, Lighter/Darker, Grayscale, Flip Sideways/Vertical, Small Rotate left/right, Negative and Sketchy Effect.
- Upload any type of files - (pdf, docx, xlsx, etc.)
- No limit on uploading of files. File size limited to 25MB per file.
- Project will have a "special URL" so you can add entries / files / pictures without login. Also optimized for cell and tablets.
- Automatically create a hotlink for all URL's entered. For YouTube URL's a embedded video will be displayed.
- Customize the order of your Categories. Any number of categories are supported.
- Your hours for each entry are recorded for total time.
- Options: private or public entries, expense report. For example; you can take pictures of your receipts but only you can view them and be included in your expense report.
- Allow multiple members to add/edit your project.
- Allow multiple projects for a member.
- Anybody can search or view your aircraft project information, except private entries.
- Full security functions - Member LOGIN information shared with YoungEaglesDay.com website.
- Website optimized for fast response times, including embedded pictures.
- Follow my project - Allow members to receive daily, weekly or monthly updates on any number of projects via email.
- Send out an automatic email to the builder(s) if no updates happen on a project within the past month.

Please send me an email if you know any builder that would like to use this site.

My email address is: don@eaa724.org

Don White

Its good to be an airport bum. On Monday (4/8) I got to see CAF (Falcon Field) "Maid in the Shade" B-25 at Ryan for a crew-swap during an FAA check ride, watching startup, takeoff, ILS, Missed Approach, single engine ILS, etc.



On Friday (3/29) I was fortunate to see CAF (Falcon Field) "Sentimental Journey" B-17 at Ryan for a crew-swap and FAA check ride, also watching startup, taxi-out, takeoff, and low approaches. Spend more time at your local airport, you may be pleasantly surprised!



Borescope news - At the last board meeting, I was authorized to arrange for repair or replacement of our borescope. The borescope is a fragile instrument, susceptible to damage from either dropping or forcing through an opening with the tip deflected. While we have operated on an honor system so far, it is unfortunate that the damage wasn't reported when either it happened, or upon the next use by one of our members. The repair cost was estimated at \$125 flat rate plus shipping both directions, and the company recommended their "new model" instead with the following improvements: 1. Improved (more rugged) flexible tip; 2. Improved lens assembly (easier to clean); 3. New fitted case (for safer storage). The new unit cost is \$400, but we were offered a \$200 "trade-in" where we keep the old unit. I opted for the new unit at \$200 net. Prior to the next "loan" of this borescope, we will develop an improved "briefing" procedure to ensure the borrower knows how to use it and to enforce an inspection and check-out of the unit prior to loan and upon return.

General tool usage issues - The borescope and scales are the most popular items for loan, and their recent useage has identified another issue. These tools (all the tools, and the hangar) are for chapter member use exclusively. They are not for check-out to loan to a non-member, which has on several occasions been determined. If you are offering to help a non-member with something involving a chapter tool, the member needs to be using the tool and cannot simply "hand it over". It is strongly suggested to encourage the non-member to join up and gain direct legitimate access to the tools. There may also be liability issues if the tools are used by a member (or other) in exchange for any compensation, such as to perform an annual for someone for which a fee is charged. If a member is using the tools for an owner-assisted annual of their own aircraft, there would be no issue whether or not a fee is charged by the A&P involved.

Aircraft Maintenance Issues - Many of you may have read Paul Dye's editorial ("Fine Print") in the latest issue of "Kit Planes", where Paul references some obscure wording in recent "Experimental Aircraft Special Airworthiness Conditions and Limitations" issued when the airplane is signed off, that he says is being interpreted by some FAA field inspectors to suggest that Lycoming's recommended TBO hour and calendar year numbers are "considered to be requirements for that particular E-AB aircraft". I started an email conversation with him, and Mike Busch (of Savvy Aviator), and with the FAA (the FSDO person who signed off my aircraft) with interesting results. I also included in the conversation a comment I have heard from more than one local A&P I/A that suggests that an A&P is required to sign off a "certified engine" in a E-AB aircraft. I will share the results of these conversations between myself, Paul Dye, Mike Busch, a Government Relations Rep at EAA, and the FSDO rep at our next chapter meeting as an interesting extension to Jerry Miehler's planned presentation on condition inspections and annual inspections.

Erik Fjerstad
Chapter 81 President

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

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.

The president of EAA 800 in Mack Mesa Colorado spends winters here and talked with me about their youth aviation program. Worth reading and discussing!

<https://hawkaviators.org>

[This is a link to the article that was in the April 2018 edition of Sport aviation.](#)



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:

4/17/19

7 p.m. CDT

[Buying, Selling, Importing, and Exporting Homebuilt Aircraft and Projects](#)

Qualifies for FAA Wings credit.

Tim Hoversten

Tim Hoversten, EAA technical aviation specialist, will provide advice, share tips, and review the paperwork and rules for buying, selling, importing, and exporting experimental amateur-built aircraft and projects. Special emphasis on buying and selling from Canada and liability concerns associated with maintaining, buying and selling.

4/23/19

7 p.m. CDT

[Controllability as Affected by Weight and Balance](#)

Qualifies for FAA Wings credit.

Gordon Penner

Gordon Penner, master CFI-Aerobatics and FAA Gold Seal instructor, presents a simple and practical description of how critical flying within weight and center of gravity (CG) range is to controllability of the airplane. He will provide examples of how being out of CG range can put your aircraft out of control.

5/1/19

7 p.m. CDT

[Powerplant Resurrection](#)

Qualifies for FAA WINGS and AMT credit.

Mike Busch

Piston aircraft engines hate to sit unflown. Unfortunately, periods of disuse lasting months or even years are not uncommon. In this webinar, engine guru Mike Busch, A&P/IA, offers specific advice on how to revive an inactive engine in a fashion that minimizes the likelihood of collateral damage from the usual dry start scenario. He talks about how to properly prelubricate the engine before that critical first start, and how to operate it and assess its condition immediately afterward.

5/8/19

7 p.m. CDT

[How to Fail Your FAA Knowledge Test](#)

Qualifies for FAA WINGS credit.

Prof. H. Paul Shuch

Although properly prepared flight students generally ace their FAA knowledge test, failure is certainly an option. In this FAA WINGS Webinar, Professor H. Paul Shuch, an experienced CFI and FAA-designated pilot examiner (DPE), shares with you the top 25 ways to snatch defeat from out of the jaws of victory.

5/15/19

7 p.m. CDT

[Building and Flying the Zenith CH 750: From Cruzer to "Super Duty" STOL](#)

Qualifies for FAA WINGS and AMT credit.

Sebastien Heintz

The high-wing Zenith CH 750 series is one of the most popular kit aircraft designs on the market today, and now includes the STOL CH 750 "Super Duty" model with more power and payload, and the addition of a rear jump seat. Kits for the CH 750 series continue to be improved upon, making them easier and quicker than ever to build. Learn about the design philosophy, building process and flight characteristics of these popular homebuilt aircraft from Sebastien Heintz, president of Zenith Aircraft Co

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
March 16, 2019

Meeting was called to order by President Erik Fjerstad at 1000 at the Chapter Hangar.

Secretary's Report: Bob Miller brandished a copy of the Meeting Minutes from February 16. Before he could utter a word, Chuck Valade, moving with amazing speed for one of his, ahem, experience, made a motion that the Minutes be accepted as published in Sky Writer and on the website. I wouldn't say that Chuck is actually old, and he clearly has the enthusiasm and energy of a 5-year old, but it is rumored that his high-school swim team swam in the Primordial Pool. David Schiffman was quick to second the motion and it passed unanimously.

Treasurer's report: Our Secretary payed no attention whatsoever to Treasurer Eric Nelson when he gave his report, because Eric usually slips a copy to Bob; however, when it came time to write the Minutes, Bob could not find the report. He could have easily just summarized the report from the February 16 meeting and very few would be any the wiser, but, being pathologically honest, he would rather just fess-up and take his lumps. You all have Eric's email address if you want the Treasurer's report that somehow evaded Bob. Anyway, he is pretty sure that we still have some money.

Old Business: Having obtained authorization at the last Chapter Meeting to spend up to \$300 for new tires for the Chapter 81 Pancake Breakfast Trailer, Bob Miller is going once again to risk life-and-limb and take the trailer wheels off today to get new tires.

New Business: The Davis-Monthan air show will be next weekend. General aviation light aircraft will be represented by a Van's RV-4, a Bellanca Cruisair, and a Globe Swift, all from Ryan Field. Erik Fjerstad will be manning the FFAST Team table at least one day, promoting Chapter 81 and Tito Sanchez promoting Southern Arizona Teen Aviation. Also, EAA will provide 2 free passes to Airventure 2019 to any chapter which holds a get-started-in-aviation event by May. The Collings Foundation will be bringing its classic warbirds (usually a Boeing B-17 Flying Fortress, a North American P-51C Mustang, and a Consolidated B-24 Liberator) to Marana at the pad located at the east end of of the airport on March 29, 30, and 31. On Saturday, April 13, Southern Arizona Teen Aviation will hold a Young Eagles flight for its students at Ryan Field at 8 AM. Angel Duncan says that we may have a hangar tenant next week.

Featured Presentation: Chuck Valade provided a multifarious (look it up, you low-life) presentation about sheet metal tools and other useful tips. He started with a pneumatic-hydraulic rivet puller such as can be found at Horrible Freight. These are flat on the bottom and are generally stored sitting upright. This, however, explained Chuck, would be a mistake. The hydraulic reservoir is up in the grip above the canister and the fluid, which is just jack fluid, seeps down past the seal and accumulates at the base. This diminishes the amount of fluid in the reservoir and weakens the pull. Most users simply dial up the air pressure, but that is not the best solution. The base can be easily unscrewed, the oil drained, the piston removed, and the oil replaced into the reservoir with the tool inverted. Then, replace the piston and screw the bottom back on. The correct way to store the tool is hanging upside down, which Chuck does by placing the narrow top down between two work benches. Many of us have been using these rivet pullers for years and were unaware of this important information.

Next: Chuck apprised us that there is a special mandrel for the Avex rivets used by Zenith. You send your conventional mandrel to Zenith to have it cut and hardened for use with the Avex rivets.

Next: a demonstration of putting a bead into sheet aluminum using the Chapter 81 beader, free for use by all members. Adding a bead considerably stiffens a sheet of aluminum, and this technique is routinely used by the big manufacturers to save weight. If you have a steel battery tray in your car, it is likely beaded with the convex part downward, so that thinner, lighter metal can be used. Beading is also used to stiffen fuel tanks and other areas with long runs of sheet aluminum. The beader can also be a flanger for making offset flanges. Chuck obviously has experience working with aluminum and shared some of his wisdom regarding welding it: 5052 “welds like butter”, which we assume means that it welds easily, rather than melts and burns. 6061 “welds OK”, and 2024 not so much. Good to know.

Next: a demonstration of the Chapter 81 sheet metal shrinker/stretcher. Chuck’s advice is to use it like an English wheel, meaning not a lot of pressure. Instead, make multiple light strikes. “If you really reef on it, it’ll crack it.” Shrinking the metal causes it to curve, or it can be used to straighten a curve. The tool actually pinches the metal together, causing it to shorten and thicken. A rivet gun with a rubber, countersunk head can be used for the same purpose.

Next: The Olfa Pro Heavy-Duty scorer. The Olfa PCL 1090486 is marketed for cutting counter-top formica, but is also great for sheet aluminum. It comes with 3 curved tungsten carbide blades. Cutting aluminum or Plexiglass (acrylic) or Lexan (polycarbonate), "it lasts forever." It's made in Japan, costs about \$15 with shipping, and you can buy 5 more blades for \$5.75, in case you plan to use it into the next century. For \$10 at Harbor Freight, you can get a giant T-square which works great as a guide for scoring large sheets of aluminum. If you are going to score plastic, do both sides so that it breaks evenly.

Next: a demonstration of how to glue acrylic using acetone. Acetone, or dimethyl carbonyl, the simplest and smallest ketone, has the formula C_3H_6O , but, of course, you already knew that. While the price of bulk acetone has increased lately, a more affordable alternative can be found in the form of nail-polish remover, which is 99% acetone and costs \$1.08 for a small bottle (a lifetime supply) at Dollar General. Chuck demonstrated gluing together two small blocks of acrylic with acetone and advised not clamping too tightly, as it can cause crazing. After only a few minutes, he passed the glued acrylic around the room and several he-men tried unsuccessfully to separate them. Chuck advises us to give it 2 hours to set up before using. He made a very effective mount for his GPS and iPad using a Ram-Mount from Aircraft Spruce, a small sheet of acrylic, some Velcro, and \$5.79 worth of 12V computer-cooling fan from Office Depot. Chuck learned about using acetone to weld acrylic when he used to patch bullet holes for jet fighter canopies; he cut out plugs, sanded them down to fit, and glued them into the holes. Afterward, the pilots could not find where the repair had been made! He advises that, when you cut acrylic, you sand the edges to prevent cracking.

Next: A cigarette lighter socket/power outlet for your homebuilt. \$350 for your Cirrus, \$30 from Aircraft Spruce, and \$1.75 online. As cheap as 89 cents for motorcycles. Some reduce voltage from 12 to 5. Be sure to check for RF (radio frequency) interference before installing.

Finally, Whelen replacement strobe tubes cost \$114. Chuck found a nearly identical tube that can be adapted easily, for \$12.95.

Let's hear it for Chuck Valade, King of the Scroungers and an incredible asset to Chapter 81!

The meeting was adjourned at 1120. The next meeting will be at the Ryan Field meeting room on Saturday, April 20 at 1000. Jerry Miel will present: "What To Expect When You Are Inspected". As this is an aviation group, and not a medical one, this probably will not refer to Short Arm Inspections.

Respectfully Submitted By

Secretary Bob Miller

EAA Chapter 81 Board of Directors Meeting
March 16, 2019.

Meeting was called to order by President Erik Fjerstad at 1130 at the Chapter Hangar. Also present were Vice President Steve Horton, Secretary Bob Miller, Treasurer Eric Nelson, Director David Schiffman, Director Lynn Wesley, and Director Jim Keown. A Quorum was achieved.

President Fjerstad announced that we have a volunteer for Coordinator of the radio-controlled aircraft project. He is an "Air Force guy", building a Sonex, and has contacts with AMA (Academy of Model Aeronautics). He is also in contact with EAA. Erik suggests that we go ahead with the program.

The Chapter 81 borescope was found to be broken; there are plastic spines at the distal end that have fractured and the scope can no longer be steered properly. Because there is no procedure for check-in with inspection of condition, we can suspect, but not know, who is the culprit. President Fjerstad suggests that we need a check-out policy which includes a tutorial on use and care, and a post-check-in inspection of condition. He requests \$350.00 for repair or replacement of the borescope. The Board of Directors unanimously approved this amount from our treasury. At the next meeting, we will need to appoint someone to maintain a tool inventory and set up an education program.

We need an audit of our finances. Lynn Wesley has agreed to work with Eric Nelson and Eric Fjerstad.

Jim Keown again suggests that we make use of home shows for recruitment. He will investigate the situation and make specific recommendations for employing this venue.

President Fjerstad wishes to restart the Pima Community College Scholarship for their aviation technology education program. He recommends that we donate \$1,000.00 per year. He will communicate with the appropriate parties at PCC and then make a final recommendation.

Meeting was adjourned at 1145.

Respectfully Submitted by
Secretary Bob Miller

Retiring the Trailer

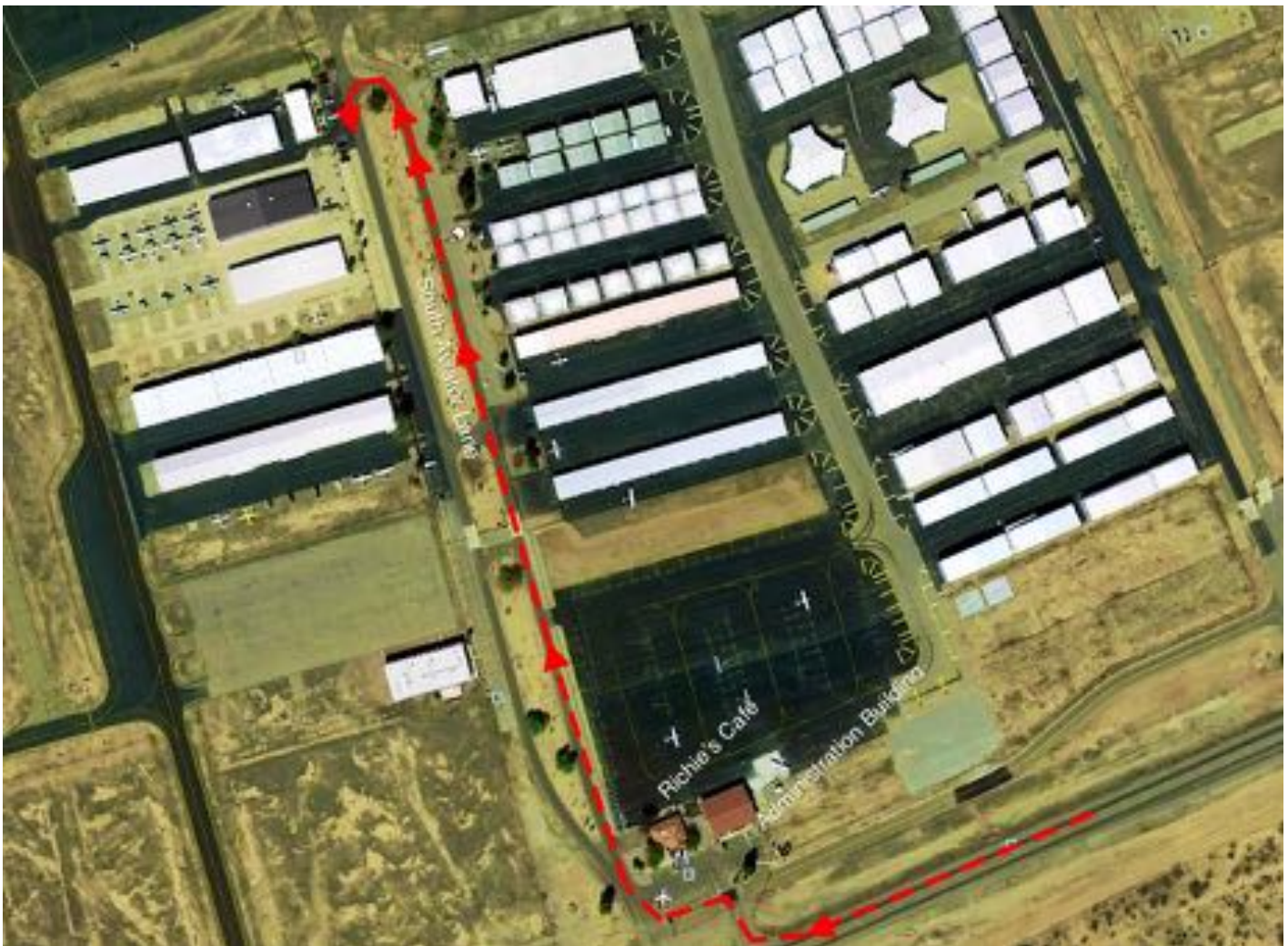
Actually, we're trying to get the Chapter 81 trailer *out of* retirement. Retiring can mean a lot of things: humble, quiet, reserved, restrained, bashful, coy, etc. (my favorite dinosaur is the Thesaurus). It can also refer to withdrawing from a situation, such as a conflict or from one's profession. In this case, it means putting new tires onto the Chapter 81 trailer, although, to be correct, it should have been spelled re-tiring. When a handful of stalwart Chapter 81 members retrieved the Pancake Breakfast Trailer from its long storage, it was immediately apparent that it was sitting on ancient rubber. How old? Let's just say that when these tires were young, the Dead Sea was only sick! OK, for sure, they were over 15 years old. Tires have a useful lifespan, not only from wear, but also from age. They harden and crack from UV light and ozone, and become, to quote Ralph Nader, "Unsafe At Any Speed". So, of course, we pumped them up and tried to tow the trailer from Tucson out to Ryan Field. What could possibly go wrong? We were armed with boundless enthusiasm and optimism, necessary characteristics for those who assay the building of Experimental Aircraft. Very shortly into the journey, it became apparent that the left tire was not holding its air. We soldiered on until it lost too much air to continue, which placed us at about the half-way point, on Ajo Way. Then we put on the even-more-ancient spare tire while 60 MPH traffic whizzed by my fanny, and finished the journey. How old was the spare? We're pretty sure that its last job was on a covered wagon!

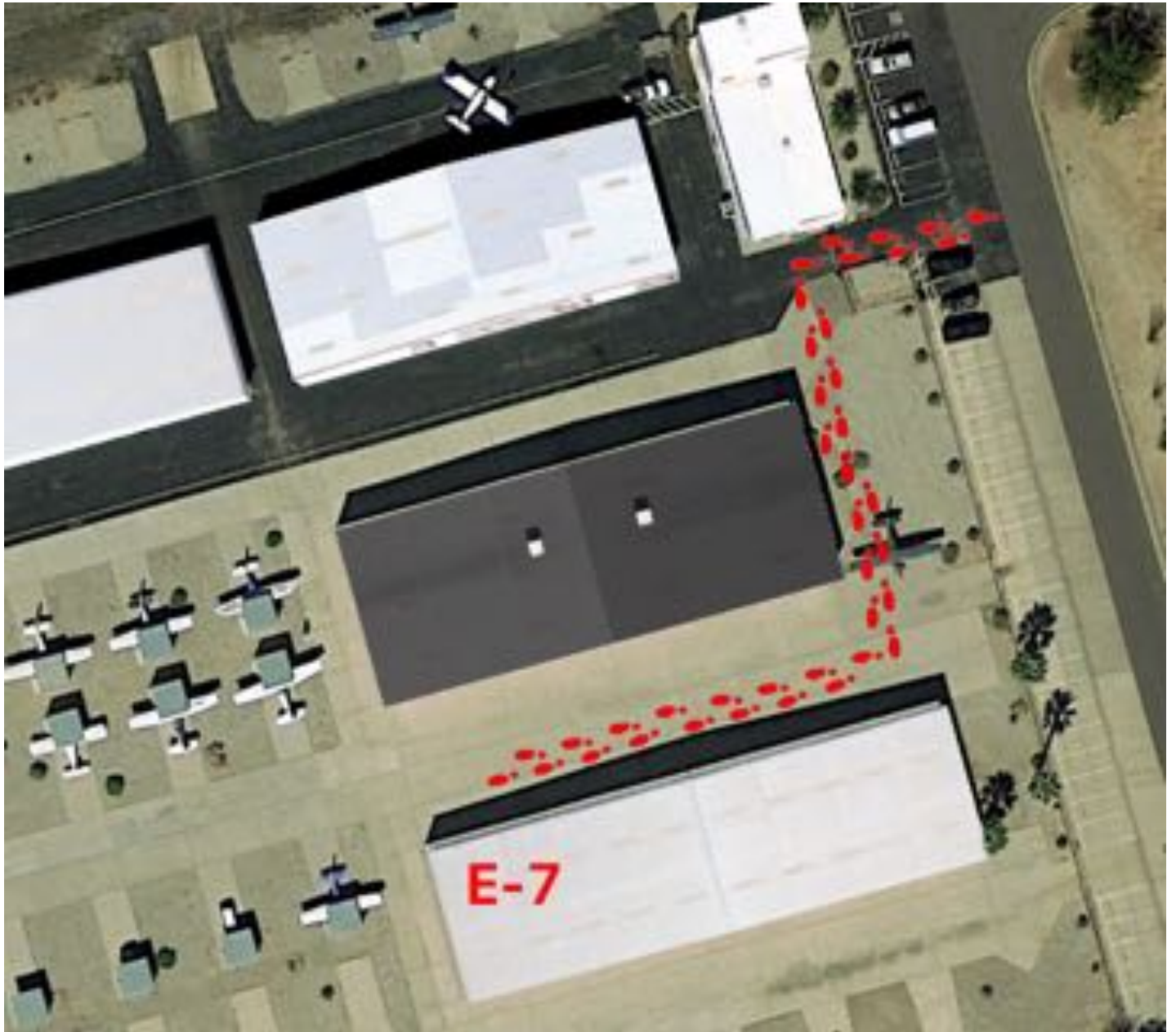
Anyhow, the trailer needed new rubber and I asked for, and received, authorization for Chapter 81 to pay for 2 new tires for less than \$300. Shortly after the last Chapter Meeting, I recruited Mike Eesley and, having coincidentally brought along a hydraulic roller jack, a jack stand, socket wrenches, and a wooden block for a wheel chock, we went and removed the right tire from the axle, replacing it with the jack stand. The flat left tire had been mounted where the spare belonged and I took that too. Discount Tire had two brand-new replacements in the correct size and, for \$208.84, mounted them on the fancy aluminum rims, balanced them, and provided a lifetime repair warranty. The next day, I went flying with Rick Brown in his Cissler Cygnet plans-built and then conned him into helping me mount the wheels back onto the trailer. We took a close look at the spare tire and noted that it was a weird size, requiring a 14 1/2" rim! It was also cracking and hard enough to polish diamonds and should not be used, although it has proven that it still holds air. So, the next step will be to find a used tire and rim (for less than \$100) that will fit the trailer. We will also replace the wheel bearings, an easy and inexpensive job (there's that optimism again). And the adventure continues!

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"



Neil Cubbon
520 373 3909
Neilc@icloud.com

Due to circumstances I am forced to sell my Rv9a sliding canopy kit. Chapter 81 has viewed my project twice, Craftsmanship is excellent. Tail, wing, and fuselage are complete. Electric elevator, electric aileron, electric flaps. Ray Allen stick grips, Dual brakes. landing lights kit, Position light kit, Whelen strobe kit. Finish kit is included. Plane is on gear temporarily. Air plane has had wings installed and tail and wings measured and drilled for correct angles. Stewart system primer. Lift reserve indicator. Tanks sealed. External steps. Gray and blue leather seating. No engine or prop, It has the fuel injection cowl so a 360 will also fit, besides 320.

Neil Cubbon

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

Please send items of interest, classifieds, etc
to
Dave Jaksha – Newsletter Editor
newsletter81@ea81.org
or to Dave’s address on front page.



Chapter Officers & Staff

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