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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  
September 21 2019  
10:00 hrs**

Presentation by a local retired Air Force Colonel concerning some exploits during his career

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



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

Jessica Cox was at the August Chapter81 meeting. She is looking forward to participating in Chap81 and indicated she was even going to pay her dues!

Jessica is the world's first licensed armless pilot. She was born without arms due to a rare birth defect. Jessica has a 1946 Ercoupe (N26R) that she keeps at Ryan field.

Jessica Cox flew in a single engine airplane for the first time via Wright Flight in 2004. Jessica earned her pilot's certificate on October 10, 2008, after three years of training, and is qualified to fly a light-sport aircraft to altitudes of 10,000 feet. She received her flight training through an Able Flight scholarship and soloed under the instruction of Parrish Traweek. Cox's Sport Pilot Certificate is for an ERCO 415-C Ercoupe which the Federal Aviation Administration has designated a light sport aircraft. Designed in the 1940s, the Ercoupe was built without rudder pedals. Instead, the rudder is interconnected with the ailerons through the yoke.

This unique design allows Cox to control the airplane with one foot controlling the yoke while the other foot controls the throttle. If you are not familiar with Jessica, below are a couple of links to YouTube videos about her.

[Jessica gets here own plane](#)

[Back flying the Ercoupe](#)

**Tito Sánchez**

During the August EAA Chapter 81, Tucson, meeting I gave attendees an update on Southern Arizona Teen Aviation (SATA). EAA Chapter 81 has graciously donated funds to this organization, Chapter members should be aware of how these funds have been utilized. Please refer to this link, <https://www.soazteenaviation.org>, for detailed information on SATA. Myself and two other active Chapter 81 members, Glenn Brasch and Bob Miller are volunteer mentors to the students. Three other EAA members are also volunteer mentors, for a total of typically 5 or 6 mentors present every build session. This semester's student total is 10, our maximum for now. We meet Sundays 3 to 6pm, and Mondays 5:30 to 8:30pm during the school year. During the Summer we ran sessions on Tuesdays and Thursdays in the a.m. The EAA has nothing to do with, nor any affiliation with SATA. All volunteer mentors are retired, experienced pilots/aviation nuts who have built or are building our own aircraft. Students participate in the program at no cost to them or their parents, mentors are volunteers, on their own time, no compensation whatsoever.

SATA is an Arizona non-profit organization founded by Alan Muhs and Jeffrey Northcutt, dedicated to introducing high school students to aviation by building a Van's RV-12IS aircraft. Students started building the first RV-12's tail kit in March of 2017, this aircraft is on it's final stages of completion and about ready to be moved from the build site to SATA's hangar at Ryan Field (KRYN). It will be weighed soon, then follow Van's Production Acceptance Procedures before having a DAR inspect the aircraft. Two students, maybe more as needed, will follow the aircraft to our hangar until it is completed.

Our second aircraft has it's tail kit and left wing completed, 8 students are now working on building the right wing and both flaperons. The fuselage kit has been delivered to the build site, and is ready to for assembly as soon as training is completed for new students and space becomes available when aircraft #1 is moved. Both aircraft are being built as per Van's Aircraft specifications for Experimental-Light Sport Aircraft certification. Mentors that are pilot qualified in the RV-12 will give rides to the participating students once all flight testing and requirements are complete.

SATA depends on and needs donors to fund the program and help the students fulfill their aviation dreams. SATA is a 501c3 non profit corporation. Eventually each aircraft will be sold to help sustain the operation, but the generosity of donors is our life blood.

This year we introduced the “Outstanding Graduate Award”, recognizing the one student-builder who excelled during his participation in the program and is now graduating from high school. This student impressed all mentors with his dedication, quality of work, discipline and commitment to the program. Believe me, our mentors are not easily impressed. This year’s Outstanding Graduate graduated from Ironwood High School and will be studying to be an aeronautical engineer at Embry-Riddle Aeronautical University in Prescott, AZ, while participating in the U.S. Air Force ROTC.

We are very proud of the rest of the high school graduates who were students in our program the past 2 and a half years. Some are at the University of Arizona, others at Arizona State University, and Cochise College pilot training program, and so on.

“It’s all about the kids, all about passing our passion for aviation to future generations”, that was the main theme of our conversation when I met the founders of Southern Arizona Teen Aviation. It remains the main theme for the duration.

Tito Sánchez



Erik Fjerstad

At the August Chap81 meeting, I presented my thoughts and plans for improving the performance of my RV6A. I would like more performance considering the high density altitude conditions we deal with in our area. This presentation considered various options including: replacing the engine with a larger (O-360) new or used unit; changing the fuel and ignition systems to injected and electronic; increasing the compression ratio of the O-320; and turbo- or super-charging. The PDF of the presentation is available through the following link:

[My Quest for more Power](#)

Christmas is starting to peak over the temporal horizon. So its time again to talk about the Chapter81 Holiday party. We need feedback on a Holiday party (if and when/where) as well as a call for a volunteer to manage the event.



I know, I know. There are many of you that want to shoulder the burden ( privilege) of managing the event, so its best to volunteer early and cut the other volunteers off at the knees before they push in front of the line.

Please send your comments to the President at [president81@eaa81.org](mailto:president81@eaa81.org)

**Eric Nelson**

Launched in 1992, the EAA Young Eagles program has dedicated more than 25 years to giving youth ages 8–17 their first free ride in an airplane. It's the only program of its kind, with the sole mission to introduce and inspire kids in the world of aviation.

Today, more than 2 million young people have enjoyed a free introductory flight through the Young Eagles program. These flights are made possible through the generosity of EAA member volunteers. Chapter 81 has been flying Young Eagles for almost 4 years, with many young aviators experiencing their first flight with our chapter volunteers.

Thousands of men and women pilots worldwide have freely given of their time and talents to share the joy and excitement of aviation with young people. You can join the ranks in hopes of sparking an early interest in aviation by becoming a Young Eagles volunteer pilot.

Chapter 81 volunteers have flown over 12 Young Eagles since June 1st with more scheduled to fly soon.

You may already meet several of the requirements to fly a Young Eagle just by holding a current pilot certificate.

If you are interested in helping fly Young Eagles, check out this link and contact Eric Nelson, our Young Eagles Coordinator for Chapter 81.

Chapter 81 Young Eagles Coordinator  
Eric Nelson  
(520) 222-4878  
[nelsoe123@gmail.com](mailto:nelsoe123@gmail.com)

We received this note from a young Eagles mother,

Gary Wood,

David now has plans to be an astronaut, which is something I never heard him say before but I could definitely see a career in flight fitting his personality. We're so glad to have stumbled upon EAA and that he had such a caring teacher for his first flight ever 😊 Thanks for taking the time to open the minds of young children.

Amanda



**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:**

09/11/19

7 p.m. CDT

[Staying Current: Where Rules and Skills Overlap](#)

**Qualifies for FAA WINGS credit.**

Prof. H. Paul Shuch

*It is sometimes said that no pilot is ever as current as the day he or she passes the checkride. Pilot currency has rules that must be met, and the pilot must be proficient to safely exercise pilot privileges. In this FAA Safety Team WINGS Award webinar, CFI and DPE Prof. H. Paul Shuch will teach you how to be the exception to the rule.*

9/17/19

7 p.m. CDT

[Competition Aerobatics 101](#)

**Qualifies for FAA WINGS credit.**

Susan Bell

*A beginner's guide to the sport, no prior knowledge required. We'll dive into aerobatic competition, including the Aresti language, basic rules and concepts, and the aerobatic box, then learn how to get involved with IAC, whether you're interested in flying inverted or not.*

9/18/19

9/18/19

7 p.m. CDT

[Inflight Weather Hazard Avoidance Strategies](#)

**Qualifies for FAA WINGS credit.**

Scott Dennstaedt

*Not feeling confident of your grasp of how weather systems can affect the safety of a flight? Join Scott Dennstaedt, CFI, former NWS research meteorologist, and EAA's subject matter expert on weather, for this webinar on deciphering whether to fly through a weather system, including such topics as icing, turbulence, convective hazards and more in this 90-minute webinar. You'll learn what to look for while en route and strategies to avoid getting caught in adverse weather.*

9/24/19

7 p.m. CDT

[EAA's New Online Builders Log](#)

Don White and Charlie Becker

*At EAA AirVenture Oshkosh, EAA launched an online builders log to support our homebuilding members called myEAA.org. This webinar will cover why it would be helpful and how to use this new, free member tool.*

9/25/19

7 p.m. CDT

[How to use EAA's SkillScore™ Tracker to Maintain Proficiency](#)

**Qualifies for FAA WINGS credit.**

Radek Wyrzykowski

*Ready to get started maintaining your proficiency? This Webinar will show you how to track your aviation activities to help maintain proficiency and develop an overall proficiency score! We will explore the installation and setup requirements to get started. We will explain how SkillScore™ Tracker works and show you how to analyze your flight in detail using CloudAhoy connected to your Tracker.*

**Steve Horton****EAA Chapter 81 Meeting Minutes 17 August 2019**

Called to order by Chapter President Erik Fjerstad at 10am. In Robert Miller's absence, Vice President Steven Horton was appointed acting secretary.

Visitors & potential members: Ken Meyers, AME retired; Frank Fuqua; Ben Wilson; Fred Love; Rohit Bhattacharya; Jonathon Seddon; Jessica Cox. My apologies for misspellings. We look forward to future participation and chapter membership. Jessica Cox is nationally recognized for her motivational efforts and foundation ([www.jesicacox.com](http://www.jesicacox.com)) becoming the first licensed pilot without arms who flies an Ercoupe. She recently acquired through donation an Ercoupe and is based here at Ryan Airfield.

Old Business: Chapter financial report by Eric Nelson – current balance is \$8,769, and we received a notice of rent increase for the chapter hangar from \$250 to \$275. Eric noted that significant income was received for use of the hangar by chapter members so far this year.

New Business: Holiday Party – through a newsletter announcement, chapter members are asked to express their interest in a party this December and to recommend a venue. A volunteer coordinator will be needed to make arrangements.

SATA (Southern Arizona Teen Aviation): The program has essentially completed their first RV12 and is relocating it to their new hangar at Ryan. The hangar was generously donated to SATA. Final assembly and first flight are due this fall. SATA has already begun assembly of their second RV12. The program has been popular and is “fully booked” with student participants for the near term.

### Featured Speaker:

Erik Fjerstad presented his thoughts and plans for improving the performance of his RV6A. The project included an O-320-E2A (150hp) when he acquired it and while running well, Erik would like more performance considering the high density altitude conditions we deal with in our area. Erik's presentation considered various options including: replacing the engine with a larger (O-360) new or used unit; changing the fuel and ignition systems to injected and electronic; increasing the compression ratio of the O-320; and turbo- or super-charging. The desired performance improvement was quantified and the options reviewed with respect to performance potential and cost. This analysis was done while the airplane was undergoing its condition inspection and Erik was secretly hoping the O-320 would need some overhaul work to justify some upgrade, but "as luck would have it", the engine checked healthy and is running too good to do anything drastic. Erik opted for installation of a "Surefly" electronic magneto replacement that enables advanced ignition timing beyond the 25 degree fixed magneto under appropriate manifold pressure conditions, expected to yield maybe 8% more power at altitude. Erik will report progress at the next meeting. Erik's presentation is available [here](#).

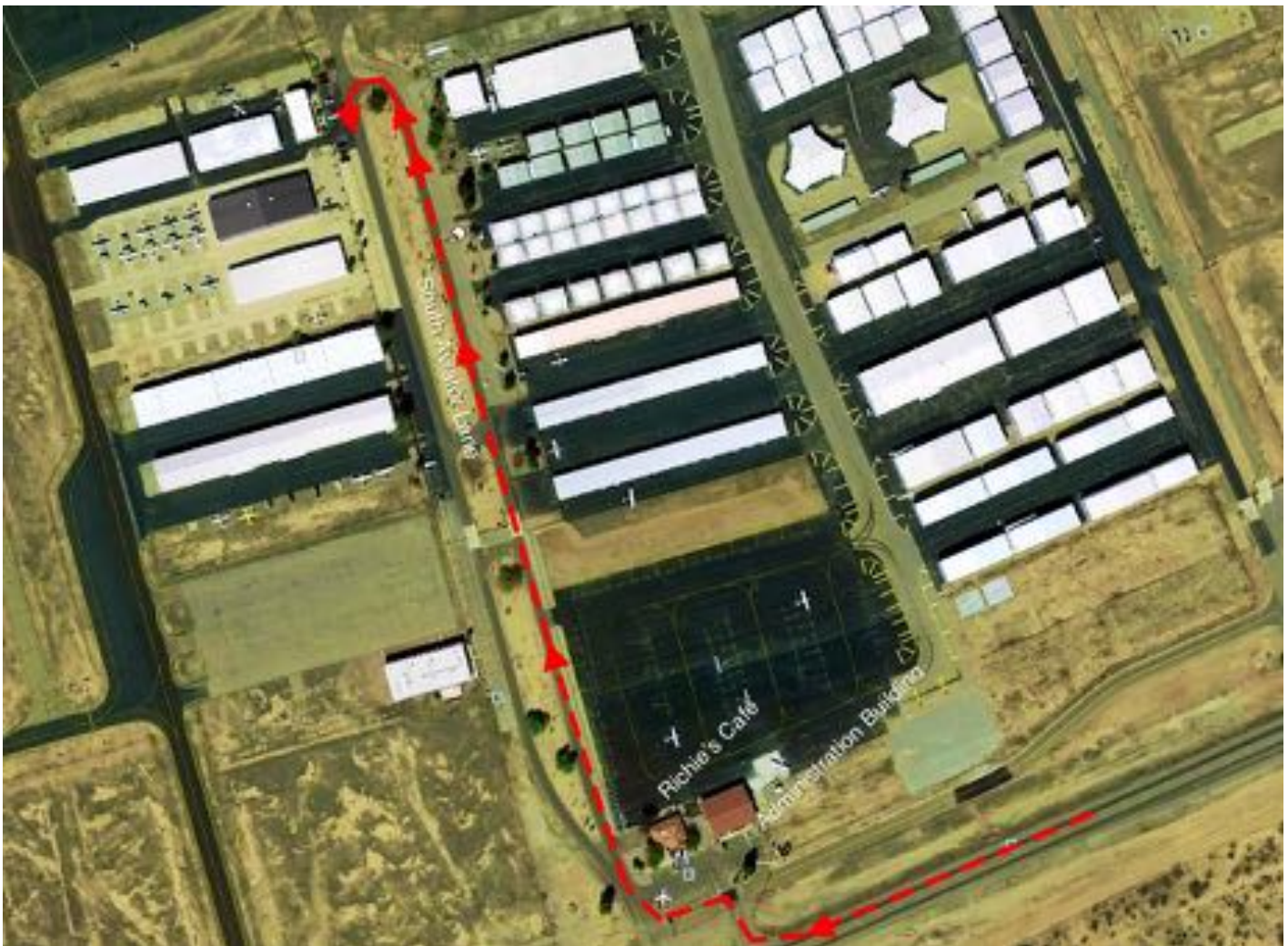
Respectfully,

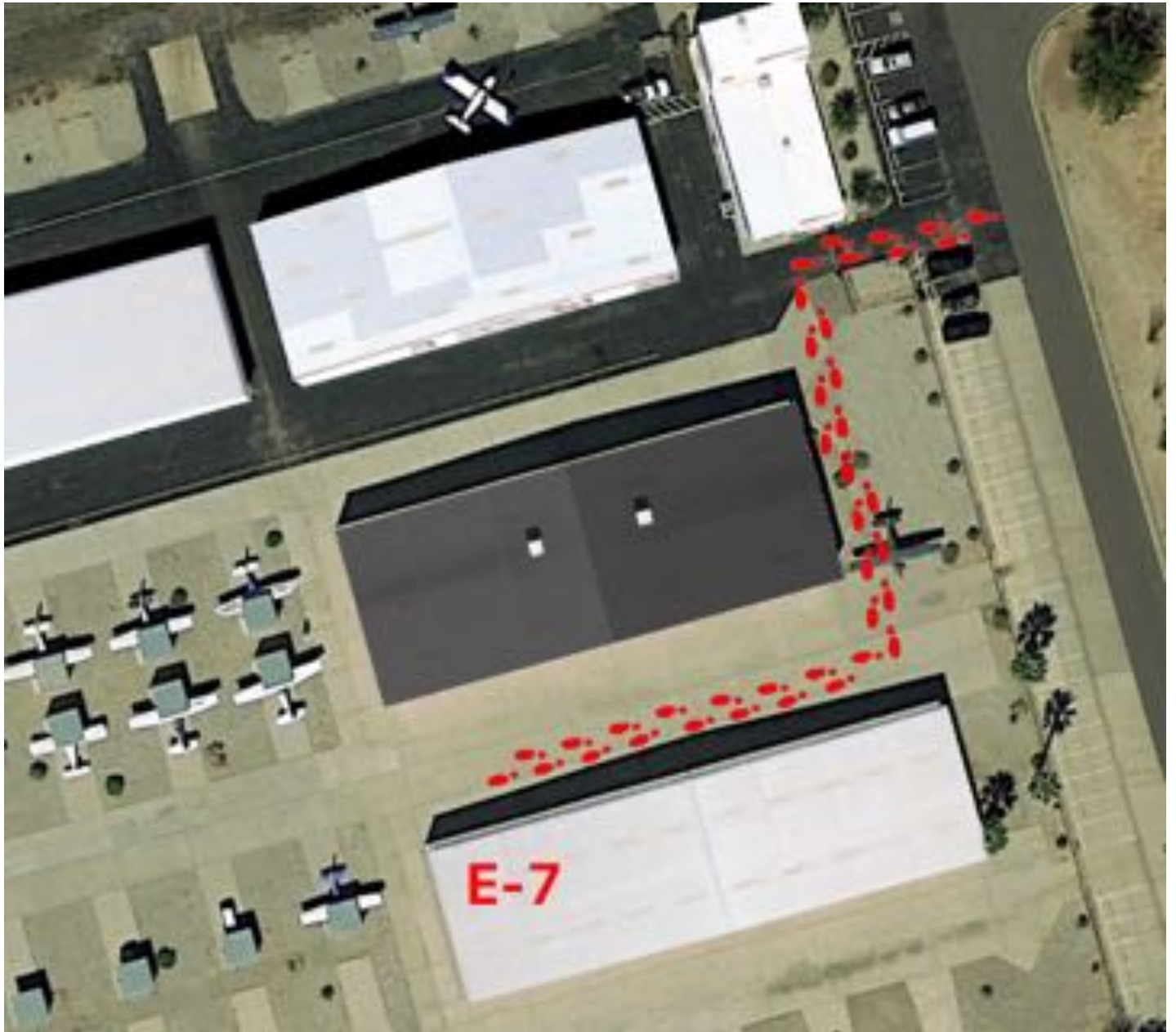
Steve Horton (with Sanscrit minutes interpreted and exaggerated by Erik Fjerstad)

## 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

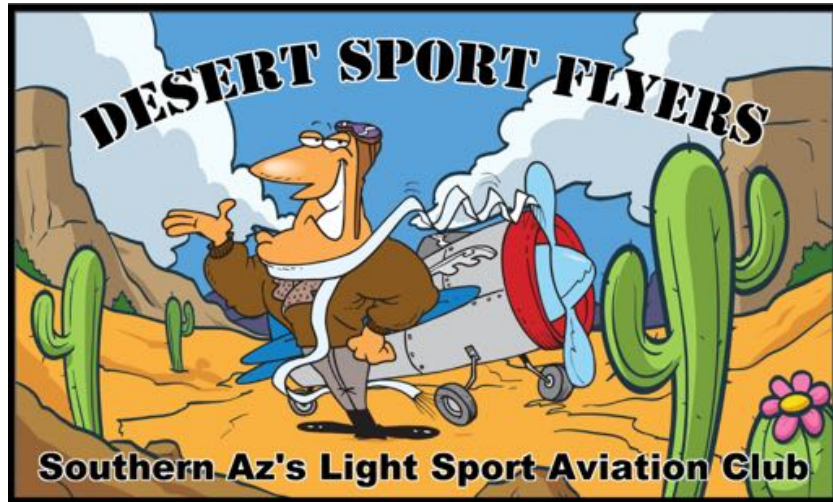
If interested, contact Jimmy  
860-946-7194  
[jimmyg2000@att.net](mailto:jimmyg2000@att.net)



Marv Kea is looking to help with a project.

He has built and flown a Kitfox Model 7 and partially built an RV7 and 12.  
I'm retired and looking to be involved in a build. Contact number is  
520-722-4569

# 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

# EAA BIPLANE FOR SALE

## \$19,500



125 hp Lycoming O-290-G,  
New brakes & tires  
417 252-0332 OR 417 252-1750  
WILLOW SPRINGS, MISSOURI  
*More photos available on request*

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)

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)

"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).



1948 Swift airframe TT 2250 hours, engine 345 SMOH, New prop. many approved mods including 210HP continental IO-360 engine, stick flight controls, 50 gallon fuel upgrade, sliding canopy and more. \$60,000.00. based at Ryan Field. contact George Snyder [520-661-2127](tel:520-661-2127) for more info.



**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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