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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
Saturday, March 20 at 10 AM
Ryan Field hangar (Mobile Aire C-7)

Bob Miller's Never-Ending-Project Kitfox
Series 5 Vixen.



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.

Dave Jaksha

This weeks meeting will be held at Mobil Aire, Hangar C-7. C-7 is located on the east side of Aviator Lane past the restaurant. On the map below, 22 is the restaurant and 15 is Mobil Aire Hangars. Bob's hangar is the second Mobil Aire hangar, seventh from the end. You may be able to park in the Mobil Aire parking lot, but if not park along Aviator Lane and use the pedestrian entrance at the gate.



“Turn your head and cough”

This short investigation was the result of an inquiry by a chapter member.

For those of us that have a few miles (well, lots and lots of miles) on the OLD chassis, Basic Med looks like an attractive alternative doing away with third class medicals in the future. If you currently hold a third class med, the process is mostly straight forward. If your medical expired more than 10 years before the date of enactment, July 15, 2006, you will need to go through a one-time third class medical certification process in order to fly under the new legislation. This applies to new pilots also.

AOPA has an excellent web page on exactly what to do. Here is the link:

<https://www.aopa.org/advocacy/pilots/medical/basicmed>

Essentially it involves the following:

Visit any state-licensed doctor and have them review and sign the **CMEC** (Comprehensive Medical Examination Checklist) during the visit. Retain the CMEC records. AME 's may also give the exam.

Take one of the online medical self-assessment courses provided by **AOPA** or Mayo Clinic. Retain proof of completion. Then file the forms with the FAA.

Although the requirements for a doctor that can give the Basic Med exam appear straight forward, many doctors don't want to get involved. I asked my personal physician a couple of years ago, and she was concerned with liability and declined.

The AOPA web site has a link to search for doctors willing to give the Basic Med based on the Zip code you enter.

<https://www.aopa.org/advocacy/pilots/medical/basicmed/doctor-finder>

Putting in my Zip code, 85745, returns three hits, only one which is in Tucson.

I would appreciate if anyone has information on other local doctors that are willing to give the Basic Med physical and sign off on the CMEC. I will pass on any suggestions I receive to the chapter.

I discovered that DC degreed (Doctor of Chiropractic physicians) may be able to perform the CMEC. Arizona appears to be one of the states where Chiropractic physicians are acceptable. Here is a link:

<http://news.meyerdc.com/chiropractors/dcs-perform-faa-basicmed-physicals-private-pilots/>

Please understand that you should not believe anything I say here as I am an uninformed idiot. Please do your own research before proceeding.

Erick Fjerstad

The March chapter meeting will be at Bob Miller's hangar at Mobile Aire (Hangar C-7 in the first row of hangars north of the parking ramp to the right of South Aviator Lane).

Great news for Airventure Fans (Oshkosh)! The EAA has committed to holding this year's event with some important accommodations for pandemic issues. Please refer to Sport Aviation magazine for details, or visit the EAA's Airventure Website (<https://www.eaa.org/airventure>).

Our chapter has been fortunate during this pandemic, having suffered primarily only from the restrictions, and not much from the virus itself. We have had only one case of the virus among members (1 out of 100), far below the Tucson average. At Ryan Airfield, I am aware of at least 5 cases, some of which involve individuals in the high risk group. Let's hope they come through OK. As the CDC is revising its recommendations on minimization of spread, the March chapter meeting attendees should still respect each other's concerns and wear masks while in Bob's hangar or while in close proximity to others.

See you at the chapter meeting!

Bob Miller**EAA Chapter 81 Meeting Minutes**

February 20, 2021

Meeting was called to order by President Erik Fjerstad at 1005 at the Ryan Field meeting room. Temperatures were taken and seats placed 6 feet apart. All members wore masks when not feeding their faces. Thanks, guys; we're almost through this.

Secretary's Report: The only thing remarkable about this was that it took a whole 20 seconds for the members to call for the Minutes of the January 16 meeting to be accepted as published in Sky Writer and on the website. This was about 10 times the norm.

Treasurer's Report: Kevin Byers was unable to attend, but Erik told us that we started the year with about \$4,000, have \$787 for hangar fees, \$560 in dues, and \$27 for coffee and donuts, plus \$200 for hangar rental by a member. We paid \$550 to Air Center West for Chapter 81 hangar rental. This leaves us with about \$4,800 in the bank. The Chapter Hangar is quite popular; George Jenson expects to stay there for another couple of months, and John Phillips is next in line for repairs to his Tony-Bengalis-built RV-3.

Visitors: Bill Taylor has his Single-Engine Land certificate, but is not current. He will have a Kitfox kit delivered in 2022. He has spent a lot of time with airships!

Old Business: Jim Keown says that we need to get going on the Cessna 140 project. He requests help from an A&P (Airframe and Power plant mechanic) to help develop a work plan. He believes that we should start with the fuselage. President Fjerstad says that, in ferriable condition, the aircraft should bring \$10-15K, and the partial restoration would be a great educational opportunity for Chapter 81.

New Business: Chapter 81 member Frank Wiley's widow is selling his GlaStar project, which contains an experimental (Superior Air Parts build) Lycoming clone IO-360, zero-time since new in 2005. Workmanship on the GlaStar is reportedly sketchy, but the engine alone should be worth the asking price of \$20K. It has been bore scoped, has E-mags, and a Prince P-tip prop. Don Berlin, George Snyder, and Chuck Valade will check it out.

Chuck Valade informed us that, as of this year, the DAR (Designated Airworthiness Representative) process has changed, as everything for aircraft registration must be done online. Jason McCoy offers his services as a Notary and can scan documents to be sent to the FAA FSDO (Flight Standards District Offices).

There is a special URL (Uniform Resource Locator) on the FAA website that points the way to Aircraft Registration. As DARs typically charge \$500 to \$1000, President Fjerstad recommends waiting the month or so for the FSDO inspector. He feels that you are likely to get a better inspection, citing FAA's Mark Pritchett, who has built an RV and is definitely not a "pencil whipper". Apparently, some of the DARs are only in it for the money and don't really inspect. George Snyder had a less favorable view of the FSDO; the inspector required drawings of changes made to a Swift, kept them for 7 months, then told George he needed to hire a DAR!

George Snyder has a Globe Swift (no, not that one) project for sale at Ryan Field. It has auxiliary tanks and an engineless airframe with sliding canopy. Also, 2 Lycoming engines are for sale: an O-360 (carbureted) and an IO-360 (fuel-injected).

George Jenson successfully started his RV-7, and the services of his two fire-extinguisher-wielding helpers were not required. He also tells us that 2 weeks from today, on March 6 & 7, the Tucson Festival of Books will take place. George will be interviewing Paul Dye regarding his book: Shuttle, Houston on Sunday at 3:00 PM.

You probably know Mr. Dye as Editor-At-Large of Kitplanes magazine, but before that, he was Lead Flight Director for NASA's Human Space Flight program.

Jason McCoy has installed an HKS 700 engine in his Avid Flier. For those not familiar, this Japanese engine is a 4-valve-per-cylinder opposed twin four-stroke with dry sump, twin carburetors, dual CDI (Capacitor-Discharge-Ignition), and a reduction drive, and produces 60 HP, typically burning about 2 1/2 gallons per hour. Jason is sweating the details of adding inspection ports to this tube-and-fabric aircraft. The upholstery and seat belts are in. It was built in 1994. He is cutting cloth for the wings.

Steve Hulland is moving his Belite ultralight project to Jeff Gilbert's hangar and is resuming work on it. For those not familiar, the Belite is an evolution of the Kitfox Light ultralight, and closely resembles a scaled-down Kitfox.

Jessica Cox proudly announces that her husband Patrick is a newly-minted Private Pilot. They are building an RV-10, modified to be flown with the feet. Jessica was born without arms and currently flies an Ercoup with her feet on the yoke. Ercoups require no rudder input, as the ailerons and rudders are linked.

Jessica and Patrick just joined Chapter 81 and are soliciting help in how to do the modifications.

Ken Schanke is considering donating his P-47 replica project to Chapter 81. It is fully retractable, including the tail wheel and features a modified Rotorway helicopter engine, which is a water-cooled in-line 4 cylinder of 169 cubic inches and makes 109 HP at 3,700 RPM.

The Davis-Monthan Demo A-10 Thunderbolt (Warthog) has been repainted in jungle-camo to commemorate the 50th anniversary of the Viet Nam war.

Matt Habib is seeking hangar space to repair a leaking fuel tank in his Pulsar.

Now we come to the Main Event: Steve Hlland's (yes, that's right, Hlland, not Holland) presentation on the Civil Air Patrol. CAP is celebrating its 80th birthday (1941-2021) and has the largest fleet of single-engine airplanes anywhere, not to mention 60,000 volunteers. Steve has been an adult member of Tucson CAP for 6 years, starting his association early as a cadet from 1958-1962. He participates in monthly exercises and missions. All the local CAP aircraft are in maintenance or on missions. The local squadron is Roger Williams Senior Memorial Squadron 104 at Tucson International Airport with a Cessna 182T(G1000). The Arizona Wing started operating with the American Red Cross and hosts blood donation centers, as the Red Cross lacks personnel. Over 2,000 units of blood have been donated in the past 9 months.

CAP was established on December 1, 1941, 6 days prior to the attack on Pearl Harbor (miraculously, Bob Miller refrained from telling his Pearl Harbor joke at this point). In 1943 it became part of the War Department, in 1946 it was incorporated, and in 1948 CAP became an auxiliary of the United States Air Force. For several decades, all CAP mission aircraft were privately-owned but now CAP flies its own fleet. It has 3 missions: Emergency Services, Cadet Programs, and Aerospace Education.

According to the USAF Search and Rescue Coordination Center CAP It carries out 88% of all U.S. Search-and-Rescue missions. Cadets start at age 13 and can go on into their twenties, but cannot join after the age of 18. Most go on to become Senior Members. The Arizona Wing was originally based at Luke Air Force Base.

Two fully-armed USAF fighter aircraft are on-call 365 days per year and CAP aircraft often act as their "targets" - which is just one of many very interesting and enjoyable air missions. Operations include drone escort and drug interdiction. There are currently 643 Senior Members and 334 Cadets in the Arizona Wing. All are volunteers with the exception of one paid employee per state. An FBI background check is required to join. Cessna 182s are used primarily, with Cessna 206s employed for heavier loads in mountainous areas. The standard panel has a Garmin G-1000 glass display and an ELT direction-finder for locating downed aircraft - some AC sport FLIR that allows night search and rescue and other missions.

Last winter, a Sheriff's Dept. Search-and-Rescue team called in CAP to help find a lost family of five in Idaho; they were found in an hour and a half! Because CAP is an auxiliary of the USAF, the Air Force pays for maintenance. Other missions include serving as a simulated drug-plane target for F-16s or to provide assistance to the Border Patrol, Defense Department, and other Federal agencies.

There are 27,000 Cadets nationwide. CAP maintains an Air Force Auxiliary presence nationwide, with the mission of building better citizens and future leaders through service to their country. Squadron Pilots range from 18 through 85 years old. CAP hosts a pilot training program, including ground school, at age 15 and then the required flights until solo, at no cost to the student pilot. Ten percent of the doolies (freshmen) at the Air Force Academy were CAP Cadets. All CAP pilots must learn standardization procedures and are awarded 1 1/2 hours of free proficiency flight per month.

Jim Keown added that we can thank CAP for keeping General Aviation alive during WW II; they identified 57 enemy submarines and were involved in sinking 2. Erik Fjerstad says that you can help Search-And-Rescue operators by investing in a \$200 personal locator emergency beacon.

Meeting was adjourned at 1135. The next meeting will be a Project Meeting on Saturday, March 20 at 10 AM at the Ryan Field hangar (Mobile Aire C-7) of Bob Miller's Never-Ending-Project Kitfox Series 5 Vixen.

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:

3/16/21

7 p.m. CDT

[Rolling Fear Upside Down with Aerobatics](#)

Cecilia Aragon

U.S. Unlimited Aerobatic Team pilot, CFI, and engineering professor Cecilia Aragon talks about three ways aerobatics can help anyone overcome fear and become a better pilot. Cecilia will share her personal journey from timid child to the World Aerobatic Championships.

3/17/21

7 p.m. CDT

[Sling Aircraft Kits](#)

Mike Blyth

Mike Blyth from Sling Aircraft will cover the Sling series of amateur-built and light-sport aircraft, including their history of development, performance, flight characteristics, and flight testing for the new high-wing airplane available in both tricycle and taildragger versions.

3/24/21

7 p.m. CDT

[SNAGGED! Dealing with Defects Safely and Legally](#)

Qualifies for FAA WINGS and AMT credit.

Sebastien Seykora

A review of where, when, and how to record aircraft defects and how to determine if they affect the airworthiness of small private registered aircraft, with special emphasis on Canadian rules and registered aircraft. Sebastien Seykora will discuss typical problem scenarios and go through where to look and how to determine if a snag grounds the aircraft and how to keep flying legally if it doesn't.

3/31/21

7 p.m. CDT

Engine Care Items Every Pilot Should Know

Qualifies for FAA WINGS and AMT credit.

Bill Ross

This seminar is designed to answer many of the questions we as owners have regarding the proper care and feeding of our aircraft engines. Bill Ross from Superior Air Parts will discuss maintenance and operational best practices. Attending this seminar will result in enhanced safety, reliability, and lower direct operational cost of engine ownership.

4/6/21

7 p.m. CDT

Wittman Tailwind & Buttercup

HOMEBUILDERS WEBINAR SERIES

Earl Luce

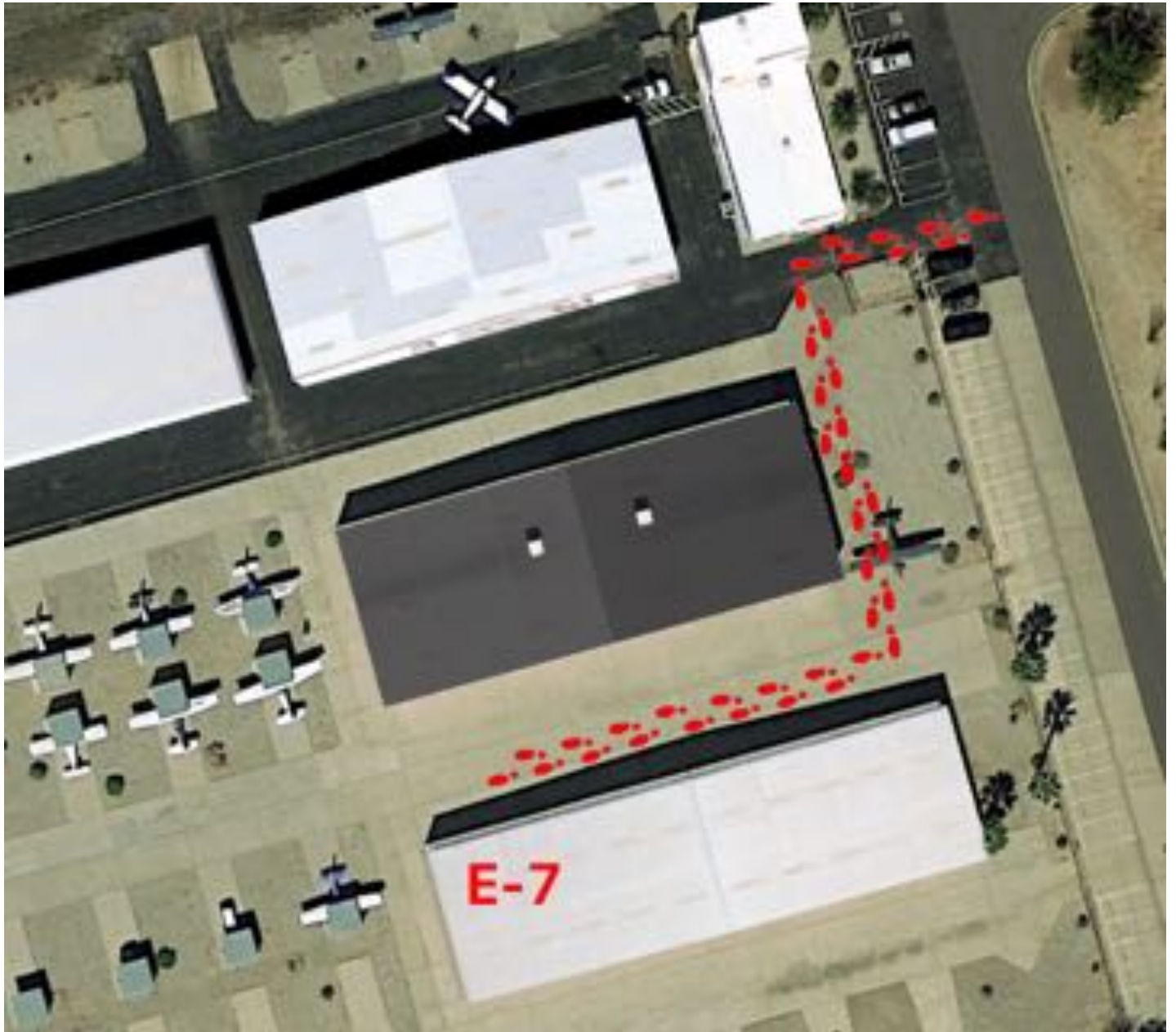
Steve Wittman's homebuilt designs were pivotal to the birth of the homebuilt movement and are still viable option for today's scratch builder on a budget. In this webinar, Earl Luce, who reverse engineered the Buttercup and helped update the Tailwind plans, will discuss the building and flight characteristics of each design.

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



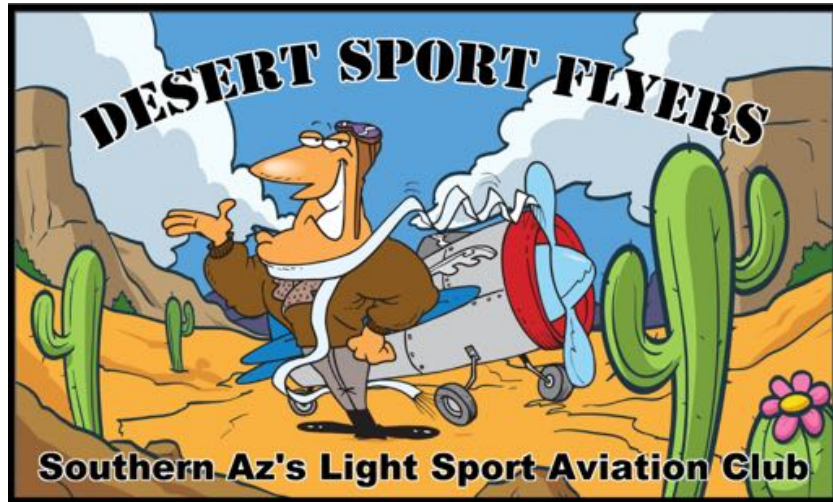
Eric Nelson

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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