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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:

Kevin Byers
3721 W El Moraga Pl
Tucson, AZ 85745

Do not send payment to the newsletter editor!

**EAA Chapter 81 Meeting
February 20, 2021
10:00 hrs**

Ryan Airfield Administration building

Steve Hulland "CAP Capabilities"



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

Click on the link below to see aviation events around Arizona

[Arizona Aviation Events](#)

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

Erick Fjerstad

The February meeting will feature a presentation by member Steve Hulland on the topic of "CAP Capabilities". Steve is quite active with the local CAP and participates in many of their training exercises involving search and rescue. His presentation will include information on the search process, from initiation through to location from the air. If you have ever wondered about ELT, cell phone, and ADS-B aspects of the search process, here is your chance to gain some insight.

On March 5th and 6th, the Cactus Fly-In organization will have a "limited" fly-in at Casa Grande. This will be restricted to "fly-in only", for participation only by the pilot and his/her passengers. There will be no walk-ins or drive-ins, The ramp area will be strictly limited to pilots and passengers. For information, including a schedule of events, see <http://www.cactusflyin.org/>

By the time of the meeting, we should have more clarity on the remaining fly-ins for the year. Air Venture (Oshkosh) has a May "decision time" for this year's event, but is tentatively planning a reduced-scope event with limited venues and managed crowds. We hope to see you at February's meeting on the 20th, and of course we all will appreciate our joint efforts at preventing the virus spread through appropriate practices and conduct at the meeting.

Erik Fjerstad
Chapter 81 President

63rd Annual
CACTUS FLY-IN



MARCH 5-6, 2021
CASA GRANDE MUNICIPAL AIRPORT (KGGZ)
WWW.CACTUSFLYIN.ORG

Bob Miller**EAA Chapter 81 Meeting Minutes
January 16, 2021**

Meeting was called to order by President Erik Fjerstad at 1001 at the Ryan Field meeting room. Each attendee had his temperature checked at the gate, wore a mask, and chairs were 6 feet apart.

Secretary's report: Quashed before it began. Again.

Treasurer's Report: Kevin Byers had to attend the simultaneous Corsair Condos owners' meeting, but left a report with Erik; it was summarized and can be found on our website: eaa81.org.

Visitors: Tim Fisher from Modesto has a Long-EZ. Roberto Guerrero is an instructor operating out of Nogales International Airport. He earned his ticket at Flabob, the home of EAA Chapter 1! Austin Lambert is working on a glider license. Jim Day of Limon, Colorado is interested in flying.

Old Business: None

New Business: Larry Wilson, who has recently finished Phase I testing of his Zenith CH-701 has decided to sell it and perhaps replace it with an airplane somewhat larger and easier to get into. He has over \$50K invested in the Zenith and will sell it for \$40K. Another prime example of how to make a small fortune in aviation: start with a large fortune.

And now, what we've all been waiting for: Former Chapter 81 President Tito Sanchez's presentation on his experience flying the mighty F-104, which current President Erik Fjerstad informs us is actually faster than the F-16. Secretary Bob Miller misheard Erik (imagine that, a pilot with a hearing problem!) and thought that Tito had flown the F-4 instead. Erik caught this error and corrected the Minutes of the December meeting before anyone could become aware of Bob's humongous mistake. Until now. Thanks, Erik.

Tito started out as a child, and by the time he was 16 he was sneaking flying lessons without Mom's permission; Grandpa was the culprit! At age 22, Tito entered Air Force pilot training. Skip ahead a few years, and he retired from being a Delta Airlines captain at age 61.

Puerto Rico had the F-104 for 16 years and never lost a pilot (but did lose three aircraft). The Lockheed F-104 Starfighter was a Kelly Johnson design, as were the U-2 and SR-71 Blackbird, and he even was on the teams that developed the P-38 Lightning and the P-80 Shooting Star, the first U.S. operational jet fighter. Designed as an interceptor and a fighter-bomber, the F-104

came about after Johnson interviewed Korean War pilots, asking what they wanted in a fighter. The answer was: speed, altitude, and maneuverability. Well, they got the first two, anyway. The F-104 achieved many firsts: the first production aircraft to achieve Mach 2, first to reach 100,000 ft. after taking off under its own power, first to be equipped with the M61 Vulcan auto cannon (6-barrel 20 mm Gatling gun) and (2) M-9 Sidewinder missiles, and first (in 1958) to hold the records for airspeed, altitude, and time-to-climb simultaneously. Tito says that it is so easy to “bust” Mach 1 (no afterburner is required), that the Group Commander frequently would ask pilots why there was a sonic boom. Although it was a fast interceptor, it lacked endurance and payload and the Air Force got rid of it after only 11 years. Puerto Rico’s F-104s came from Viet Nam and they kept them until 1975, when they were replaced by the subsonic Ling-Temco-Vought A-7 Corsair II. While still flying the F-104, Tito had his Mach 2 certificate signed by no other than Tony LeVier, Lockheed engineering test pilot who was instrumental in proving the P-38 Lightning design. In Puerto Rico, Mach 2.1 at 33,000 ft. was done only in training, as it “burned too much gas”.

Tito began flying the F-104 at age 24 and found it to be not much different from the Northrop T-38 Talon in which he had trained, with similar handling and panel. The T-38 was the first supersonic jet trainer, the most-produced, and is still in service in many countries. With all the wisdom of a 24-year old, Tito said of the F-104 that “any idiot could fly it”. Early F-104s were underpowered with their Wright J65 engine, but the later F-104A Tito flew was equipped with the J79-GE-19 with 11,900 pounds of dry thrust (17,900 with afterburner). The later model also had the Lockheed C-2 upward-ejecting seat (minimum ejection speed of 90 knots), a huge improvement over the early Stanley C-1 downward ejecting seat, named by the Germans “erdnagel”, which translates “ground spike”. In fact, the German public called the F-104 the Widowmaker, having lost 116 pilots and 292 of their 916 F-104s.

Navigation was by TACAN (Tactical Air Navigation system), a more accurate version of VOR/DME. and there was even an ADF! Air Defense Radar was, per Tito, “a piece of junk; eyeballs were the only thing that found the target”. Air-to-ground operations were compromised by the “home-made” bomb sight.

So, what’s it like to fly the F-104? The wings are very thin; many airmen suffered head wounds from bashing on the sharp edges; in fact, a metal cover was made to soften the edge while on the ground. Tito says that his RV-12 has more wing! A GPU (Ground Power Unit) provided compressed air for the pneumatic start. There is a 4-stage afterburner; during a formation takeoff, the lead pilot had to throttle back so that the wing men could keep up. During a night formation takeoff, the afterburner display is “a good shot of testosterone”, says Tito. Takeoff is done with half-flaps until reaching 350 knots.

The F-104 could carry two 500 pound bombs, but for bombing practice, it was instead equipped with four 50 pound bombs. Experience (and some great mentors) taught Tito that, to hit the ground target, you had to fly over it, never mind what the sighting instruments told you. There was a no-cross line, which meant that you could not fly too close to the target or your score would be reduced by the range officer. Acoustic sensors “heard” the bullets on strafing runs. Refueling in the air was easy with the fueling probe in plain sight, unlike that of the F-101, which had the fueling probe so far back that it could not be seen by the pilot. Refueling was important, because the F-104 has an endurance of only 1/2 hour ((2,200 pounds of fuel with tip tanks). The A-7 has more range. All F-104 strafing and bombing runs are done at 400 knots. Slow to 200 knots to be able to put down full flaps and the landing gear. Low-speed flight is aided by the BLCS (Boundary Layer Control System), which blows bleed air over the extended flaps to keep the boundary layer attached. The problem was, the BLC air flow changed with engine power changes! The stick shaker pushes the stick forward, important, as the stall is vicious. Landing speed is 170 knots plus 5 knots for every 1000# extra, which Tito says never happened. If you lose the engine on approach, you leave the airplane, because it is not recoverable. Tito says that the F-104 slowed down rapidly when the throttle was chopped and the drag chute was not needed. The F-100 and the A-7 were another story.

Other tidbits: Tito says that Puerto Rico is 35 miles North-to-South and 100 miles East-to-West; “We’re all related!” This applied even more to the Air National Guard, which Tito called “a family affair”. Officers, cleaning guys, administrators, all were invited to social events.

The first Air Force plane in Puerto Rico (1947) was a Republic P-47 Thunderbolt.

Tito belongs to Mach Deuce, the Royal Order of Starfighters.

Tito also had the rare privilege to be the personal pilot of the Adjutant General of Puerto Rico for a year, flying the C-131, which is the military version of the Convair CV-440. “It was a lot of fun.” It had no weather radar, so night-flying was avoided. The flight engineers were all chefs so the food was great. Time from San Juan to Miami was 5 1/2 hours, to Andrews, 10 hours. The AG held Tito in such esteem that he asked his opinion about what Puerto Rico’s next fighter aircraft should be. Tito, having done a lot of over-water flying, liked the idea of two engines and recommended the F-15, but the AG instead chose the more-sophisticated (but single-engine) F-16.

After this amazing presentation, random items were discussed in our usual disorderly fashion.

There was a lot of interest and discussion about getting vaccinated for COVID-19

President Fjerstad asked for suggestions for upcoming meetings. February is already booked with Steve Hulland's presentation about the CAP (Civil Air Patrol) Search and Rescue operation here in Tucson. Bob Miller finally got his hangar at Ryan Field and is offering to host a Project Meeting in March.

Glen Allison's Sonex has been out of service but is flying again, and he has finished flying the first of 15 hours of dual training.

The decision on the chapter's Cessna 140 was to reassemble it and get it into a ferry-able condition, figure out its worth, and sell it.

John Phillips wants to repair his RV-3 (built by Tony Bingelis) after a landing incident.

Meeting was adjourned at 1120. The next meeting will be at the Ryan Field Meeting Room on Saturday, February 20 at 1000.

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:

2/16/21

7 p.m. CST

[Flying Procedures into Canada](#)

Qualifies for FAA WINGS credit.

Luke Penner

So you want to take a trip to Canada but don't know all you have to do to cross the border to and from the U.S. Attend this FAA WINGS presentation and learn answers to common questions, such as how the customs process works and how easy or hard border crossing is. Join CFI and Aerobatic pilot Luke Penner as he talks about complying with border crossing requirements.

2/17/21

7 p.m. CST

[ATC and You: Balancing IFR Flying and the Efficiency of Controlled Airspace](#)

Qualifies for FAA WINGS credit.

Richard Kennington and Bob Obama

Do you know the impact your flight has on the ATC system? Many pilots don't realize how they are affecting the flow of air traffic, but with a little knowledge everyone can contribute to the safety and efficiency of the airspace system. This course will explore some misunderstood procedures and give a behind the scenes perspective that will help you make the most of your flying in controlled airspace. We will use IFR examples but the topics covered will benefit VFR pilots as well.

3/2/21

7 p.m. CST

[Panthers and Beyond](#)

HOMEBUILDERS WEBINAR SERIES

Dan and Rachel Weseman

Dan and Rachel Weseman of Sport Performance Aviation will discuss the Panther, a single seat, aerobatic, mid-sized, low wing Sport or LSA aerobatic airplane with quick fold wings. They will also talk about progress on Cougar, an upcoming two seat version of the Panther.

3/3/21

7 p.m. CST

[How Mags Fail](#)

Qualifies for FAA WINGS and AMT credit.

Mike Busch

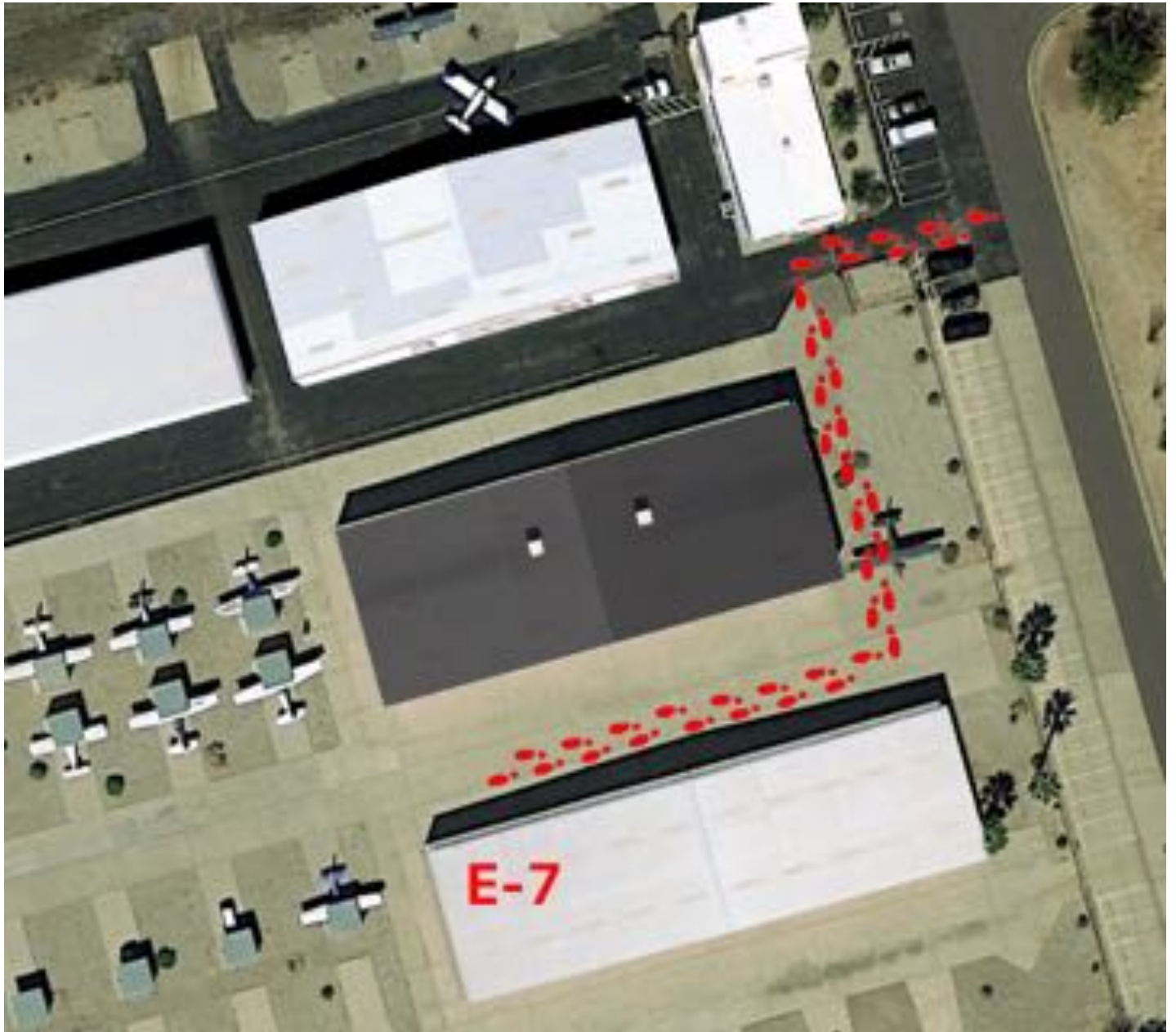
Following up on his previous EAA webinar about aircraft magnetos, Mike Busch A&P/IA discusses the various ways that magnetos can fail, how pilots can safely deal with these failures (and why they usually don't), and how proper maintenance can prevent these failures from happening in the first place.

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



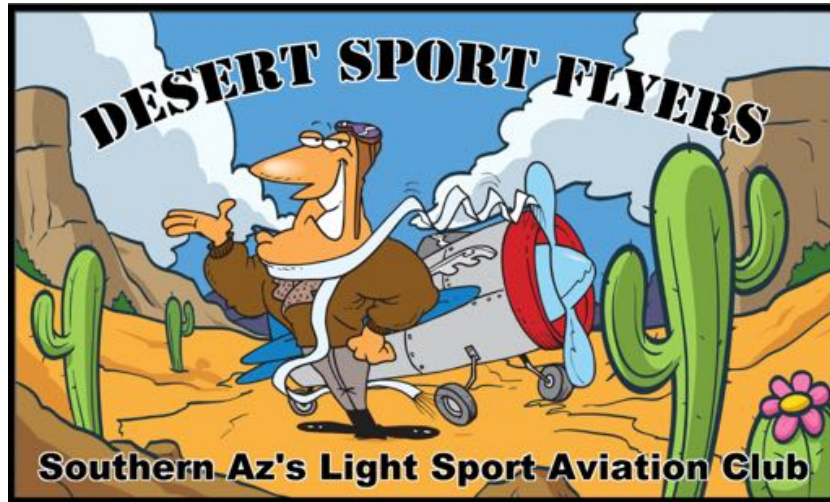
Eric Nelson

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

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



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



Check out our Chapter Facebook Page!
<https://www.facebook.com/ea81.org>

**Please send items of interest, classifieds, etc
to**

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