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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
March 21, 2020 - 10:00 hrs**

**Ryan Airfield, hangar E-7 Tucson AZ
Bring a chair!**

[Click here for link to hanger location](#)

There will be 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.

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

kablooey.....

Hey guys.

I have been a big user of cordless power tools starting with the early Nickel-cadmium and finally transitioning to Li-ion that are prevalent today. I have many Ryobi 18V tools and have been very pleased with their performance and have never had any problems with these tools except for battery packs occasionally failing to take a charge. I had an older 6 Ah battery that finally no longer held a useful charge so I purchased a new 6 Ah pack from Amazon.

I had received this battery pack about 2 days after I ordered it. The battery test button indicated 2 lights, about 1/2 charge, so I put it into my Ryobi battery charger located in my garage where I work on my gyro, and went into the house.

About an hour later my wife just happened to be standing by the door to our attached garage off of the kitchen and hearing a strange noise she opened the door to the garage and started screaming. I came running and the battery pack in the charger was in the process of exploding.

There was a ball of fire at least 3 ft in diameter, and every few seconds it would shoot out flames like a Roman candle.

The explosion image to the left is a good approximation of what I was greeted with when I ran into the garage.



As I ran into the garage I hit the garage door opener. I had two cans of Cold Fire fire extinguishers nearby and emptied both onto the battery and charger which quickly knocked down the flames. I was able to grab the power cord, yank it out of the wall and toss the whole thing out onto the driveway. The



charger had been sitting near my cutoff saw, which was near to a large cardboard box. The cardboard box had started to burn and there was black soot everywhere in the garage. Surprisingly we found a light coating of the soot though out the house. Talk about excitement! I immediately called Amazon, and they refunded the cost of the battery, but would not consider replacing the battery charger or the two cans of fire extinguishers I used to put out the fire. My damage was over almost \$200 dollars for chargers and

extinguishers.

I have used these tools for years without any issues. I am sure we have all seen examples on YouTube of these batteries smoking or exploding, but I was impressed by the size and ferocity of this 6 Ah battery. Also, I am really glad I had purchase two of those “Cold Fire” fire extinguishers. The first extinguisher knocked down the fire right away. After I emptied the first extinguisher the battery was still smoldering so I used the second just to make sure it did not ignite again.

For years I have always left a battery in the charger to be ready when needed. Sure makes me reconsider my habit of leaving batteries in the charger, and where I place the charger. The charger now lives in an area away from flammable materials. I now set a timer when I put a battery in the charger, and remove it after the timer goes off.

We were very lucky. If my wife had not been near the door to the garage, we would never have known what was happening. Probably would have lost the garage, all my tools, aircraft and possibly the house. I just ordered two fire alarms that are linked wirelessly. One in the garage and one in the house. So, one goes off, the other does also. In addition, the fire alarm announces which location is sensing the fire.



CHIPPER AEROSPACE LLC

Chipper Aircraft Business for Sale



The Chipper 2 aircraft is, and was, a spectacular STOL performer. It was glowingly reviewed by Kitplanes and EAA Sport Pilot.

Hi Chipper Fans,

We want to share the financial background of Chipper LLC and related companies for interested buyers of our amazing aircraft design, which allowed me to walk away from a wreck in Alaska with only scratches.

In 2016, while focused on ultralight sales, we sold \$320,000 revenue and recorded a loss of \$320,000. You got that correct. For every dollar of revenue, we shipped 2 dollars of work, and we didn't make it up in volume. :-)

In 2017, we switched the business model to the 2 seat Chipper 2. Nothing much shipped during the year as we wrapped up ultralight commitments. So in 2017, revenue was also \$320,000 but the loss narrowed to \$180,000. We only shipped an extra 75 cents of cost along with every revenue dollar!



In 2018, most sales were composed of our Chipper 2 kits. Revenue for the entire year nearly doubled to \$580,000, and the yearly loss narrowed to \$91,000; and most encouragingly, in the last quarter of the year, revenue was \$190,000 (3 months of sales). Margins increased to 38%, and EBITDA was positive \$15,000!!!

In the first five months of 2019, revenue in Q1 was \$155,400 and Q2 was tracking for \$168,700 when the fire occurred. AND GROSS MARGIN tracked up to 48%!!!

If you are seriously interested in the purchase of the assets of Chipper LLC, you can see all of the detail behind this spreadsheet by signing a non-disclosure agreement.

We are seeking a serious buyer for the Chipper 2 design.

At a high level, we have one flyable aircraft, two nearly complete airframes, a huge warehouse of parts, a nearly flyable ultralight, designs and CAD for Chipper 2 and Chipper SS, a nearly complete additional Chipper SS kit, engineering, much much more.

On June 6, 2019, our facility was burned in a severe fire. It destroyed 10 years worth of accumulated inventory, tooling, office equipment, CNC machines, and so forth. Our business insurance has provided us with a partial payback on what we owned.

We did not receive enough insurance proceeds to continue to operate. We did not have business interruption insurance. The life savings of James and Kathy were invested in the business, and it is gone now, without recovery. Therefore, James is focused on creating current and future income through electronics work.

We prioritized insurance proceeds to pay the debts of the business and, to the best of our abilities, the obligations to our customers.

We are seeking a serious buyer for the Chipper 2 design.

We have maintained and improved our CAD database since the fire, keeping a full time employee on staff to manage customer builder questions and add details to the CAD.

We offer:

- a) A demonstrator aircraft with 130HP new engine
- b) 2 additional partially completed aircraft
- c) CAD design
- d) A community of approximately 25 builders
- e) An additional community of interested future builders
- f) A Facebook community of approximate 45,000 fans
- g) Parts
- h) Low cost manufacturing resources for machined components

Are you interested?

Direct serious inquiries to info@beliteaircraft.com, and we'd enjoy talking to you."

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

3/4/20

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.

3/17/20

7 p.m. CDT

[How to Read and Call an Aerobatic Sequence](#)

Qualifies for FAA WINGS credit.

Jim Bourke

Ever wonder how to read all those Aresti squiggles that are used to draw aerobatic sequences? It's not as complicated as it seems. Jim Bourke will explain why these diagrams make perfect sense, what terminology we can use to talk about them, and how to read them out loud with ease. This is a great seminar for the budding aerobatic competitor or enthusiastic volunteer.

3/18/20

7 p.m. CDT

[ATC and You: Communicating With Confidence and Clarity](#)

Qualifies for FAA WINGS credit.

Richard Kennington and Bob Obma

Communicating with air traffic controllers can be intimidating if you don't know the language. Instead of avoiding it, pilots can learn what they need to know to fly safely and efficiently in controlled airspace. Air traffic controllers Richard Kennington and Bob Obma will give participants the knowledge and insight they need to do just that in this FAA WINGS qualifying webinar.

3/24/20

7 p.m. CDT

[Chapter Chat: Donations and Contributions to Chapters](#)

Patti Arthur

Tax attorney Patti Arthur discusses the legalities, tax benefits, and the potential pitfalls when accepting donations of cash or property. She will discuss donations of completed aircraft, as well as partially built or unbuilt kit aircraft.

3/25/20

7 p.m. CDT

[Medical Certification Q&A](#)

Qualifies for FAA WINGS credit.

Tom Charpentier and Dr. Stephen Leonard

EAA government relations director Tom Charpentier and Aeromedical Advisory Council chair Dr. Stephen Leonard will discuss common certification problems, navigating the special issuance process, and BasicMed. After the presentation, remaining time will be spent with a Q&A session answering your questions.

4/1/20

7 p.m. CDT

[Cylinder Work: Risky Business](#)

Qualifies for FAA WINGS and AMT credit.

Mike Busch

Aircraft engines feature bolt-on cylinders, and cylinder replacement is routinely performed by mechanics. But the incidence of catastrophic engine failure following cylinder work is disturbing. In this webinar, Mike Busch A&P/IA describes the multiple perils of cylinder replacement and what can be done to mitigate the risk.

Erik Fjerstad

**** Word of warning ****

I just receive a note from Todd, an EAAer having arrived in Tucson to pick up an O-320 arranged for online from a Barnstormers ad. The ad placed looking for an engine resulted in contact from a seller, emails were exchanged, credibility was determined to be OK, and \$4,200 was wired. Todd arrived in Tucson today to pay the balance and take possession, and the people answering the phone and the people at the address know nothing. Todd is now contacting the authorities and his bank. The supposed seller is Richard (Rick) Leinfield represented by his grandson, Mike Davis. The address given was 1101 S Baylor Drive, Tucson and the contact phone was 520-353-4349. If anyone knows these people, please let us know. I suspect the names are bogus and the perpetrators are not in Tucson.

I have received requests from out-of-towners to investigate local internet sales offers. On one occasion, a "great deal" on a Garmin 750) the seller all of a sudden said it was sold when contacted for me to see it.

My recommendation for anyone buying or selling online when a lot of money is involved is to be willing to do it through a service that provides some recourse (Ebay, or AOPA escrow), or minimize the upfront money, or call a local EAA chapter to have someone go see the item and get some evidence that could be used later. Most banks will honor a credit card cash advance that can be arranged in person when picking up an item. The 4% advance fee may seem large, but avoiding wiring, or carrying a lot of cash, is worth it. Do your due diligence, buyer and seller beware.

Bob Miller

EAA Chapter 81 Meeting Minutes
February 15, 2020

Meeting was called to order by President Erik Fjerstad at 1000 at Xerocraft Hackerspace, a 6,300 square foot (or 6,600 square foot, depending upon to whom you listen) warehouse at 101 W. 6th Street, Ste. 111 in downtown Tucson, right next to some incredibly noisy railroad tracks. This was more of a field trip than a formal meeting, and there was no Treasurer's Report, Secretary's Report, Old nor New Business. Instead, President Fjerstad introduced us to the operators of this interesting organization, which caters to do-it-yourselfers by supplying tools and informal training for projects ranging "from simple electrical repairs to complex electronic design, prototyping, machining gears, casting odd pieces, creating innovative costumes, building art pieces, exploring esoteric arts, and teaching cutting-edge technologies," to quote Wikipedia.

After a brief introduction, our group was divided into 3 very-unevenly-divided subgroups, reminding us of the old adage about herding cats. Each was shown, in turn, 3 sites where CAM (Computer-Aided Manufacturing) was demonstrated:

- 1) 3D printing, which is an additive process wherein a computer program guides a stylus which melts a polymer string fed from a reel and deposits it where needed to build up a 3-dimensional object. The shapes can be very complex.
- 2) Computer programmed routing of a wooden sign; essentially a form of machining.
- 3) Computer-programmed LASER (Light Amplification through the Stimulated Emission of Radiation) cutting, in this case burning relatively soft materials with a low-powered LASER.

CAD (Computer-Aided Design), which is the programming that drives CAM, is taught as well, in a one-on-one format, rather than formal classes. Members of our community are invited to take a more comprehensive tour (which was offered after the meeting adjourned at about 1130). The idea is to learn, to share knowledge, and to be creative using modern technology. Membership is required (with cost reduced for those who teach) during normal work hours, with the exception of Thursday nights from 7-10 PM, and Saturdays from noon to 4 PM, which is called Open Hack. Many of the present Chapter 81 members were intrigued with the possibilities presented to us and some have new projects in mind, taking advantage of the free use of tools (although materials must be paid for) and training.

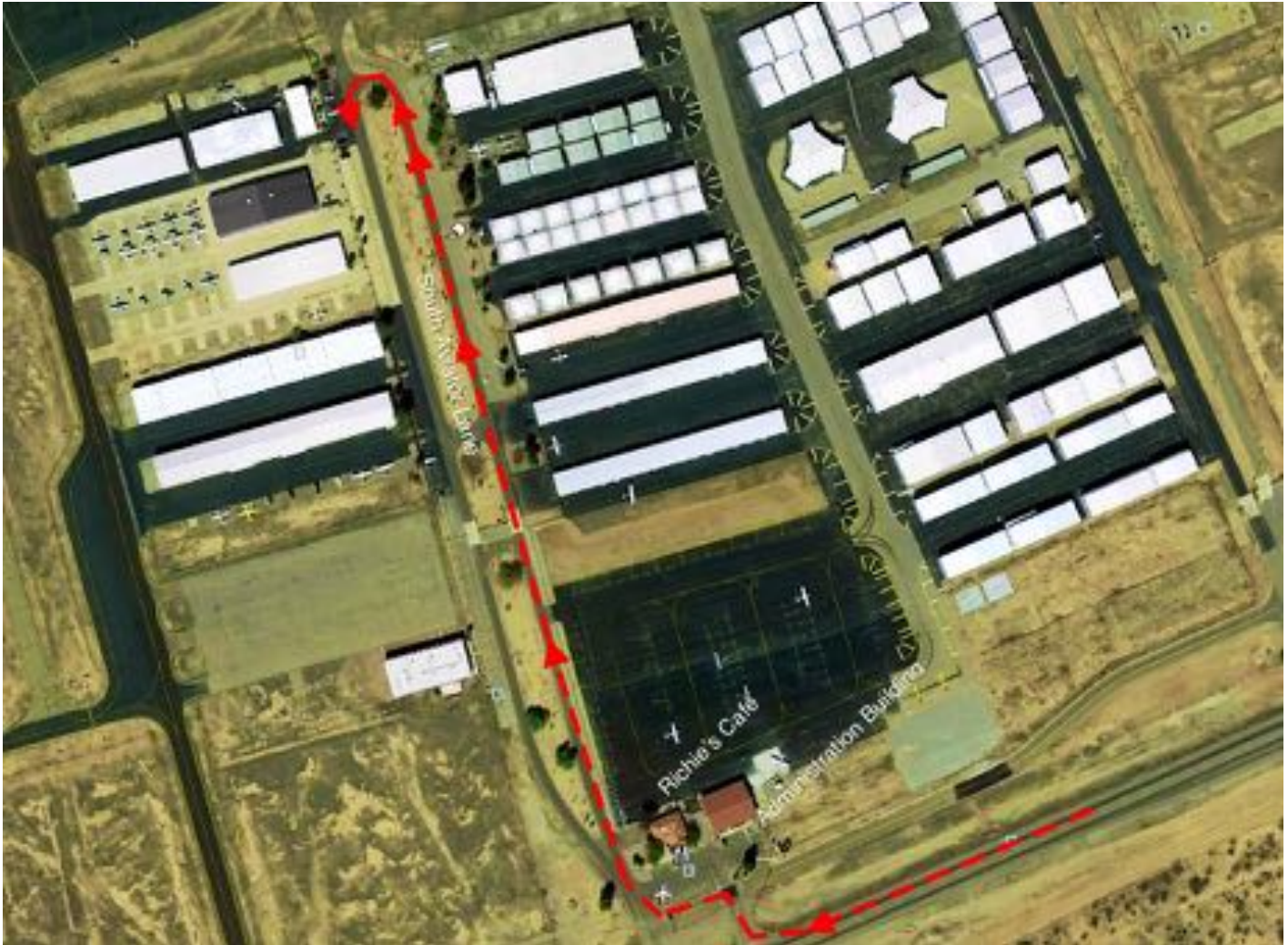
The next Chapter Meeting will be held at the Chapter 81 hanger at Ryan Field on Saturday, March 21 at 1000.

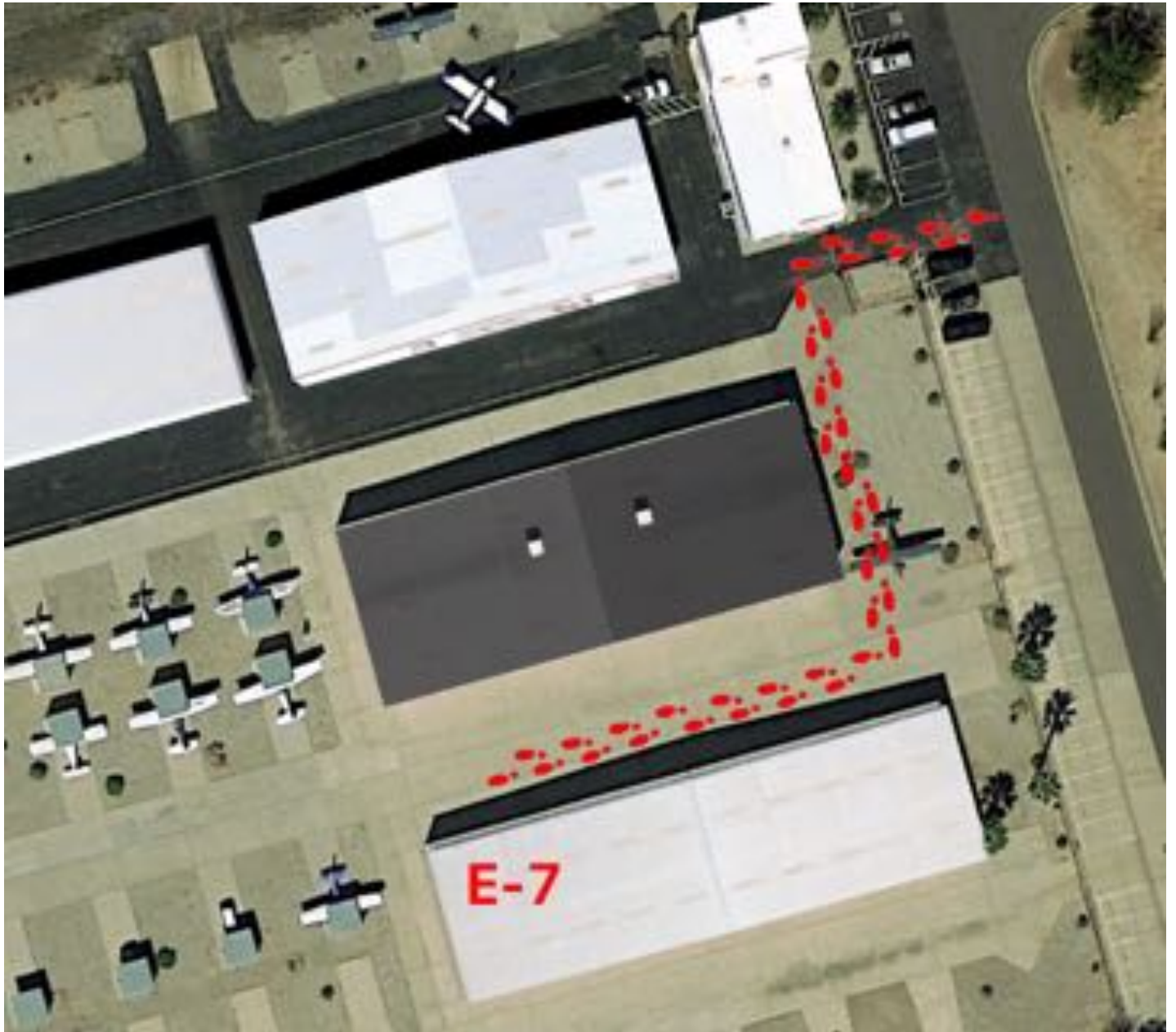
Respectfully Submitted by
Secretary Bob Miller

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

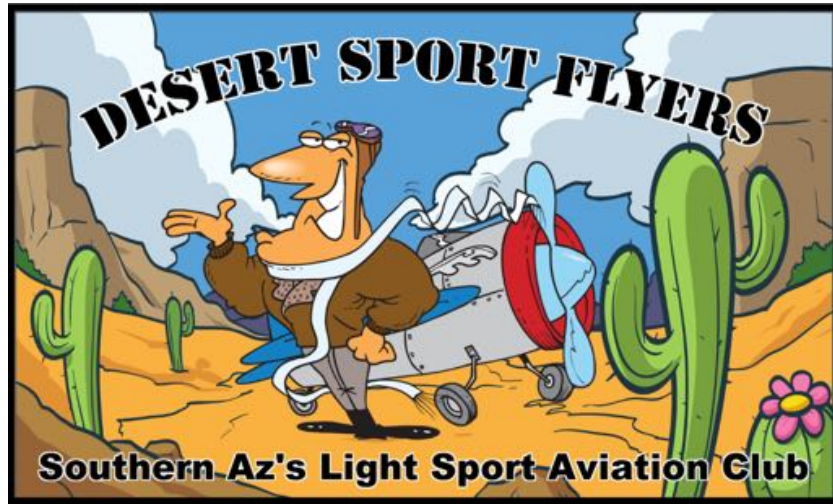
Remember that you can place an add in the newsletter (it will appear on the Chapter 81 web site also) to sell those items in your hangar. Then, you can buy more shiny stuff to put in your hangar! Send email to newsletter81@eaa81.org with a pic, description and contact information.

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



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
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(newsletter81@ea81.org)
or to Dave’s address on front page.**



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