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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
February 15, 2020 - 10:00 hrs**

**EAA Chapter 81 February 15, 2020
Meeting will be at
Xerocraft Hacker Space**

101 W 6th St #111, Tucson, AZ 85701

See map directly below



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

Xerocraft.....



EAA Chapter 81 February 15, 2020 Meeting will be at Xerocraft Hacker Space
101 W 6th St #111, Tucson, AZ 85701

Xerocraft Hacker Space <https://www.xerocraft.org/> . Park in Franklin St Parking Lot. There is no fee on Saturday. Enter Franklin St Parking from Franklin St as shown on this map

I want to encourage everyone in Chapter 81 to consider contributing content. The value of the newsletter is its ability to share both successes and failures, trips, hints, and reviews. In fact, anything having to do with your aviation interest, large or small, is welcome. Don't forget you almost certainly have a camera in your pocket. Please use it to document anything of interest and pass it on to all of us to enjoy.

Don't worry about grammar or spelling, I have a wife that can do both... My contact information is in the upper left hand corner of page one. Also remember that you can place an add in the newsletter to sell those unused items in your hangar. Then, you can buy more stuff to put in your hangar!

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:

2/5/20

7 p.m. CST

[Bolted Joints in Tension](#)

Qualifies for FAA WINGS and AMT credit.

Mike Busch

Threaded fasteners (bolts, screws, and studs) loaded in tension are used to hold cylinders onto crankcases, connecting rods onto crankshafts, and Bonanza wings onto the fuselage. Such bolted joints are so ubiquitous that we take them for granted, but we shouldn't. Owners and mechanics often don't appreciate just how crucial it is for these fasteners to be tightened properly, and why. Maintenance expert Mike Busch explains why "preload" of these fasteners is all-important, and why using a torque wrench may not be the best way to achieve it.

2/11/20

7 p.m. CST

[Tips & Tricks for Recording In-Flight Videos](#)

Martin Pauly

In this webinar, Martin Pauly shares some of the lessons he has learned over the years of recording his flights and turning them into videos for his aviation YouTube channel. He will cover a variety of related topics, such as the camera and audio equipment, what causes propeller artifacts and how to eliminate them, recording sound from the radio and intercom, and the use of music in videos.

2/12/20

7 p.m. CST

[Removing Winter Rust and Spin Avoidance](#)

Qualifies for FAA WINGS credit.

Gordon Penner

Looking forward to a great flying season? Join IAC member Gordon Penner as he gives some tips to get current and knock off the rust from your flying skills that may have developed over the winter. Gordon is a master CFI-Aerobatics, specializing in emergency maneuvers training (EMT), aerobatics, tailwheel, and gliders. He will also vividly describe techniques for spin avoidance during this FAA WINGS qualifying webinar.

2/13/20

7 p.m. CST

[Become a Better Chapter Leader – Presidents/Vice Presidents](#)

Charlie Becker

Chapters Director Charlie Becker provides insights on the necessary tasks associated with the president and vice-president positions, as well as tips on chapter management and critical due dates for chapter-related events.

2/18/20

7 p.m. CST

[EAA Flying Start: A Great Way to Grow Your Chapter](#)

Serena Kamps

Join EAA Chapters' staff as we discuss how to host a successful Flying Start event and recent improvements made to the program. Start planning now to be one of the chapters hosting a Flying Start event on International Learn to Fly Day on May 16 or any time this year. Flying Start is an opportunity to introduce new participants to aviation and get them involved in their local EAA chapter.

2/19/20

7 p.m. CST

[Vans RV Maintenance Common Questions](#)
Qualifies for FAA WINGS and AMT credit.

Vic Syracuse

Building on the December 11 webinar titled Van's RV Maintenance Gotchas, RV builder and DAR Vic Syracuse provides a follow-up presentation. In this one, he highlights and clarifies common questions, discusses new maintenance issues not covered in the previous webinar, and of course includes a question-and-answer period after the presentation.

2/25/20

7 p.m. CST

[Chapter Chat: Tax Exempt Basics](#)

Patti Arthur

This webinar will cover the basics of tax exempt status for EAA chapters. Patti Arthur, a tax attorney with many years of experience helping EAA chapters, will help you understand the basic rules of tax exempt and charitable status.

2/26/20

7 p.m. CST

[Bang for the Buck: Affordable Aircraft Building](#)

Tim Hoversten

Tim Hoversten, technical aviation specialist at EAA HQ, shares information about designs you can build without a kit, which can lead to significant savings. Put the savings in your pocket, or use for added upgrades to make your dream airplane even better; building from plans can be the best bang for the buck!

2/27/20

7 p.m. CST

[Become a Better Chapter Leader – Secretary/Treasurer](#)

John Egan

Chapters Manager John Egan provides insights on the necessary tasks associated with the secretary and treasurer positions, as well as tips on chapter management and critical due dates for chapter-related events.

3/4/20

7 p.m. CST

[Bolted Joints in Shear](#)

Qualifies for FAA WINGS and AMT credit.

Mike Busch

Bolted joints loaded in shear are used to hold the wings onto the fuselage of everything from RVs to Cessna 150s to B-17s. Almost all riveted joints are loaded in shear, and metal aircraft often have thousands of them. Maintenance expert Mike Busch discusses how these shear joints are designed, how they fail, and how to prevent them from doing so. He also discusses the pros and cons of rivets versus bolts.

3/11/20

7 p.m. CDT

[Stabilized Approaches and Go-Arounds](#)

Qualifies for FAA WINGS credit.

Prof. H. Paul Shuch

Statistics show that 47 percent of all general aviation accidents, and 40 percent of fatalities, occur during the final approach and landing phases of flight. In this FAA Safety Team WINGS Award webinar, Prof. Shuch discusses the two best tools to counter such accidents: stabilized approaches, and properly executed go-arounds. Join this webinar to learn how to prevent landing accidents.

Lee Unger

“Heads Up, Eyes Out” the new animation on the Runway Safety Pilot Simulator?

As you know, this is a great, everyone succeeds, course using scenarios. Mr. Joe Santoro, Runway Safety Program Manager, Western Pacific Region - WSA has asked for our assistance publicizing this course, eligible for WINGS credit.

Here is the info taken from FFAST Blast —Notice Number: NOTC9898

"A new animation titled “Heads Up, Eyes Out” was recently released on the Runway Safety Pilot Simulator (www.runwaysafetysimulator.com).

The animation highlights the importance of planning the taxi in a way that enables your continued vigilance. The simulator site also now contains a link in the Resources Tab to the new Runway Safety Simulator course (ALC-573). By accessing the Runway Safety Pilot Simulator through this course, you can achieve WINGS credit!

Login and try the course today: https://faasafety.gov/gslac/ALC/course_content.aspx?enroll=true&cID=573 “

You may also access the Runway Safety Pilot Simulator course, no login required, through Hot Topics on the Home Page of <https://faasafety.gov/default.aspx>

Bob Miller

EAA Chapter 81 Meeting Minutes
January 20, 2020

Meeting was called to order at 1003 by President Erik Fjerstad at the Chapter Hangar, a site hastily chosen as an alternative to the conference room at Ryan Field. This was because we were informed by the tower that they had reserved the conference room. Turns out that they had the wrong date, but by then we had made the move. Still, nice to have a back-up site, and Erik's hangar-heater-cum-flame-thrower did a nice job of warming the hangar and scorching the shins of the unwary.

Secretary's Report. Perhaps the cooler temperatures slowed the reflexes of our members, as the loquacious (look it up, you low-life) Bob Miller had enough time to recite the first line of the Gettysburg Address before someone Moved that the Minutes of the December 21 meeting be accepted as published. A Second rapidly followed and the vote was unanimous for Bob to shut up, but not before 5 whole seconds had elapsed, not even close to the record. You can do better!

Treasurer's Report: Eric Nelson reported that we have \$5,075.49 in the bank after paying Chapter Hangar rental through March, 2020; not bad for a non-profit. Eric told Bob Miller privately that donations amounted to about half the expense for donuts and coffee on the average, a fact that stung, as Bob had contributed a whole \$3 to the kitty and then consumed three donuts. However, the jar was stuffed with bills by the end of this meeting, so maybe we are doing better at that. Regarding income from membership dues, President Fjerstad announced that we have a new EAA database which tracks dues for up-to-dateness. He admonished that, if we chose to pay cash, be sure to get a receipt. Some of us thought we were up to date and found out that what we paid for this-year's dues actually went for last-year's. We are optimistic that the new database will do a better job of keeping track.

Upcoming Events: The February meeting will not be at Ryan Field, but rather a field trip to Xerocraft for a tour of this unique facility. It offers access to, and instructions on, the use of CAD/CAM (computer-aided-design/manufacturing), machining, even 3-D printing, and should be fascinating to those of us gifted/inflicted with the home-building gene. Details and directions will be found elsewhere in this newsletter.

The March meeting will be held at the Chapter Hanger, where we will begin a tutorial on aluminum aircraft construction, employing our donated DGULL prototype. Learn how to evaluate the rivet job on this aircraft and to squeeze, shoot, and maybe even drill out rivets.

The April meeting will be at the Ryan Field conference room and will feature a presentation by the son of Robert G. Goebel, a P-51 Mustang pilot who wrote the very-entertaining book *Mustang Ace*, arranged for us by former Chapter 81 President Tito Sanchez.

The May meeting will be a Project Meeting at the hangar of Dana and Dean Wheeler at Flying Diamond live-in air park. The Wheelers have fitted the canopy from their totaled RV-6A to their newly-constructed RV-7A, and are completing another RV-7A for his-and-her family aircraft! Directions to Flying Diamond will be provided in a timely manner (which means not yet).

The June meeting at the Ryan Field nicely-air-conditioned conference room will feature Bob Miller's presentation on AN hardware and why you should be using it exclusively on your home-built. Bob has deciphered some of the alphabet soup nomenclature to demystify this stuff.

July, as always, has no meeting as we want as many as possible to attend Airventure Oshkosh.

Old Business: The Copperstate Fly-In will be held from Thursday February 2 through Sunday February 6 at Buckeye Municipal Airport. Chapter 81 will be manning/womaning a booth there on Friday and Saturday. So far, we have three volunteers: Jim Keown, Ken Jenkins, and Jason McCoy. Others are welcome to drop by and participate as well. We are also looking for volunteers to help in other areas, such as Flight Line (aircraft parking) and Forums. For the former, contact Steve Hulland by texting aztaildragger@gmail.com, and for the latter, John Harlow at jharlow86@msn.com. Jason McCoy says that we need more Young Eagle pilots. Gary Wood has been working overtime doing this and even did an Eagle Flight recently with a 91-year old woman.

New Business: President Fjerstad suggests that we do not have to adhere rigidly to our present schedule of Saturday morning meetings; he asks whether anyone would prefer another time and venue. He did not ask for a decision at this time, but will gather input for a future discussion. In the meantime, the schedule remains unchanged. Jason McCoy has made a sample of the Chapter 81 logo, fully digitized and printable. Also, following an article in Sport Aviation, Jason has made a full-motion simulator in his garage. It has several TV screens, moves on electrical actuators and requires no internet connection to function. All this for \$560!

Finally, time for Annual Revelations: what members are doing on their projects.

Larry Wilson is a Flight Surgeon who is building a Zenith CH 701 in a 2-car garage. He has already completed the empennage, the right wing, the slats and flaperons. It will be powered by a Rotax 912 ULS 100 HP engine and will be painted like a Fieseler FI 156 Storch.

Visitor Dale Mooningham is an A&P and is building a Hummelbird, not with the 1/2 VW engine designated by Morry Hummel, but with a BMW opposed-twin motorcycle engine. His previous bird had a 65 HP 4-cylinder VW, cruised at 135 MPH, and climbed at 850 FPM. He currently has a Mooney.

Lynn Wesley claim to be digging out his RV-6A kit, evicting many spiders in the process.

Ken Ballinger bought a 1997 Kolb Firefly a week ago. It just needs wing struts and covering.

Dean and Dana Wheeler are building one RV-7A from a kit and another from a previously-started project.

Ben Wilson is starting a Whitman Tailwind and already has a tacked-up fuselage.

Chuck Valade is scratch-building a Zenith Cruzer. He offers the use of sections of 2" X 2" fence post in lengths up to 8 feet for those needing a straight edge.

Bill Dieman is a snowbird who has been flying an ultralight for 10 years. He has a RV-6A with a Lycoming O-320-H2AD, which uses a single drive for both magnetos. He is considering installing a Lightspeed electronic ignition.

Jack McKenzie is building a tri-gear Europa, an English kit, in his garage. It has a Rotax 912 ULS and ground-adjustable prop. He says that it is “honestly” 90% done; however, he lives in three different locations throughout the year, so only has 3-4 months in Tucson per year for building. He has made his own paint booth and already has the fuselage primed. He will fly it next year. He also won a 9-month fight with the FAA about getting his N number, and offers advice to others on how to get around the bureaucracy.

Jesse Harper is newly in Tucson, from L.A. He is a student pilot and is looking for an RV kit that would fit a tall pilot.

Gene Bywater is a snowbird who bought a Carlson Sparrow kit. It is covered and he is seeking advice about rolling on paint. He is looking to move to Tucson from Cincinnati.

Jonathan Seddon has an RV-8 (tailwheel) kit and is working on the wing. He is seeking advice on how to rivet up the leading edge of the main spar.

Ron Schneider has a flying Wheeler Express on which he is doing a panel update with Dynon Avionics. He is struggling with an uncooperative autopilot servo.

Mike D’Amiko has a first-generation Kitfox Series 7. He will be moving his plane to Tucson soon.

Kevin Byers is from Michigan. he built and flew an ultralight for 12 years. He now has a pilot certificate and bought an RV-10 in Texas last month. Although he considered an RV-9A, he needed back seats for the grandkids.

Kevin Hamler bought a Corben Baby Ace that was built by an EAA chapter. Currently the wings and tail are off for repairs, and he needs an A&P to evaluate the spar. He flew this tiny one-seater from Florida to Texas!

Eric Nelson is building time on his Rans S-6S Coyote II and has flown to 18 airports so far! He seeks another pilot with a low-and-slow airplane to share his flying adventures.

Bob Miller has installed the seats, including under-seat compartments, into his Kitfox Series V Vixen. The 4-point harnesses just went in yesterday.

Odds and Ends: Erik Fjerstad had to replace the ELT (Emergency Locator Transmitter) in his Hatz biplane, as the previous one did not respond to a mighty whack! He also reports that fully insuring two home-builts is not cheap: the RV-6A is insured for \$60K and the Hatz for \$40K. Cost for both is \$2700 per year, and at his current flying time of 27 hours per year, he is paying \$100 per flight hour just to insure them.

Jason McCoy spoke about his experience in applying vinyl wrap. Although he has a wrap that will stay on a 200 MPH airplane, surface prep is painstaking and critical. Even then, the wrap can be damaged by heat or oil, both factors on most airplanes flown in Arizona. He stated that a "10-year" product lasted 26 months on a truck. You can't fault an honest man!

Meeting was adjourned at 1130. The next meeting will be at Xerocraft, NOT at Ryan Field; see when and where elsewhere in this newsletter.

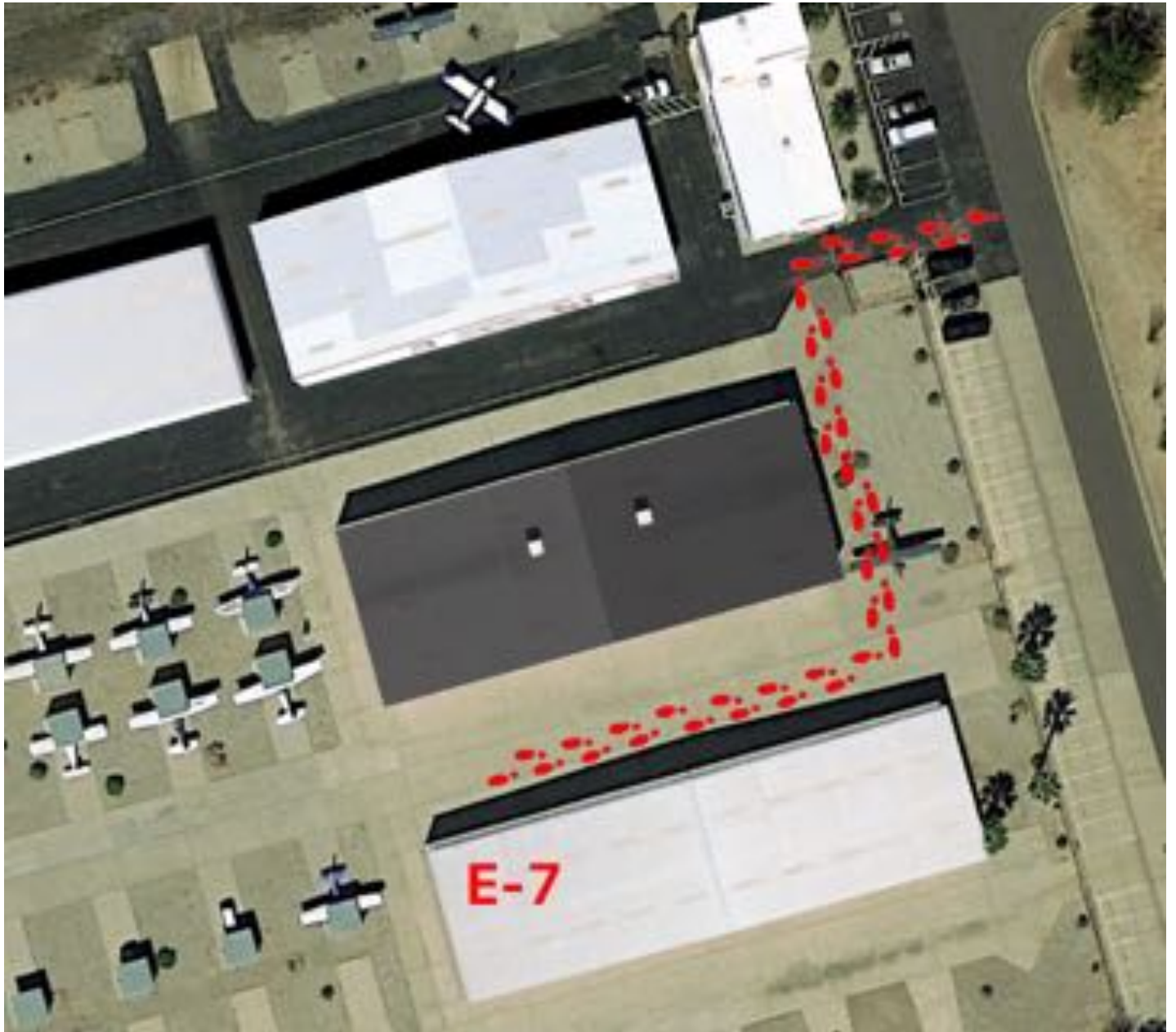
Respectfully Submitted by
Secretary Bob Miller

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

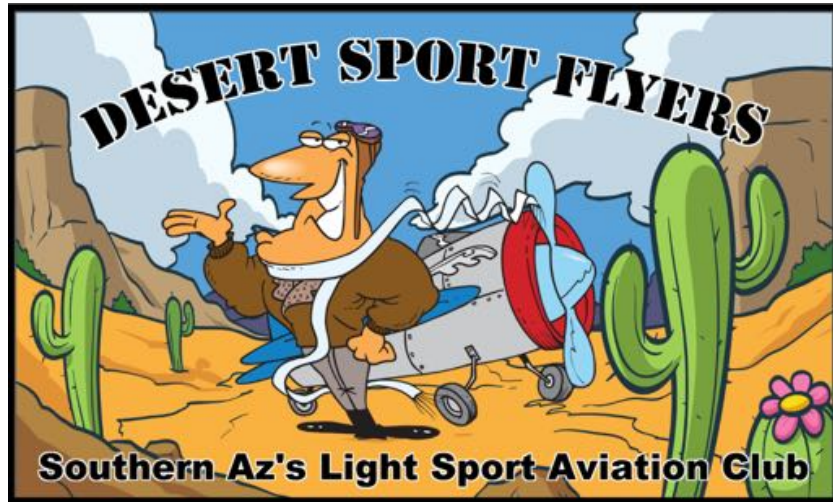
Remember that you can place an add in the newsletter (it will appear on the Chapter 81 web site also) to sell those items in your hangar. Then, you can buy more shiny stuff to put in your hangar! Send email to newsletter81@eaa81.org with a pic, description and contact information.

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



Important updated information!



Lyndell Taylor
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@msn.com 308-383-9786



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

Ben Wilson

Looking for Wittman Tailwind W-10 stuff:

1. W-10 Plans (24' span – triangle tips)
2. Builders Manual by Jim Stanton
3. Callbie Metal Wing Plans
4. Clement Mods Drawing Package with Tri-gear.
5. Dimensions of Brian Alley Carbon Fiber Cowling.
6. Info on Vetterman Exhaust with muffers for carb/cabin heat.
7. Any “trail of breadcrumbs” to find a 0-320
8. Ideas on 3-blade prop.

If you're moving on to something faster, sleeker and fancier – this would be a good way to retrieve some value from Tailwind stuff
In your garage.

Ben Wilson

EAA 42794

4benwilson@comcast.net

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

Asking \$9K

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), 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

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

"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.



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.



Long Ez Project for sale

I will no longer be able to get my pilot's license due to medical issues. The URL below will take you to my website that shows most of the components included in the sale. The price is \$2500, but I am open to partial or complete trades(looking for enclosed trailer or SCCA project car), open to all offers, the worst I can do is say no. I can store this project until spring if needed. Please email with any questions, or use the reply box on the website.

<https://longezforsale.godaddysites.com/>

Thank You,
Allen (aabebay@everttek.net)

In July 2018, I purchased the Empennage/ Tailcone and Wing Kits from Van's Aircraft for a RV12iS (see attached). In October 2018, under the supervision of Synergy Air (Eugene, Oregon), I completed the Empennage. I have now completed the Tailcone, but have not done anything on the Wing Kit, except sorting and labeling all the parts and fittings. The cost of all the items that I have purchased from Van's Aircraft amounts to \$11,400. The cost today from Van's for these same parts would be about \$12,000. I also have the complete tool kit for the RV-12iS which I purchased from Aircraft Tool Supply at a cost of about \$1,600 plus a pneumatic squeezer (3" yoke) costing \$500.00. I have attached a few pictures of the Empennage and Tailcone.

The Empennage, Tailcone, and Wing Kit are available for the price that I paid for them, namely \$11,400 or best offer. The RV12iS Tool Kit is available at no extra cost and there is no tax applicable.

If interested, please contact John Twyman at:

Tel: 520.207.5002 (voice only) or



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.**



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