



Dave Jaksha  
Ch81 Newsletter Editor  
1648 N Horseshoe TRL, Tucson, AZ  
(520) 400-8896  
[newsletter81@eaa81.org](mailto:newsletter81@eaa81.org)



# 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:

Kevin Byers  
3721 W El Moraga Pl  
Tucson, AZ 85745

***Do not send payment to the newsletter editor!***

**EAA Chapter 81 Meeting  
January 16, 2021  
10:00 hrs**

**Ryan Airfield Administration building**

Tito Sanchez will thrill us with anecdotes about flying the Lockheed F-104

We are attempting to practice appropriate physical distancing and members are asked to bring and wear appropriate facial masks.



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

Click on the link below to see aviation events around Arizona

[Arizona Aviation Events](#)

**Dave Jaksha**

Here's a note for my fellow geezers that may be getting the Covid-19 vaccination soon. I have checked with a couple of Tucson distributors (Safeway and Walgreens) and they hope to start giving us older than dirt guys the shots in the next couple weeks. Here is a note from the FAA about the impact of the vaccination on medical certifications.

My son who works at a hospital near Phoenix just had his second shot. First was a not issue, the second put him on his butt for a couple of days.

One day after the U.S. Food and Drug Administration's emergency-use authorization for the Pfizer-BioNTech Covid-19 vaccine, the FAA on Saturday determined that pilots can receive the vaccine under the conditions of their FAA-issued airman medical certification. In addition, the agency said, FAA air traffic controllers subject to FAA medical clearance can also receive the vaccine.

However, these pilots and controllers "with medical certifications or medical clearances" must wait 48 hours following the administration of this vaccine before conducting safety-sensitive aviation duties, meaning flying or controlling air traffic. This waiting period applies after each dose—the Pfizer vaccine requires two doses, 21 days apart for maximum effectiveness.

"The FAA anticipates taking no additional measures to ensure safety after the initial window for side effects closes," it said. "However, the agency's medical professionals will continuously monitor the initial distribution of the novel vaccine and documented clinical results and will adjust these recommendations as needed."

Meanwhile, the FAA said it will evaluate vaccines from other manufacturers as they receive FDA authorization in the coming weeks and months and will advise pilots and air traffic controllers of any waiting periods required for those vaccines.

**Erick Fjerstad**

To EAA Chapter 81 Membership,  
from Erik Fjerstad, Chapter 81 President

*This is a note from the President of the “Texas Barnstorming Museum” in Hallettsville TX. They have a program taking youngsters through primary pilot training, and have a donated RV12 that they are raffling off as a fund raiser. Read on for details.*

\*\*\*\*

*(From Jim Baker, President, Texas Barnstorming Museum) - We are a small Aviation museum in South Central Texas, and a 501(c)3 non profit organization. We utilize antique aircraft to teach kids any of the aviation trades, from becoming a Pilot, Engineer, or A&P Mechanic. The museum arose from the realization that kids in our area had little or no exposure to Aviation, and a grass roots effort arose to create the museum, which morphed into the non-profit organization. At no expense to them, the kids learn in a J-3 Cub, and after soloing, transition into a Grumman Traveler for their PPL. So far, we’ve been pleased, with (at present) 5 kids in various Aviation Colleges (not too bad for a town of 2600 population).*

The RV12 we are raffling was built by a friend and supporter of the museum, who passed shortly after completing it. He flew the airplane 5 hours, and at present, we painted the aircraft and are finishing the certification flights. We will send the aircraft to a Vans specialist to have all the Service Letters complied with immediately prior to the drawing. The airplane is essentially a brand new aircraft, and beautifully constructed.

The proceeds of the raffle benefit our ongoing “Kids in Aviation” scholarships and allow us to begin a new crop of young pilots and mechanics. In addition to the airplane, several more prizes are offered and have been sponsored by some great aviation companies like David Clark, Sporty’s, and Garmin. I’m continuing to add prizes as the raffle continues. There is much more information about us on our website ([www.whereolddogsfly.org](http://www.whereolddogsfly.org)), Facebook (Texas Barnstorming Museum) and in past and upcoming articles in General Aviation News.

The link to the raffle is - <https://rafflecreator.com/pages/41866/vans-rv-12>

Thank you so much for your time and consideration, and if you or your members are in South Central Texas, please stop by! We have 2 yearly fly-ins with about 300 in attendance.

Thanks So Much,

Tailwinds, Jim Baker, President, Texas Barnstorming Museum  
[\(361\)772-6434](tel:3617726434)



## EAA Chapter 81 Board Meeting Held via Email Round-Robin Dec 9 – Dec 21, 2020

This is a summary of the board meeting held by circulating email in December. Participants as a quorum included:

Erik Fjerstad (President)

Eric Nelson (Treasurer retiring) Kevin Byers (Treasurer new term)  
Bob Miller (Secretary)

George Snyder (Director)

Lynn Wesley (Director)

Absent: Steve Horton (Vice President)

1st order of business - Election of Officers. The November election confirmed the positions of President (Erik Fjerstad), Vice President (Steve Horton), Secretary (Bob Miller), and director Lynn Wesley. Newly elected Kevin Byers to be Treasurer, and appointed George Snyder to be a director in addition to his role as new Hangar Manager. (Motion and approved)

2nd order of business - Disposition of C140 project. Having heard from the C140 project group (Jim Keown with Steve Horton) and from member Jerry Miel, Erik's conclusion is the C140 is too ambitious a project for "restoration" by the chapter and inappropriate as a candidate for restoration as a flying club aircraft for tailwheel instruction. Erik therefore recommended the chapter commence "repair and re-assembly" activity appropriate to bring the aircraft to a ferriable condition for sale as-is. This would be a considerable amount of useful and interesting work for the chapter and within the chapter's capabilities, resulting in a likely sale in the 8 to 12 thousand dollar range. (Motioned and approved)

3rd order of business - Communications Improvement - Erik recommended the chapter purchase a subscription to an audio and/or video service to improve our remote meetings. At the least we need an audio dial-in for up to 12 people, most meetings could be conducted by audio alone. The current webex, though free, doesn't provide an audio-only dial up. Bob Miller offered the use of a Zoom account that he has access to and it was agreed we would try that before committing to any paid subscription.

4th order of business - Young Eagles - Eric Nelson (current YE coordinator) provided a letter from EAA stating we have 37 credits worth \$185 or so to apply for YE programs such as tuition. As our YE activity was effectively shut down this year, that letter was missed. Needing to use it or lose it by 12/31 and having no reimbursable expenses for it we agreed we should donate the credits back to EAA for their application as tuition. Motioned and approved for Eric Nelson to arrange for return of these credits to the EAA.

5th order of business - Board Member Responsiveness. In light of the difficulty in arranging this board meeting due to the non-responsiveness of board members, the board resolved to ensure we do better. Continued lack of responsiveness, or non-availability, without sufficient cause, affecting board activity, would not be tolerated. Arrangements to deal with unavoidable foreseen absences can be made (proxy or in-absentia published positions on issues).

Respectfully,

Erik Fjerstad, President

**Bob Miller****EAA Chapter 81 Project Meeting Minutes  
December 19, 2020**

Meeting was called to order at the rather chilly Chapter Hangar by President Erik Fjerstad at 1005. There was only one unoccupied space in the hangar: directly in front of Erik's propane heater/giant blow torch, which is my way of saying that we had a full house. We are happy to report that mask-wearing appeared to be in fashion, as were singed shins.

Secretary's Report: Same Old, Same Old. Minutes approved without being read. Yawn.

Treasurer's Report: Newly-elected Treasurer Kevin Byers told us that we started the year with \$5,075 in the till, whereas there was \$4,036 on November 30, so it appears that it will take some time before we run out of funds altogether. Good to know.

President Fjerstad regaled us with the tale of his disastrous attempt at a Webex Board Meeting. Despite technical difficulties, there were 6 orders of business discussed:

1. Confirming Officers and 2 new Board Members.
2. Of the several Cessna 140 project options, Erik's recommendation was to bring the airplane up to ferry-able condition and then sell it as-is with full disclosure as to its condition. This would likely bring in \$5-12K, which our treasury could surely use, and it still would make an excellent learning experience for our chapter members with minimal expense.
3. Communication Issues, as in the aforementioned Webex technical debacle. Bob Miller offered the use of his wife's Zoom account for any needed virtual meetings in the future.
4. It was unanimously decided to donate our 37 Young Eagle credits which are about to expire, back to EAA, as we have no Air Academy candidates to sponsor. The value of the donation would be about \$185.
5. Board Member Responsiveness: at least one Board Member was not reachable by email nor phone and did not attend the Board Meeting. Another totally forgot about it despite having been reminded (another reason why we need younger people in the chapter!). It was strongly suggested that all Board Members read their email at least every few days, and be reachable by phone, or give up their seats to someone who will

6. Hangar Insurance: It was suggested that we might want to purchase some kind of insurance for Chapter Hangar contents, such as the aircraft and parts of our renters during final assembly. The four options discussed were:

- 1) Do nothing differently from what we are doing now, which is trusting our members to be responsible for their own stuff.
- 2) Have the user sign a waiver of responsibility. As this is America, where anybody can sue anybody for anything, and one cannot sign away this right. This basically amounts to option #1.
- 3) Require the hangar user to provide proof of her/his own coverage.
- 4) Have the chapter purchase insurance to the tune of about \$900 per year.

Erik suggests that we go with option #2, which, if you were paying attention, is basically option #1 with the addition of a piece of paper stating that the hangar user will take full responsibility.

Old Business: One could argue that, as most of our members are well past middle-age and a few are approaching true antiquity, all of our business could be considered Old Business, but that would be unkind. Officially, there was no Old Business.

New Business: Newly-elected Hangar Manager George Snyder is making sweeping changes (he is now the one sweeping up the hangar). But seriously, Ladies and Germs, we have a lot of books that no one is taking out in the Chapter Library, so George is declaring an Open House: if you see a book (or tape or DVD) that you like, bring it to George and he will tell you whether you can keep it. Angel and Greg Duncan can also let you know which are the redundant/unwanted tomes (look it up, you low-life). Erik Fjerstad says that he will bring in "a pile of DVDs" as well.

Other Stuff: Eric Witherspoon, past President of Chapter 81, is building a Davis DA-5, the single-seater successor to the Davis DA-2A. For those not familiar with the latter, it was the brain child of Leon (yes, there are two "e"s) Davis, an aeronautical engineer who designed and built a small, inexpensive aluminum two-seater with a distinctive V-tail. It flies like a Cherokee on about half the power and cruises at 110 MPH. The DA-5 has an economy cruise of 120 MPH on 65 HP!

On the topic of two-seaters, Eric once took Bob Miller for a ride in his plans-built Sonex, which was ostensibly a side-by-side two-seater, but really was a one-and-a-half seater when the pilot is the size of Eric. Bob had to fly with his left arm over Eric's shoulder! We hope that Eric will have measured the cockpit size of his new project before he gets too far along with the construction.

Ken Ballinger has just finished building his Kolb Firefly. Although most light aircraft have only three wheels, somehow, Ken ended up with four extra Chen Shin 11 X 4.5 tires which he has in his car and is offering for the bargain price of "free".

And now, the Main Event: George Jenson's RV-7 project. He started it in a 1-car garage and moved it into the Chapter Hangar in October. He optimistically predicts engine-start in January. Equipped with an ECI Titan 180 HP engine featuring Silver Hawk fuel injection, two P-mags, and a 2-blade Catto fixed-pitch prop, it was built "largely to plans". The engine resides beneath a Sam James "Holy Cowl", which is an aftermarket fiberglass cowl design which found a market when RV builders discovered that Van's does not do fiberglass well. As an aside, Bob Miller met Sam James at a restaurant near EAA Airventure 2018. He was wearing a USS Forrestal hat and, when asked, revealed that he had indeed served aboard the first slant-deck supercarrier designed for jet aircraft. But, I digress. George added extra panel bracing and under-cowl temperature and pressure sensors. He also has an anti-splat (now there's a word you don't often hear) oil/air separator and an aftermarket Bell tail wheel as well, said to be slightly more aerodynamic. Set up for ambidextrous flight, George will fly from the right seat, as he is accustomed to flying a Decathlon with throttle on the left and stick in the right hand. The panel includes dual GRT (Grand Rapids Technologies) Sport and a Mini (for back-up) EFIS (Electronic Flight Instrument System), a Garmin 650 GPS IFR Navigator and a RYO (roll-your-own) intercom. Also RYO is is an AOA (angle-of-attack), or lift-reserve display. But, enough with the acronyms. Although George is not yet instrument-rated, the RV-7 is instrument-capable and features a Tru-Trak Vision 385 autopilot, controlling pitch and roll, and an auto-trim safety which limits electric trim change to a maximum of 3 seconds.

Also present are a Skyraider Aviation ADS-B with a Trig Avionics TT22 transponder. George has also installed a spring-loaded roll-stabilizer. Finally, there are RYO navigation lights. In regard to the wiring, George says, "Everything's pretty logical, rather than pretty", as he claims to be "cosmetically-challenged". He fibreglassed in the tip-up canopy fairing and made fiberglass access panels for the boot cowl. He is considering a vinyl-wrap rather than paint and will talk to our resident vinyl-wrap guru, Jason "Bubba" McCoy.

The kit was a slow-build with no plans for firewall-forward. He started by building the empennage in Aurora, Oregon (Van's Aircraft's home), and George plans on using his RV for travel and for occasional solo aerobatics. Carrying 21 gallons of fuel per side (20 usable), at 8 GPH the aircraft should offer a 5 hour range with no reserves, which comes out to [800-1000](#) miles at RV speeds, far exceeding George's 2 1/2 hour bladder. George plans on cross-country legs of 500-600 miles, and international exploration is on the agenda. George tried to do everything in his garage before moving to the Chapter Hangar, after which he discovered that there were several other things that could have been done in the garage! He describes his builder experience as follows: "I haven't been good at everything I've done, but I'm probably pretty good at everything now!" He plans to hangar at Ryan (preferably) or Marana but is not yet on any waiting lists. "I probably need to get on a list." Registration came in a week and a half ago and George has EAA's Flight Test Manual. "It will fly on Friday!" George closed with a this-week-only offer for chapter members: free wing cradles on wheels. What a guy!

The meeting adjourned at 1104, with lots of happy shoppers cleaning out the library and ogling George's airplane. Oh, and for those who saw Honest Bob Miller slip a \$5 bill out of the donut kitty, he then put in a \$10 bill, the smallest he had on him. Yeah, that's the ticket!

The next meeting will be on Saturday, January 16 at 10 AM at the Ryan Field Meeting Room. Tito Sanchez will thrill us with anecdotes (again, look it up) about flying the Lockheed F-104, arguably the best single-engine interceptor of its time. (In fact there isn't much more to this jet than the engine as with a frontal or rear view the minuscule wings and tail seem to disappear barely hiding its J79 engine). This aircraft was conceived by of Kelly Johnson, whose other masterpieces include the P-38, U-2, A-12, and the SR-71.

Respectfully Submitted by  
Secretary Bob Miller

**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:**

1/12/21

7 p.m. CST

[Huey: Saving an Icon from the Vietnam War](#)

**MUSEUM WEBINAR SERIES**

Chris Henry

The EAA Aviation Museum team discusses the process of developing a new permanent exhibit of a Huey helicopter for our museum, highlighting the people and research involved in saving an icon of military aviation.

1/13/21

7 p.m. CST

[Surviving Carbon Monoxide](#)

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

Prof. H. Paul Shuch

We all know that carbon monoxide is tasteless, colorless, odorless, and lethal. Thankfully it is also easy to detect, and simple to avoid. In this FAA Safety Team WINGS and AMT award presentation, Prof. H. Paul Shuch shares a recent experience which could have ended very badly, but fortunately did not. Don't watch this seminar (unless you want to save your life!).

1/19/21

7 p.m. CST

[The International Aerobatic Club Turns 50 Years Old and It's a Golden Birthday!](#)

Lorrie Penner, Mike Heuer, Debby Rihn Harvey, and Rob Holland

*Join Sport Aerobatics Editor Lorrie Penner and panelists on a ride 50 years in the making. Through a panel discussion with Mike Heuer and Debby Rihn Harvey, IAC Hall of Fame inductees and nine-time U.S. National Aerobatic Champion Rob Holland, find out how the IAC got its start, and how it has evolved through today. Enjoy photos from the [\*\*50th anniversary photo album\*\*](#) ›*

2/2/21

7 p.m. CST

[Avionics Options for your Homebuilt Aircraft with Dynon](#)

**HOMEBUILDERS WEBINAR SERIES**

Michael Schofield

*After hundreds to thousands of hours working on your airframe, it's time to decide how to equip your panel. In this webinar, we'll cover general considerations such as matching your avionics to your flying and budget, product choices and configurations from Dynon and Advanced, and additional ways you can reduce your installation time with an ADVANCED PANEL.*

2/3/21

7 p.m. CST

[How Mags Work](#)

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

Mike Busch

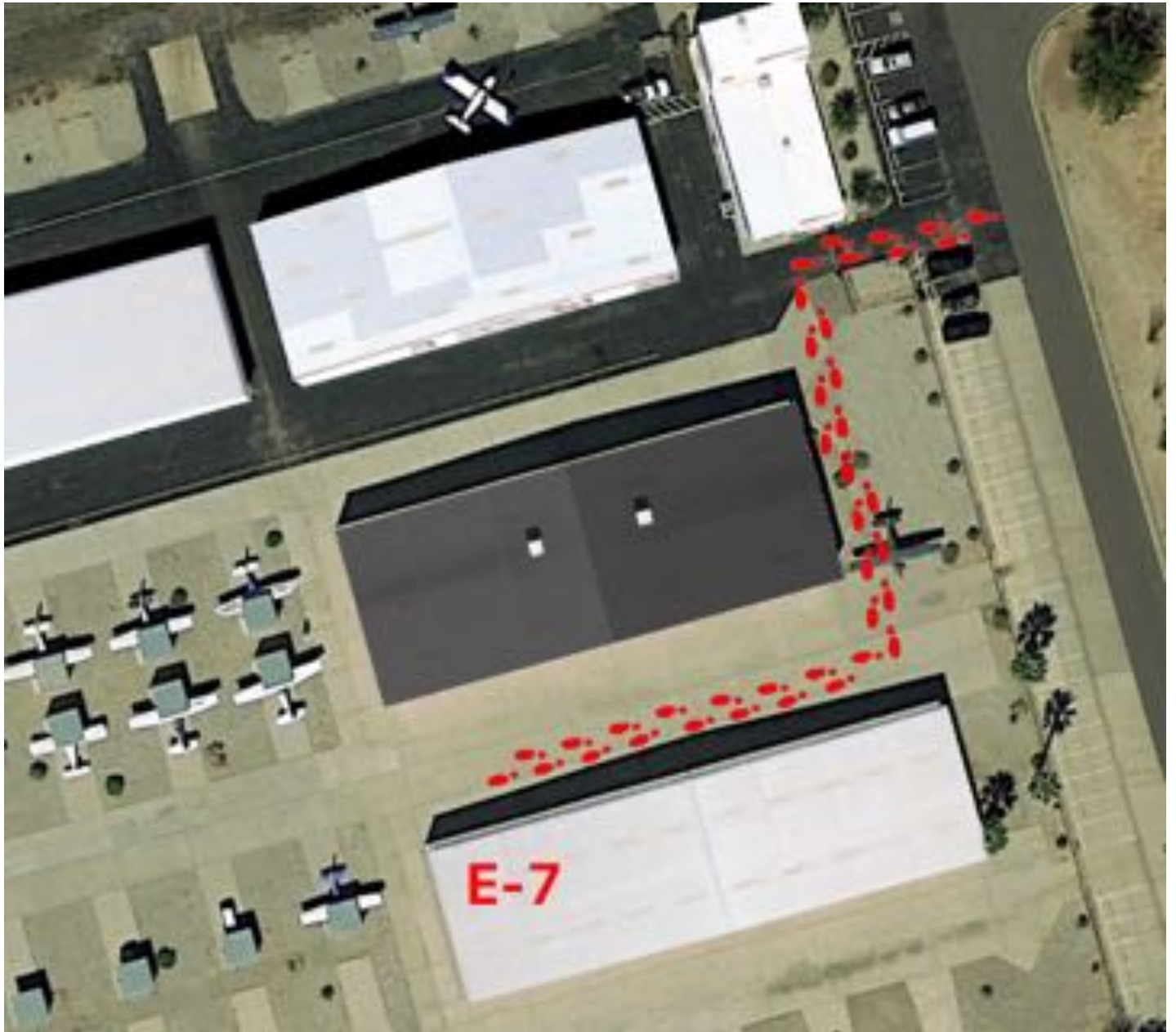
*The spark plugs in most piston aircraft engines are still powered by 120-year-old technology. Since so many of us are still flying behind these archaic "tractor mags" it's probably a good idea for us to understand how they work. In this webinar, Mike Busch A&P/IA takes you on a guided tour of the internal construction and functioning of aircraft magnetos.*

## 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.**

---

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)



## Kevin Byers

### Stratus 2nd Generation ADS-B In

Works with Foreflight. Excellent condition. Includes weighted base to rest on glare shield.  
\$100.00 Contact Kevin Byers, 810-543-0791 or [kbyers7@gmail.com](mailto:kbyers7@gmail.com)



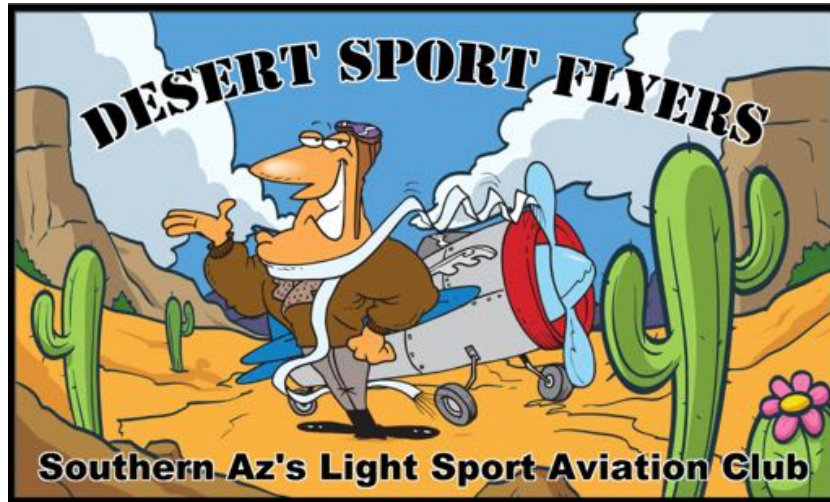
## Eric Nelson

I am looking for hanger space for my light-sport high wing airplane at one of the following airports. La Cholla, Marana, San Manuel, or Ryan.

**Eric Nelson**  
**520-222-4878**



# 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

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**



## 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@evertek.net)

Purchased RV12iS Empennage/ Tailcone and Wing Kits from Van's Aircraft in 2018. Completed the Empennage at Synergy Air and Tailcone in Arizona. Only sorted and labelled all Wing Kit parts and fittings. The cost of all the items is \$11,400. Also have the complete tool kit for the RV-12iS, including a pneumatic squeezer - \$2000 + value. All available for \$8,000. Tool Kit is free and there is no tax applicable. If interested, please contact John Twyman at: Tel: 520.207.5002 (voice only) or Email: [john.w.twyman@gmail.com](mailto:john.w.twyman@gmail.com)



**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](mailto:newsletter81@ea81.org)  
or to Dave’s address on home page.



**Chapter Officers & Staff**

- President - Erik Fjerstad (520) 345-6621  
[president81@ea81.org](mailto:president81@ea81.org)
- Vice President - Steve Horton (520) 704-1660  
[aplaneguy2@outlook.com](mailto:aplaneguy2@outlook.com)
- Secretary - Bob Miller (520) 322-0677  
[rmiller88@msn.com](mailto:rmiller88@msn.com)
- Treasurer - Kevin Byers 810-543-0791  
[kbyers7@gmail.com](mailto:kbyers7@gmail.com)
- Director - George Snyder 520-661-2127  
[azflyboy01@yahoo.com](mailto:azflyboy01@yahoo.com)
- Director - Lynn Wesley (520) 883-8588  
[lwesley7@hughes.net](mailto:lwesley7@hughes.net)

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

Webmaster and Newsletter Editor  
Dave Jaksha (520) 400-8896  
[newsletter81@ea81.org](mailto:newsletter81@ea81.org)

Hangar Manager  
George Snyder 520-661-2127  
[azflyboy01@yahoo.com](mailto:azflyboy01@yahoo.com)

**Tech Counselors**

- Gil Alexander (520) 544-8191  
[gilalex@q.com](mailto:gilalex@q.com)
- Norm Radtke (920) 539-9270  
[redbarn82@gmail.com](mailto:redbarn82@gmail.com)
- Chuck Valade (586) 707-4032  
[bd4flyer@netzero.net](mailto:bd4flyer@netzero.net)