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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
July 18, 2020
10:00

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

We will have a presentation by John Dale on his U2 activity in Tucson. John's Air Force career included being the commander of the U2 wing in Tucson during some interesting times. The U2s were in Tucson from 1963 to 1976.

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.

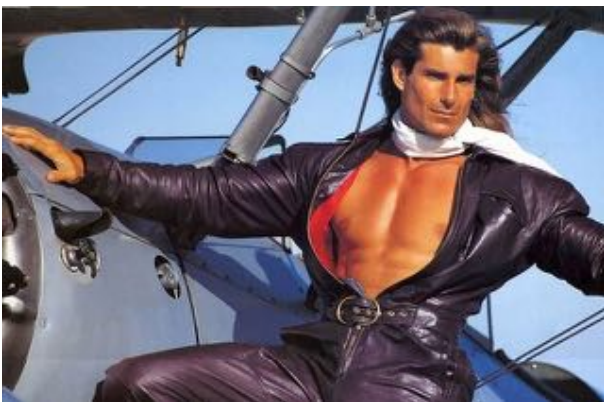
Dave Jaksha

As many of you know we have changed over from a locally maintained database of members, to a online database maintained by EAA. EAA's Chapter Roster Management is a free application provided for EAA Chapters to better manage their roster of members. This web based system is used to generate the Chapter81 roster that members can download from the link provided in the monthly newsletter preamble.

Roster Management is capable of attaching photos of each chapter members entry. This goes a long way towards helping to attach a name to someone you have seen at the monthly chapter meetings. It provides a memory jog to associate someones face to a person you want to contact. It also performs a important introductory function, letting new members learn the names of long term members.



I am hoping that you will all participate by sending in a headshot that we can attach to your entry in the database. These photos will then be viewable in the downloadable roster. As I keep reminding everyone, we all have cameras in our pockets. Take a selfie or have a loved one snap a picture of your handsome/ beautiful face and send on to president81@eaa81.org. Don't worry to much about the size. We can format the photo to fit what we need.



To start things off I have included a photo of myself, your newsletter/web writer. Now this is a somewhat out of date photo. I have a beard now! I no longer fit into those nice smooth leathers, nor am I still a steely eyed aviator (I wear progressive lenses). But you get the idea. Please include your name and EAA# with your photo so that we won't make any mistakes when we include your photo in the database.

Erik Fjerstad

As we approach the time for our first July meeting in my memory, due of course to the cancellation of AirVenture at Oshkosh this year, "we find ourselves in interesting times". For weeks (or

months) we practiced isolation without any real awareness of local virus infections. Now, after beginning to open up, our local hospitals are filling up, patients are being transported out of town and out of state, and Arizona is now one of the crisis states. While some of us do not think much of the "social distancing" and mask requirements, the evidence is now pretty overwhelming that the virus transmission is predominately airborne. A pretty well researched article in Sunday's New York Times traced the timeline.... 2 cases in January, 15 by mid February, then the

China travel ban, then thousands of returning travelers many of whom were asymptomatic, with over 2,000 "hidden infections" by mid February. By March 14th, over 1 million "hidden infections". By March 16, travel restrictions and self-isolation were implemented. Columbia researchers estimated that more than 22,000 deaths in NYC area alone could have been avoided if the country-

wide social distancing & masking would have been implemented just one week earlier.



But I digress.... Our chapter received a donation of a Cessna C140 from Torrey Brackett of Sierra Vista.

Torrey works on helicopters for the Customs and Border Enforcement, and some years ago dismantled his C140 to do a restoration. As typical of so many well-intentioned projects, life got in the way. On the 27th, a group of chapter members (Bob Miller, George Snyder, Larry Wilson, and I) traveled to Bisbee Municipal to retrieve the airplane.

Many thanks to John Cox for his loan of the trailer. We now need to organize our own restoration project, I will be looking for someone to champion this effort. Many thanks to Torrey for his donation!

For this upcoming July meeting, we will have a presentation by John Dale on his U2 activity in Tucson. John's Air Force career included being the commander of

the U2 wing in Tucson during some interesting times. The U2s were in Tucson from 1963 to 1976. Here is a photo of one flying over Tucson in 1966.



Let's all be careful and considerate at this meeting, wearing masks and distancing as appropriate. None of us wish to catch the virus and get shipped out of state, away from family and loved ones.

Erik

Chapter 81 President

Bob Miller**EAA Chapter 81 Meeting Minutes
June 20, 2020**

Meeting was called to order at the Ryan Field Meeting Room by President Erik Fjerstad at 1000. The seating had been arranged for social distancing by the ever-helpful David Schiffman, who also provided the donuts and coffee. We considered taking temperatures upon entering the room, but decided instead just to ask anyone not seated to wear a mask to prevent possible spread of Covid 19.

Secretary's Report: Bob Miller brandished an alleged copy of the Minutes of the May 16 Project Meeting, offering to read it to the assembly. Of course, he was immediately quashed by a unanimous vote to accept the Minutes as published in Sky Writer and on the website. For all we know, it could have been a shopping list, but, as usual, nobody called his bluff.

Treasurer's Report: Eric Nelson was not present, but it is rumored that we have about \$4,500 in the treasury. For those interested in the financial details, they will be published on the website.

Visitors: Joe Williams just moved to Tucson from Sierra Vista. He has a Lancair 320 which was built over the period of 1998 through 2005. Gary Eckebrecht was present at the last meeting, and here he is again. We know that he is a pilot and very interested in our Young Eagles program, but it was not discussed at this meeting.

Old Business: Don Berlin wants to know who takes the photos for the Pilot Profiles displayed on the meeting room walls. Previously the photographer and biographer was Joe Seibold, but he is no longer an active member of Chapter 81. President Fjerstad has taken over his role, and is ready to snap a photo of any member's flying project and make a Pilot Profile at no charge.

New Business: The question was raised as to whether to have a Chapter Meeting in July, a month traditionally skipped due to Airventure Oshkosh. As this event was cancelled this year due to the pandemic, we took a vote and decided to have a July meeting this year.

President Fjerstad suggested a possible Chapter 81 project: a damaged Cessna 140 which was previously offered for sale, but is now being offered as a donation of \$5,000 value. It has some sheet metal damage and the landing gear box has been rebuilt to be functional, but is cosmetically less than perfect. The wings are off and it is trailerable. The engine is a low-time Continental C-85 with electric starter. After considerable discussion, it was decided that Erik, George Snyder, and Steve Hulland will evaluate the aircraft, which is in the Bisbee area, and make a decision about whether to bring it home. If we repair it, it cannot belong to the chapter per EAA rules, but we can sell it for a considerable profit or keep our hands on it through a non-EAA flying club.

Next: the Main Event! Bob Miller went all-out to shock and awe Chapter 81 with his super-high-tech presentation on Aircraft Threaded Fasteners. Exhibit A was a small assortment of hardware store nuts and bolts to demonstrate the grade 1 sloppy fit, compared to the grade 3 precision fit of an AN-3 bolt and matching nut. Exhibit B was even higher-tech: a poster with 2-foot tall outlines of screws made out of paper shopping bags and cut out like paper dolls. There were 2 screws shown; the hardware store version with cut threads and the AN screw with rolled threads, which create no stress risers and effectively make the same sized screw much less likely to fracture under load. Bob had forgotten to cut out the thread notches at one site on the cut-thread screw, but the ever-witty Erik Fjerstad explained that this was because the screw was purchased at Horrible Freight. Anyway, the rolled threads, cadmium plating, and consistent, grade 3 fit are the primary reasons why all structural applications on aircraft should use AN (Air Force/Navy), NAS (National Aerospace Standards), or MS (mil-spec) fasteners. Feel free to mount your cup holder with the hardware store stuff. Yes, the aircraft hardware does cost more, but it's worth it. Bell Helmets used to have an ad in motorcycle magazines in the '60s: Wear a \$10 helmet if you have a \$10 head. Bob strongly suggests that you pay the price for fasteners that will keep your airplane in one piece (as contrasted with a helicopter, which is a vibrating assembly of rotating parts flying in loose formation). Oh heck, they should use the good stuff too! Bob provided a copy of his talk to everyone present, and more are available on request.

After Bob's well-received presentation, Erik called for progress reports on projects, starting with his own. He had purchased a derelict aircraft because it had a 180 HP

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After Bob's well-received presentation, Erik called for progress reports on projects, starting with his own. He had purchased a derelict aircraft because it had a 180 HP Lycoming engine and a constant-speed Hartzell prop, an upgrade for his RV-6A, which has a 150 HP Lycoming and fixed-pitch prop. Long story short, the engine tested good, with excellent, consistent compression and clean cylinders on bore-scope. The prop turned out to be have enough material removed (probably for nicks and scratches) to the limit of useable, which means that Hartzell will not overhaul it. Erik is expecting his new prop at any time, new baffling from Van's, and a new exhaust system from Vetterman.

He invites us to visit him any time in Mobile Aire hangar C4.

Larry Wilson has applied the 2nd coat of paint with a foam roller to the fuselage of his Zenith CH 701 and has a new 100 HP Rotax 912 ULS for it. Roger Lee will help with engine commissioning and Juan (Sonora Avionics) will assist with avionics. Larry is ready to cut holes in the panel with Chapter 81's Greenlee hole punch. He is ready to mount the rudder and is seeking a trailer.

Jonathan Seddon has just finished building wingtips for his RV-8 project and is requesting help in bending a part 13°. Exactly which part this might be remains a mystery.

Ken Ballinger is building a Kolb Firefly biplane which was started in 1997. It is finished except for paint and he is seeking painting help. We will try to get him in touch with Will McLearn, who has done exemplary paint work for his father Bill's Globe Swift and, more recently, his Bakeng Deuce.

Greg Duncan has joined the fuselage halves and is redoing the firewall on his Zenith STOL CH 750 project, which he is updating to increase gross weight.

Chuck Valade, who is fabricating most of the parts for his plans-built Zenith Cruiser (yes, that's how they spell it), has cut out the rudder pedals and the center stick is ready to weld with his oxyacetylene torch.

Bob Miller has finally completed the second elevator for his Kitfox Series 5 Vixen. Most of the wooden ribs on the first one warped due to Bob's jam-fit into the steel tubing frame and Bob's naive belief that epoxy spar varnish would prevent the wood from swelling. It doesn't. Oh well, recreation *and* education! Rather than redoing the same elevator, he has hung the old one up on what he calls his "wall of shame" (it is not alone) and built the new one from the Series 7 Super Sport for improved elevator authority. This one has no jam-fit ribs, and all are reinforced to prevent warping.

George Snyder, in a rare fit of amiability, offered to share his aircraft building expertise, and maybe even access to his hardware bin, with any Chapter 81 member who asks, and even revealed the top-secret location of his Ryan Field hangar: C5 on the east side, 2nd one in from taxiway Bravo 2.

Meeting was adjourned at 1115. The next meeting will be held at the Ryan Field meeting room on Saturday July18 at 1000.

Respectfully Submitted by
Secretary Bob Miller

A Quick Primer on 2-part Epoxy Spar Varnish

That's prim - er, not prime - er, as in an elementary school reading book. Dick, Jane, and Sally, if you go back that far, or McGuffey's Readers, if you're even older than I am and still breathing. My Kitfox Series V Vixen project is making some progress, due to my having to stay home a lot lately. As EAA says, our mission is recreation and education, and boy, am I getting an education. One of the reasons that my Kitfox is the Never-Ending-Project is that I screw up a lot and am not willing to go on without making it right. (Another reason is that I have way too many hobbies.) This time, the issue was the elevator. The Kitfox is a tube-and-fabric, high-wing, side-by-side light aircraft that meets LSA (Light Sport Aircraft) requirements if you don't get all fancy and install a constant-speed prop, which I am. The elevator is made of chrome-moly (chromium-molybdenum alloy) steel tubing, arriving from the factory already welded and powder-coated. Along with it comes a bundle of pre-cut ribs made of 5-ply birch plywood. The ribs are a bit overly long so that you can trim them down to fit your elevator perfectly. They taper down in a straight line toward the rear, to continue the airfoil shape of the horizontal stabilizer, which uses the same type of construction.

Anyway, to build the elevator, you grind down the ribs until they fit the tubing frame, then epoxy them into place. Piece of cake, right? Unless, of course, you cut them too short, after which, no matter how many times you cut them again, they are still too short. Amazingly, on the first try, I did not cut any of them too short, but I did want them to stay put, and the instructions don't say anything about how tightly they should fit, so I made them a jam-fit so the epoxy would not have to work so hard. Oh, I am aware that wood swells with moisture, but I have the solution: paint the ribs with epoxy spar varnish to waterproof them! No moisture absorbed, no swelling, right?

The Poly-Fiber system for covering fabric aircraft offers an interesting 2-part epoxy spar varnish. It consists of Epoxy Varnish EV-400, Epoxy Varnish Catalyst EV-410, and Epoxy Reducer E-500. The instructions for use are printed on the can of EV-400 and state that you are to mix Epoxy Varnish EV-400 2:1 with Epoxy Varnish Catalyst EV-410. It does *not* say whether to mix by weight or by volume, but generally, it is done by volume. Then, after mixing, there is an induction period, which is 30 minutes at low humidity, or 60 minutes at high humidity. Again, there is no definition of what qualifies as low or high, but I live in Tucson, Arizona, so I went with low humidity and 30 minutes. After this, the mixture is to be reduced at 2:1 with Epoxy Reducer E-500. This thins it so that it paints on well and penetrates the wood.

It can be applied by brush to new wood, or sprayed. I went with brushing. So, here's how it went: I didn't know how much of each product I had left, having spar varnished the floorboards and the vertical and horizontal stabilizer and rudder ribs already. However, I clearly had more catalyst and reducer than I had epoxy resin, so I poured all the Epoxy Varnish EV-400 into a measuring cup and it came out to be exactly 300 ml. Well, that makes it pretty easy. So, to 300ml of Epoxy Varnish EV-400, I added 150ml of Epoxy Varnish Catalyst EV-410, mixed it for a few minutes, and let it sit for another 30 minutes. So now, the total volume is 450ml. To mix 2:1 by volume, I then added 225ml of Epoxy Reducer E-500, making a total volume of 675ml. Nothing to it, right? Now you have a pot life of 5 hours at 70 degrees, but it's May in Tucson, and we will not see 70 degrees again until maybe October, so I estimated pot life at **GET IT PAINTED FAST BEFORE IT TURNS INTO EXPENSIVE CRUD!** I then fit the ribs into the tubing of the elevator to hold them while the spar varnish dried. Note that I did not say that I jammed them into place; that was what I did with the *first* elevator. Now, most light aircraft have only one elevator, but I am the proud owner of two. How did this come to take place? I'm glad you asked. Remember what I said about wood swelling with moisture? Turns out that spar varnish does *not* prevent wood from swelling after all. I should have known better, as wooden propellers have to be regularly re-torqued, even though they have been varnished. My jam-fit resulted in more than half of my elevator ribs warping. I ordered a sheet of 1/8 inch 5-ply birch plywood from Aircraft Spruce with the thought of replacing the warped ribs with newly fabricated ones, using the removed warped ribs as templates; what could possibly go wrong? Actually, nothing went wrong, but I was perusing Team Kitfox, a builder's forum, and read that it was not uncommon to use some parts from later models to improve performance of earlier ones. The current iteration of Kitfox is the Series VII, and its elevator has a longer chord for better elevator authority. As my Series V Vixen is the last version that cannot convert from nose wheel to tailwheel, it has a nose wheel that might fall into a hole in an unimproved field. I once had an excellent demonstration of back-country flying; I was in the back seat of a Cessna 206, which has a nose wheel. The pilot landed and never let the nose wheel touch the ground until he was ready to stop. The Series V Kitfox has been accused of having marginal elevator authority, which is particularly a problem for the tailwheel version, the Safari. The recommended solution is to install the Series VII elevator, which bolts right on. As I had to remake my elevator anyway, converting to the larger Series VII elevator was a no-brainer.

(It would seem that much of my project has been built without benefit of using my brain.) So, I am making my *second* elevator, with the first hanging on my garage wall as an embarrassing example of builder's folly. By the way, I recently flew a Series V Safari that has *plenty* of elevator authority; you can roll it onto the tailwheel and then let the mains come down. So much for rumors.

The new elevator came with pre-cut ribs, of course, so I did not need the sheet of plywood that I had had sent to me at considerable expense. I had a friend help me fit the ribs to the new elevator, however, with the result that 4 of the ribs came out too short. What luck that I had a supply of fresh aircraft plywood to fabricate new ribs! I used the abbreviated ribs as templates to trace the pattern on the plywood, being sure to leave extra length where needed. Both my table saw and radial saw blades tend to shred thin plywood, so I used my bandsaw, trying to make the cuts as straight as possible. Then I used a rasp and belt sander to straighten out the edges the rest of the way. And, these ribs are *not* going to warp. Not only are they not jammed into place, but I fabricated stiffeners, epoxied at right angles to the ribs. The horizontal stabilizer has these rib stiffeners, but the plans do not call for them on the elevator ribs. Although they add a bit of weight, I weighed all the stiffeners, and all together, they only add 2 ounces. I'm hoping that this minuscule addition of weight will not cause flutter in what is, after all, a low-speed airplane.

So, the ribs are spar varnished and in place on the new elevator; now I just have to mix up some new structural epoxy: Loctite EA 9430 Hysol, which *is* mixed by weight, not volume, add in some cotton flox, which adds viscosity and a bit of reinforcement, and glue in the ribs. Done, right? Not quite. Once all the ribs are epoxied into place, I still get to make the foam end caps. This is where some artistry comes in, of which I have none. You epoxy a block of blue styrofoam to the ends of the elevator and then cut away anything that does not look like an end cap. This is like saying that you can take a block of marble and chip away everything that does not look like Michelangelo's Pieta. Your results may vary. Fortunately, I have a lot of styrofoam and a lot of time on my hands, so here is an opportunity for more education!

Ryan Airfield Master Plan Update

An update to the Ryan airfield master plan has been released. You can click the link below to go the Ryan Web page.

[Ryan Maste Plan Update](#)



As we continue to experience the effects of COVID-19, dealing with physical distancing, limited gatherings, and stay at home orders, the Ryan Airfield Master Plan Team is ready to provide you an update on the status of the Airport Master Plan.

The last time we shared information about the study, the team conducted an open house on Nov. 21, 2018 to present a variety of improvements to the Airport's runways, taxiways, roadways, and airport facilities. Based upon input from 31 attendees as well as the Technical Advisory Committee and Stakeholder Working Group, the Team identified a Preliminary Development Concept (PDC). The PDC includes the following projects:

- Extend Runway 08-24, and subgrade Runway 15-33 to the north
- Conduct pavement marking improvements to address Federal Aviation Administration design standards
- Addressing the existing air traffic control tower to increase its height
- Designing a new light system
- Expand the existing heliporter parking apron
- Facilitate land development that supports aeronautical opportunities and economic development opportunities for property owned by TMA adjacent to the airport

The Approved PDC is depicted on the map to the right.

Our next steps include:

- Develop the Financial Implementation & Feasibility Chapter
- Develop Resolution Option #2 and conduct Public Open House #2
- Conduct a Cultural Resource Survey
- Create a Preliminary Airport Layout Plan
- Draft Airport Master Plan Document
- Prepare AUP and Airport Master Plan Document
- Return to the Tucson Airport Authority Board of Directors for Final Master Plan Approval

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:

7/14/20

7 p.m. CDT

[Shuttle, Houston — a Look Inside Space Shuttle Mission Control](#)

Paul Dye

Former NASA lead flight director and EAA member Paul Dye provides a compelling look inside 30 years of space shuttle missions, relaying stories of missions and their grueling training in vivid detail. Paul examines the split-second decisions that mission control and astronauts were forced to make in a field where mistakes are unthinkable, and errors can lead to the loss of a national resource, and more importantly the astronaut crew. This presentation is based on Dye's new book, *Shuttle, Houston*, set for release on July 14 of this year.

7/29/20

7 p.m. CDT

[Completing the FAA Application for Medical Certificate: Legal Traps for the Unwary](#)

Qualifies for FAA WINGS credit.

Greg Reigel and Patrick Phillips

The EAA Legal Advisory Council will discuss legal issues arising from an airman's completion of FAA Form 8050-8 Application for Airman Medical Certificate. Topics will include responding to the various medical history and other items in Question 18, the penalties for failing to accurately report the requested information and the relationship of reporting drug and alcohol-related motor vehicle actions under FAR 61.15 and Question 18(v)'s request for similar information on the medical application.

8/5/20

7 p.m. CDT

[Why Valves Stick](#)

Qualifies for FAA WINGS and AMT credit.

Mike Busch

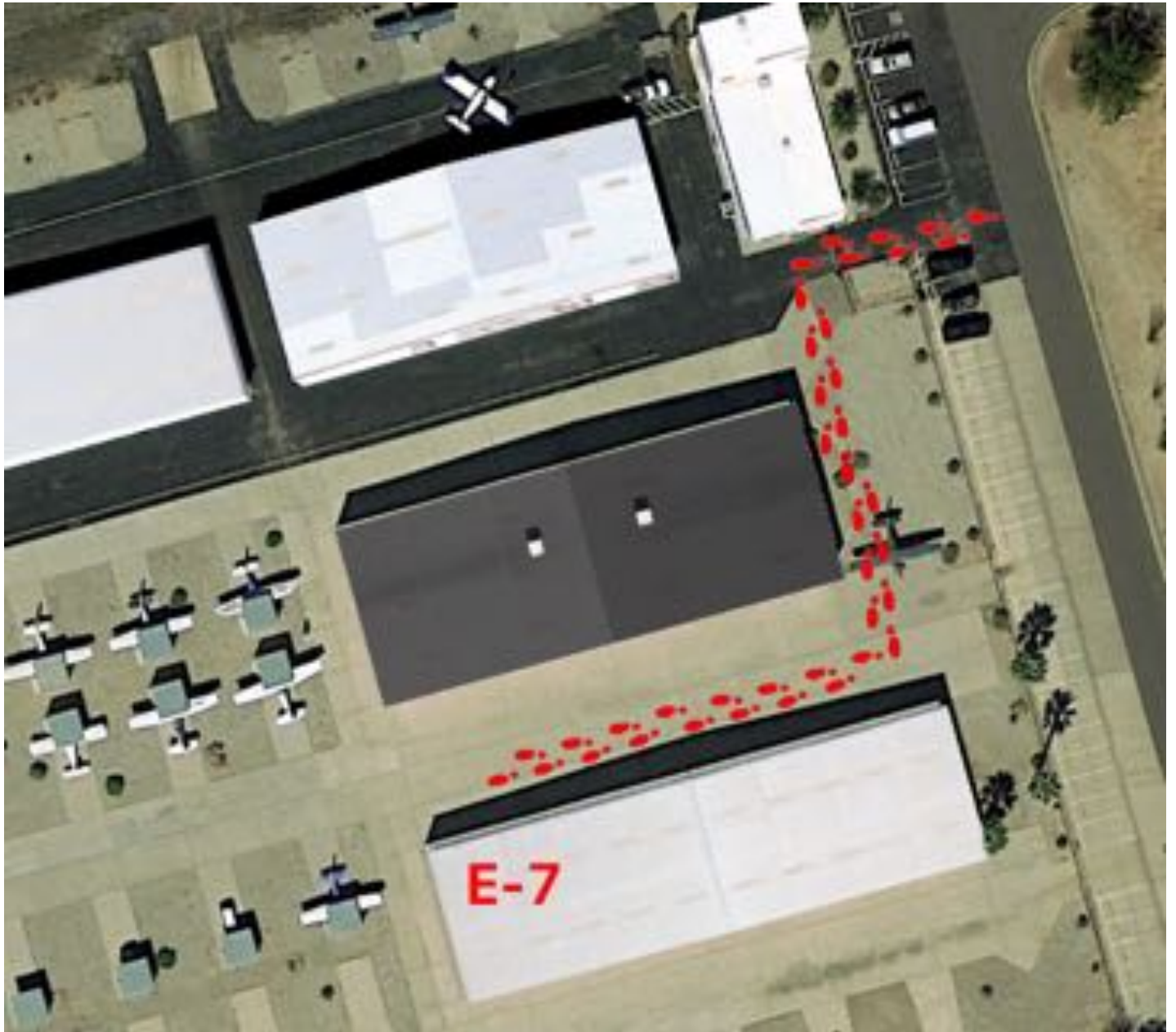
Sticking and stuck exhaust valves are a frequent problem in piston aircraft engines. In early stages, it manifests itself as roughness after engine start (so-called "morning sickness"), and it can progress into something much more serious and a significant cause of power-loss incidents and accidents. Conventional wisdom says that it's caused by carbonized oil buildup due to excessive heat. In this webinar, Mike Busch explains that the real culprit is lead, not carbon, and it's actually insufficient heat that's the problem. Proper powerplant management techniques can minimize this problem, and Mike shows you how.

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

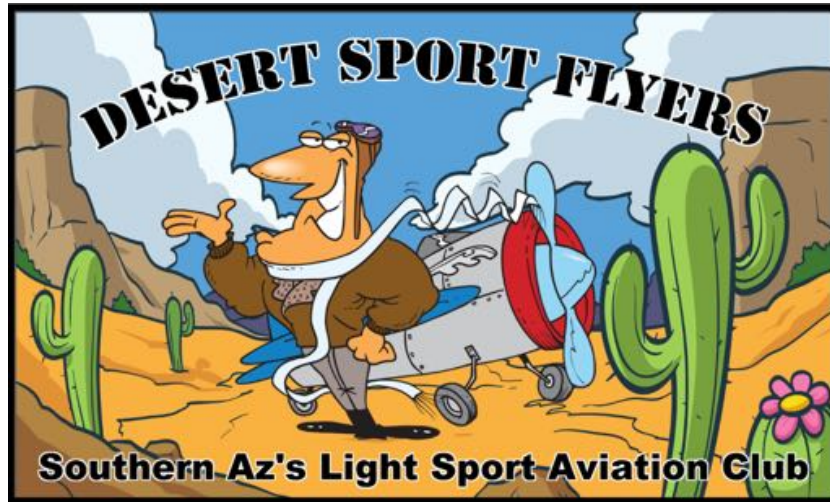
Remember that you can place an add in the newsletter (it will appear on the Chapter 81 web site also) to sell those items in your hangar. Then, you can buy more shiny stuff to put in your hangar! Send email to newsletter81@eaa81.org with a pic, description and contact information.

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



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

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)

Larry Wilson

I am about done with my work table and would like to sell it. I am getting ready to put my Zenith CH 701 on its gear. Here is the description:

SOLD
4'x12' very heavy duty table with 2' folding/removable ends on casters. two shelves. 36" high. 4' butcher paper roller on end. covered with two layers of cardboard while building aircraft. can deliver for costs. Asking \$400.

Larry Wilson
larryflickwilson@hotmail.com

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](tel:520.207.5002) (voice only) or



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