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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**

**There will be no meeting in July**

**EAA AirVenture Oshkosh,  
July 22-28, 2019**



Click on the link below to see aviation events around Arizona

[Arizona Aviation Events](#)

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

**Dave Jaksha**

I wanted to just take a few sentences and mention that the newsletter depends on our chapter members for content and updates of what is going on not only in Chapter 81, but the local Tucson area also. Many of you are involved in programs such as Young Eagles, EAA RC Model program, SATA, etc. Almost everyone carries a cell phone with a camera. When you participate in any of the above functions, please take a couple of minutes and capture some photos of the event, and a few lines describing what is going on and forward them to your newsletter editor [newsletter81@eaa81.org](mailto:newsletter81@eaa81.org) (thats me).

Also please consider contributing to our Newsletter with aviation oriented articles and photos. They don't have to be long articles either. Just a few paragraphs would be great. Everyone in the chapter would love to see what you are involved in building or just an interest of yours. That includes not just fixed wing aircraft, but Helicopter, Gyroplanes, Powered paramotors, etc. Photos of your aircraft and build are especially welcome. Just drop a note to [newsletter81@eaa81.com](mailto: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. You may assume that everyone knows some trick or technique. Not true. Share your experience!

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.

Also, don't forget we are always open to suggestions for future speakers at the monthly Chapter 81 meeting.

Heres some real mountain flying for you  
Kitfox junkies.

Trent Palmer has nothing on these guys!

[Landing and takeoff on hillsides](#)



**Erik Fjerstad**

Summer is here in force, and that has implications for us aviation enthusiasts. I can illustrate some of this with a recent trip. In June I flew from Tucson (KRYN) to Stockton (KSCK) and returned 4 days later, stopping at Apple Valley (KAPV) for fuel and a "comfort stop" each way.

\* Winds - Summertime can be great flying, but get it done by noon! Turbulence from increasing winds (typically stronger mid-day) and thermals can be discomfoting to all, especially passengers.

\* Temperature - When the OAT is 90 or higher at the takeoff location, keeping engine temperatures under control can be a challenge during the climb-out. Remember, the "max temp" referred to in the engine manuals is something to be kept well away from. I consider 350 F to be the limit for my O-320. Another reason to fly early in the day.

\* Density Altitude - We need to understand our airplane's performance under all likely density altitudes, especially during takeoff. On my return from Stockton, I contemplated stopping at Big Bear City (L35), altitude 6,750, to "stay at altitude" on my trip home rather than descend to KAPV altitude 3,062, but L35's AWOS was reporting over 9,500 ft density altitude and I wasn't comfortable with taking off near gross weight under those conditions with rising terrain on either side of the runway in the pattern. Yet another reason to fly early in the day. Calculate the power settings for that density altitude for a test at a safe altitude and explore your aircraft performance under those conditions. If you have a long enough runway, try a takeoff under those conditions.

\* Survival - There is some desolate country here in the Southwest. Having to park off-airport for some reason could be a real survival problem. When traveling with a specific destination in mind, why not bend the course and altitude planning to minimize the risk time of coming down away from a road or airport? And remember, if you can't reach it from your seat, and even better, if it isn't attached to your belt, you may not be able to get it once on the ground. By "it" I mean water, a knife, radio, beacon, etc.

Chapter Airplane Project - we have been contacted by EAA to gauge our interest in taking "project donations". Periodically there are donations that are made or offered to EAA, and unless the aircraft is iconic and would be something for the museum (my assumption), the donations are offered to area chapters. We have been made aware of two opportunities, one is a certified, fairly complete aircraft, and the other is a frame-only. Last year we "passed" on the Europa project for a number of reasons, but one of these may be appropriate now. As we will not have a chapter meeting before August, and this issue will likely settle before then, I would like feedback from our members on interest and willingness to help with a project. When we have more specifics, I will call a short notice board meeting to review and hopefully make a decision. My understanding is there is not up-front money required, but there would be a commitment to utilize the donation in furtherance of our charter (aviation related experience and education). Our options with projects would be to further develop (restore, build, etc.) and then dispose by donation to another 501c3 or sell to an end user. Please send me your thoughts ([president81@eaa81.org](mailto:president81@eaa81.org))

**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:**

7/3/19

7 p.m. CDT

[A Matter of Policy](#)

**Qualifies for FAA WINGS and AMT credit.**

Mike Busch

*If you own an aircraft, chances are you have aircraft insurance. But do you have the right coverage in the right amounts? Do you understand exactly what your policy covers and what it doesn't? Based on hours of interviews with the top underwriting officer and claims manager of one of the leading light aircraft insurance firms, Mike Busch offers an industry insider's perspective on these important questions.*

7/10/19

7 p.m. CDT

[Adventures in Examining: One DPE Confesses All](#)

**Qualifies for FAA WINGS credit.**

Prof. H. Paul Shuch

*Why is it so hard for student pilots to schedule a checkride with a designated pilot examiner? What can you do to prepare for your Practical Test? What should your instructor do to get you ready? What should you expect in your checkride? What's the easiest way to bust it? Why is a well-prepared student almost assured success? In this FAA WINGS Award webinar, a well-known designated pilot examiner tells you everything you ever wanted to know about checkrides but were afraid to ask.*

7/16/19

7/16/19

7 p.m. CDT

[Aerobatics: Basic Through Advanced Maneuvers Training](#)

**Qualifies for FAA WINGS credit.**

Mike Lents

*Mike Lents, U.S. Advanced aerobatic team member, discusses basic through advanced aerobatic maneuvering. Join in and learn about perfecting a roll, the ideal competition spin, and handling botched maneuvers. Mike teaches how to use the full operating envelope of the Decathlon to become a smooth, safe, precise, and top-scoring pilot.*

7/17/19

7 p.m. CDT

[How to Start a Type Club](#)

Robbie Culver

*Ever wanted to start a type club for your airplane type? Have you wanted to revive an existing type club but don't know where to start? Join EAA Type Club Coalition (TCC) member Robbie Culver to hear about the TCC's new "How to Start a Type Club" guide and how you can help strengthen your own airplane's owner community through forming a new type club! Topics such as organization creation, governance, marketing and membership, risk management, and more will be discussed.*

8/7/19

7 p.m. CDT

[I Wanna Sue Someone](#)

**Qualifies for FAA WINGS and AMT credit.**

Mike Busch

*When airplane hardware fails prematurely necessitating costly repairs, the owner's reaction is often to call a lawyer because "this wasn't my fault and I shouldn't have to pay for it." Most of the time, however, litigation doesn't provide a feasible remedy for such situations. In this webinar, Mike Busch recounts his correspondence with one such owner that illustrates why suing someone is usually not the answer.*

**Bob Miller****EAA Chapter 81 Meeting Minutes  
June 15, 2019**

Meeting was called to order at 1000 at the Ryan Field meeting room by Secretary Bob Miller, as President Erik Fjerstad was not expected to be in town for the meeting. Imagine Bob's surprise upon seeing Erik sitting in the 3rd row! Erik's trip was unexpectedly delayed, but he graciously let Bob go on with his prepared meeting plans.

Normally, the featured speaker would go before the chapter business, but, when Bob is running the meeting, one should not expect the ordinary! He made an Executive Decision to hold his talk until afterward, and, in case he should get into any trouble for doing this, he says that, as Acting President, he can pardon himself.

Secretary's Report: A new record was set in making and seconding a motion to accept the May 18 Meeting Minutes as found in Sky Writer and on the website. Before Bob could even sputter, the vote had been taken and the motion passed unanimously; the entire process took place in under 10 seconds. Apparently, Bob's threat (that he would be running the meeting and, by yimminy, this time the Minutes would be read) had been taken seriously and the Chapter members had choreographed this slam-dunk rejection down to the split-second. Just goes to show how Chapter 81 can pull together to deal with a crisis!

Treasurer's Report: Eric Nelson tells us that we are getting richer all the time, with 2019 income of \$4,110 handily overcoming expenses of \$2,682, and this includes having paid \$309.31 for the Pancake Breakfast Trailer tires. We note with pride that the coffee and donut contributions of \$55 exactly matched (within half a dollar) our expenses; now that is precision! Our balance as of 5/31/19 was \$8,911.95 and we ended 2018 with \$7,484. Remember, we are a Non-Profit organization and we are starting to look, uh, profitable. More about this later. Chapter Hangar rent is paid up through July, but a new contract is coming up next week and we can expect an increase in rent.

Visitors: Gregory McNeal is an aviation enthusiast who has been trying to become a pilot for 6 years with family obligations taking first priority. He is looking for a cost-effective option. He is here with his daughter Madalynn. They found Chapter 81 via the EAA website. Several of those present had suggestions, including the names of flight instructors, the option of Sport Pilot certification, and ultralights as an affordable way to get started flying without requiring extensive training or rental expenses. Chip Seide is interested in becoming a pilot and building a Velocity.

Old Business: As mentioned above, hangar rental is going up, although the exact amount is not yet known. The present rent is \$225 per month, and it is likely to increase to \$250. A motion was made and seconded to authorize President Fjerstad and Treasurer Nelson to sign the new contract.

Chapter 81's financials (bank statement, deposits, and payments) were audited by Lynn Wesley and Erik Fjerstad, who state that "there is no clear evidence of corruption". However, they suggested a list of improvements in the audit report, including: categories for the income and expense statement, a statement of exactly what the money is for, and a requirement that all cash transactions require a written receipt. They made recommendations for changes, spread-sheets were made, and the changes will be initiated next month.

Southern Arizona Teen Aviation (SATA) is within a couple of months of finishing its first RV-12 build. The engine is in, the cowling is finished, and the autopilot servos have been installed. The second RV-12 is well-along with just some skinning of one wing and construction of flaperons to be finished before the next large section begins. More high-schoolers have been signed-up, and there are thoughts of beginning a third project.

This might be an excellent time for Chapter 81 to diminish our ever-growing treasury and bolster our Non-Profit status by coughing up another donation; our last contribution of \$3,000 was graciously received and clearly went to a good aviation cause. These teens pay nothing to participate in the program, and all of the mentors are unpaid volunteers.

SATA definitely meets EAA's goals of education and recreation through aircraft building and flying, and, combined with its Young Eagles participation, has successfully recruited more than a dozen teens into further pursuits in aviation. These kids will go off to college having flown an airplane that they built with their own hands!

The Pancake Breakfast Trailer project is well-underway, with 2 new tires, plus a new spare mounted. Next will be inspection and repair/replacement as needed of the wheel bearings, removal of the old, twisted and bent trailer tongue jack, and installation of a new one. A work crew, consisting of Chuck Valade, Erik Fjerstad, Jason McCoy, and Bob Miller will tow the trailer from its present home on the east side of Ryan Field to the recently-vacated Chapter Hangar, so they can work in the shade. They will meet on Wednesday, June 26 at 0700. Don't worry, Angel and Greg Duncan (hangar managers); the trailer will be returned to its parking space the same day. Vice President Steve Horton wisely suggests that we start making plans for our first Pancake Breakfast event so that word will go out in time to have a good turn-out. This will be discussed at the August meeting, as we will likely not have an event until it cools off.

New Business: Jim Keown believes that the Tucson Home Show would be a great venue for introducing the non-flying public to Chapter 81. He suggests that we man/woman a booth at the Home Show scheduled for October 4th through 6th. Those who do get free admission to the show.

A Young Eagles flight took place last week; Gary Wood took up an 11-year old in his RV-12. We learned today that YE events require only 2 weeks notice to EAA to secure liability insurance.

Finally, we got around to the Main Event: Bob Miller's presentation of *When Not To Go Around*. Bob, who freely admits that he is technology-challenged (he just learned how to send text messages last year) has taken a great leap backward in preparing for this presentation. Instead of employing the low-tech flip-chart he used for his last presentation, he delighted Luddites everywhere by resorting to a small pack of 3 X 5 cards. What next, Bob, a papyrus scroll?

Bob also freely admits that he is no aviation expert. His exact words were, "I'm just barely a pilot!" Unlike Erik Fjerstad's expounding on aircraft wiring (Erik is an electrical engineer) or Jerry Miel's presentation on *What to Expect When You Are Inspected* (Jerry is an A&P with IA), Bob's M.O. is to rely on the expertise of others by shamelessly plagiarizing articles from aviation magazines. At least he gives credit to the authors; in this case, to J. Mac McClellan, who wrote an article unsurprisingly called, "When Not To Go Around" in the August, 2015 issue of *Sport Aviation*. Here's a brief (for Bob) summary of the high points:

Most of us were told by our primary flight instructors, "When in doubt, go around." Of course, this was in reference to approaching to land and noting that we were too high, too fast, or not lined up with the runway. Some of us have extended this to when we have already touched down or are just about to do so. While it is generally safest to go around when things don't look right while on final approach, it is frequently *not* safe to try to get flying again after initiating a landing. Taking off again may require changes in carb heat, flap setting, and, especially, elevator trim, which will use up precious runway to accomplish. Accelerating when there is little runway ahead of us *may* get us back into the air in time, but too often it just adds energy to the impact when we plow into an obstruction. Additional factors include runway misalignment, especially if we just took a big bounce, and the time to get to full power, which ranges from a few seconds for a piston engine to over 11 seconds for a turbofan, with turboprops falling somewhere in between. Planned touch-and-goes are an entirely different animal, as we are expecting to take off again and have landed with plenty of runway ahead of us in case our changes in flaps, carb heat, and elevator trim settings did not go as planned.

Bottom line: if the landing is longer or faster than planned but you are already on the ground, commit to the landing. A notable exception might be a light, powerful aerobatic plane like a Pitts Special, which is much more controllable in the air than on the ground. If you botch a Pitts landing, it is best to get it back into the air and go around. However, there are hazards to horsing a powerful aircraft back into the air from low speeds, where there might not be enough air flow over the control surfaces to overcome the effects of engine torque. A low-altitude torque-roll can drag a wing tip, leading to a cartwheel, which is rarely survivable. Bob went into some detail about what to do with bounces of various sizes, from just embarrassing height (hold the nose up, endure the ensuing thumps, and hope that nobody was watching) to OMG height (try to correct the heading, ride it out, and call your insurance agent). Note that neither of these scenarios entailed jamming in the throttle to get airborne again. However a short blip of the throttle can help regain runway alignment and cushion the next bounce. Another valuable option when one finds oneself hurtling along toward an obstruction is the deliberate ground loop (jamming on one brake and spinning like a top), which is likely to be much more survivable than trying to pulverize an immovable object.

Finally, the best option is always to make a Stabilized Approach, so we don't do any of the things that would lead to the above situations. If you are on-speed, on-heading, and on-glide slope while on long-final, it is unlikely that you will have to make a last-second decision about whether to try to get airborne again after touchdown. Remember, the Superior Pilot uses his/her Superior Judgement to avoid having to use her/his Superior Skills!

There was a lot of audience participation during the presentation, and only a few over-ripe fruit were lobbed, so, all in all, it was a pretty good talk, if I do say so myself.

The meeting was adjourned at 1100, almost as though it was planned that way (it wasn't) and there will be no July meeting as usual (go to Airventure Oshkosh if you can), so the next meeting will be on Saturday August 17 at 10 AM at the Ryan Field meeting room.

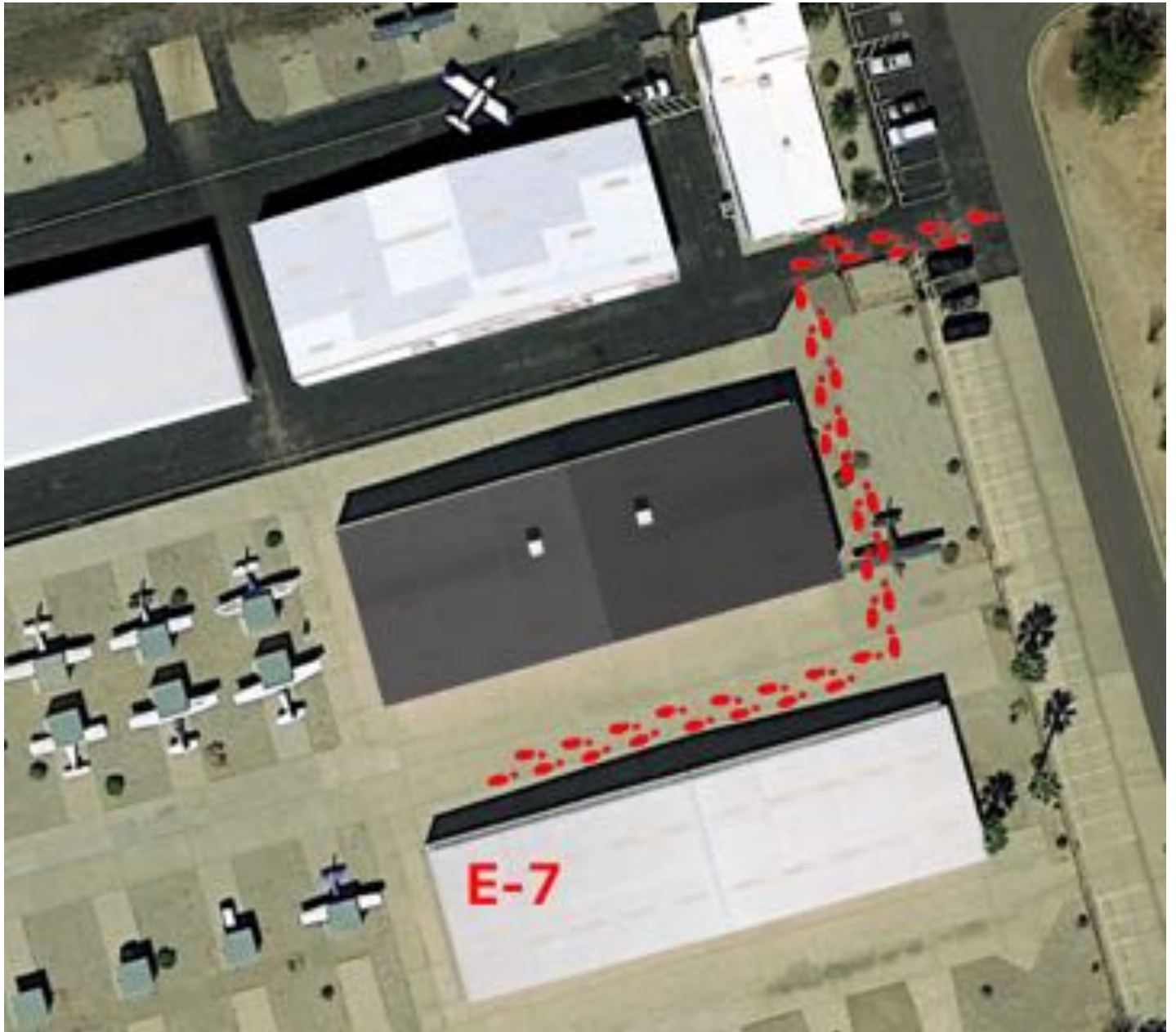
Respectfully Submitted by  
Secretary Bob Miller

## 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](mailto:newsletter81@eaa81.org) with a pic, description and contact information.**

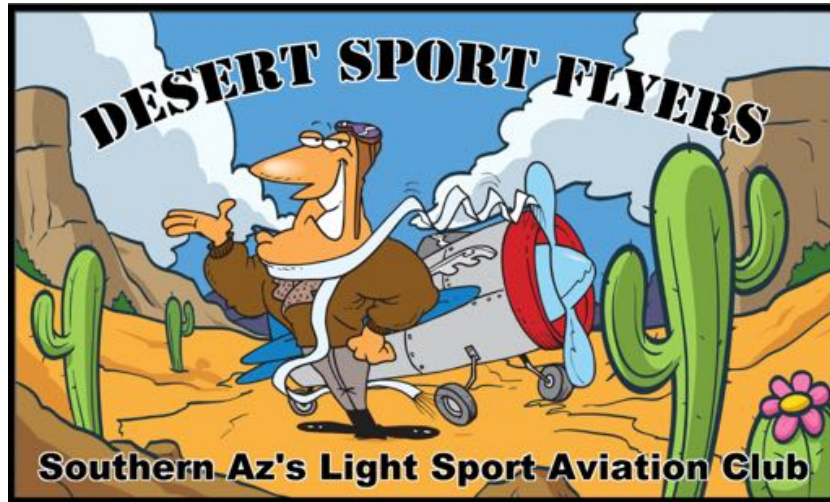
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011 Zenith Zodiac 601XL w/B modifications. EXTREMELY nice looking plane. 158 hrs, Jabiru 3300, MGL Glass panel plus a mounted tablet, autopilot, plus all the other stuff. \$44,500

If interested, contact Jimmy  
860-946-7194  
[jimmyg2000@att.net](mailto:jimmyg2000@att.net)



# Important updated information!



Lyndell Taylor  
[ltaylor017@yahoo.com](mailto:ltaylor017@yahoo.com)

Desert Sport Flyers suffered a setback in March when during the annual inspection a crack was discovered in the top cap of the center section main spar of the club's aircraft. The manager elected to disband the club at that time. However, some of the club members felt that the club should be continued with new organization documents and new management. Since that time, the new organization has been formed and will operate under the same name (Desert Sport Flyers). There are some options available for obtaining an aircraft and the club will soon make its decision as to what aircraft it will choose. The new managers are: Jessica Cox, President; Mark Gregory, Secretary; Steve Hulland, Treasurer; Jerry Witt, Maintenance Officer; And Bob Rill, Director at Large. If anyone is interested in membership in the new club, please contact one of the new officers.

Lyndell D Taylor

## Stephen Zigelstein

Stephen has been building these aircraft for some time. Perfect for anyone that has small children or grandchildren. Easy build! Some parts are available prefabricated from Harbor Freight Aircraft Supply! To save on engine cost, the prop is hand cranked. From the photo it seems that the prop could use a little more pitch, and elevator and rudder authority is limited! Larger size Chap81 pilots may substitute a bigger barrel for some cheap stick time.

Stephen has some complimentary simple plans and instructions available if you are interested.

[Stephen.Zigelstein@cazador.biz](mailto:Stephen.Zigelstein@cazador.biz)



**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](mailto: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

2007 Johnston Tiger Cub, Single Seat LSA, Rotax 503 DCDI, TT ACFT/ENG 70hrs, Basic VFR instruments, Custom 9 gal aluminum tank, Cleveland Brakes, Custom cargo storage compartment behind seat, Folding wings, Can be flown with Doors open or Off , Stall 27 - Cruise 75 MPH

### Stephen Zigelstein

Best way to contact me is Cell Phone [308-383-9786](tel:308-383-9786)



## 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](http://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](http://www.lightsportusa.com) 541-719-1245 [vtails@yahoo.com](mailto: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](mailto:rolden1@gmail.com).

Thanks,  
Bob Olden"



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  
520 373 3909  
[Neilc@icloud.com](mailto:Neilc@icloud.com)

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

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



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