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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!

**Saturday, June 19 at 10 AM**  
**Ryan Field Administration building**

This months meeting topic....

**Bob Miller conjectures " Does crossing your eyes help in crosswind landings?" and other helpful crosswind landing advice.**



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

## Ramblings of a madman....

I have been thinking about this for quite some time now. It seems as time goes on it is getting more difficult to get people interested in really participating in general aviation. Oh sure there lots of lookie-loos and those that say they have always wanted to learn to fly, but when it comes time for the rubber to meet the airstrip, the cost involved pull most people up short pretty quickly. A huge investment in time and somewhere in the ballpark of \$5,000 for a sport license, \$10,000 to get a private pilot license, a certified aircraft of \$20,000 and up (mostly way up) and the yearly maintenance and storage fees price most people quickly out of the sport. Especially the young and older group of would be pilots. The EAA Eagle Flights and Young Eagle programs are certainly steps in towards giving would be pilots the experience of flight, but the cost factor still looms above everything. In addition, the cost and time investment in construction of an experimental aircraft is substantial.

That brings us to consider ultralights. The aircraft are low cost, build time is measured in months or even weeks, and instruction cost are very reasonable.

What stirred this thought in my head was a progression of Youtube episodes being presented on the HomebuiltHelp channel. There are three episodes already. Here is a link to the first episode:

[You are going to build what?](#)

HomebuiltHelp is going through the construction of a plans built Affordaplane. Scratch built, the plane can be built for around \$10,000. Maybe even cheaper if you are a good scrounger.

I have no idea if there is much interest, but maybe so. My thought is this. Maybe this could be a type of project that Chaper81 could get behind. Plenty of expertise in building this type of project. We could offer hands on guidance and tools (maybe bi-weekly or monthly) using our hanger for interested builders. In addition, we could offer a ground school to make sure that new ultralight pilots get a solid grounding in the rules of the road.

What do you think. Any interest in this type of project?

**Erik Fjerstad**

Erik's discussion on electric aircraft evolution that he presented at the May 2021 EAA Chapter 81 meeting can be found here:

[Electric\\_Airplane\\_presentation\\_notes.pdf](#)

Coincidentally, PBS's Television show, Nova, for this month is entitled "The Great Electric Airplane Race"

Check it out at:

<https://www.pbs.org/show/nova/>

EAA Chapter 81 Meeting Minutes  
15 May 2021

Meeting called to order at 10 am by Chapter President Erik Fjerstad. Prior meeting minutes accepted as published. Financials presented by Treasurer Kevin Byers, reporting ending balance of \$4372. Major expenses included hangar rent at \$1375, major income was hangar usage fees of \$800 (thank you very much George Jenson).

Visitors present included Edmond Miguel Chacolla and his father, Chris Daley (looking for a light sport airplane), Bruce Maxwell, and David Contreras (owns part of an RV-6 kit but wants to build an RV-10).

Old business – none.

New business – none.

Next meeting – Regular meeting at Ryan Airfield Administration Building on 19 June at 10 am, subject presentation will be Bob Miller's "Crosswind Landing" lecture.

Meeting Feature Presentation – last on the agenda is Erik Fjerstad's presentation on electric aircraft. Here is a summary. Everything is going electric, so it seems, and how is this affecting aviation? What are the advantages and disadvantages for aircraft? Can I participate by buying an electric airplane, or converting an existing airplane to electric operation? What would be the performance of such a conversion? Erik summarized the benefits in terms of noise, vibration, cost and the drawbacks in terms of weight, range, payload. He presented an exercise showing how today's available technology works well enough for cars (Camry vs Tesla Model 3 comparison) but is lacking for a conversion without serious compromises in performance.

Erik's example theoretical conversion of his RV-6A from gas to an "e-RV-6A" variant demonstrated the issue with today's batteries. Assuming the same gross weight, payload, and cruising speed, Erik computed the weight available for batteries by swapping out all the gas engine stuff and substituting electric components with the balance of weight left over for the batteries, in this case 453 lbs. The resulting range and endurance is 89 miles or 30 minutes at cruising speed, a significant drop from 855 miles for the gas version. To achieve the same range, a 3,400 lb battery would be needed, clearly not workable in a 1,700 lb airplane. Erik explained that the solution to the problem is a combination of improved components (better batteries over time), targeted missions (address short range flights), and different aircraft architectures that optimize the weight available for batteries. Practical examples of the targeted missions include the Pipistrel Electro for flight training and the Beaver electric seaplane for air taxi. Alternative aircraft configurations will have more and lighter engines with the engines and batteries distributed about the vehicle so that most weight is directly supported by nearby lifting surfaces thereby minimizing structural weight historically involved in supporting cantilevered loads such as a heavy engine on the nose. Erik presented several examples of such configurations, such as the Eviation Alice commuter aircraft currently on order by Cape Air where 60% of the vehicle weight is the battery, and the Archer air taxi where the weight reduction includes the elimination of the flight crew. Erik's conclusion is that electrification is viable today for training and short missions and will become practical for commuter aircraft in the near future. Erik's "e-RV-6A" remains a pipe dream until batteries improve by a factor of at least 4, a factor of 8 is required to have a "similar performance conversion".

Respectfully Submitted by Erik Fjerstad – Chapter President

**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:**

6/8/21

7 p.m. CDT

**[Spirit of St. Louis](#)**

**MUSEUM WEBINAR SERIES**

Chris Henry and Ben Page

*Join the museum team as we discuss Charles Lindbergh's historic flight in 1927. We will also look into the background of the Spirit replicas that call the EAA Aviation Museum home, and the adventures they have been on.*

6/9/21

7 p.m. CDT

**[Evolution of Flexwing: Weight-Shift Trikes](#)**

**Qualifies for FAA WINGS credit.**

Mike Hudetz

*Mike Hudetz, FAA weight-shift CFI and DPE, will discuss the modern trike development from the earliest aviation experiments dating back to 1891. He will explain performance and flight characteristics, including how the flexwing trike is different from a fixed-wing airplane, including how airplane pilots can transition and add weight-shift privileges.*

6/15/21

7 p.m. CDT

**[Decision-Making and Loss of Control Inflight \(LOC-I\)](#)**

**Qualifies for FAA WINGS credit.**

Gordon Penner will take a big-picture look at LOC-I and decision-making. Elements of the talk will include: a discussion of the takeoff phase from the beginning of the takeoff roll to the point where a safe return altitude is reached; a look at LOC-I when trying to return to the runway after engine failure and ways to determine a safe return altitude and finally botched go-arounds.

6/16/21

7 p.m. CDT

**[Aviation and Aircraft Taxes](#)**

Greg Reigel and Paul Herbers

*This webinar will provide a high-level overview of various tax issues applicable to general aviation aircraft and hangars. Topics will include federal taxation on business use of aircraft, state sales and use tax on aircraft purchases, including various exemptions, personal property, homebuilt aircraft and registration tax, and liens resulting from failure to pay applicable taxes.*

6/22/21

7 p.m. CDT

**[Welcome to EAA – Getting the Most Out of Your Membership](#)**

David Leiting

*Join EAA's manager of membership development, David Leiting, as he welcomes you to EAA. This webinar will help you jump-start your participation in EAA programs, direct you toward EAA resources, and bring awareness to EAA's wide variety of member benefits.*

6/23/21

7 p.m. CDT

**[Tips for Flying Into EAA AirVenture 2021](#)**

**Qualifies for FAA WINGS credit.**

Fred Stadler

*The **2021 AirVenture NOTAM** includes significant changes to the VFR arrival procedures. EAA's volunteer NOTAM Chairman, Fred Stadler, describes those changes and also shares some tips for reducing pilot workload when flying into AirVenture.*

6/30/21

7 p.m. CDT

**Ultralight/Homebuilt Rotorcraft Arrival Procedures -  
AirVenture 2021**

**Qualifies for FAA WINGS credit.**

Mark Spang

*Flying into the ultralight/homebuilt rotorcraft grass runway at EAA AirVenture Oshkosh 2021 requires compliance with the **FAA-issued NOTAM**. Mark Spang will discuss the NOTAM arrival and departure procedures specific to the grass runway on the south end of the airport used by ultralights/lightplanes and homebuilt rotorcraft.*

7/6/21

7 p.m. CDT

**Propeller Selection for Homebuilts**

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

Steve Boser

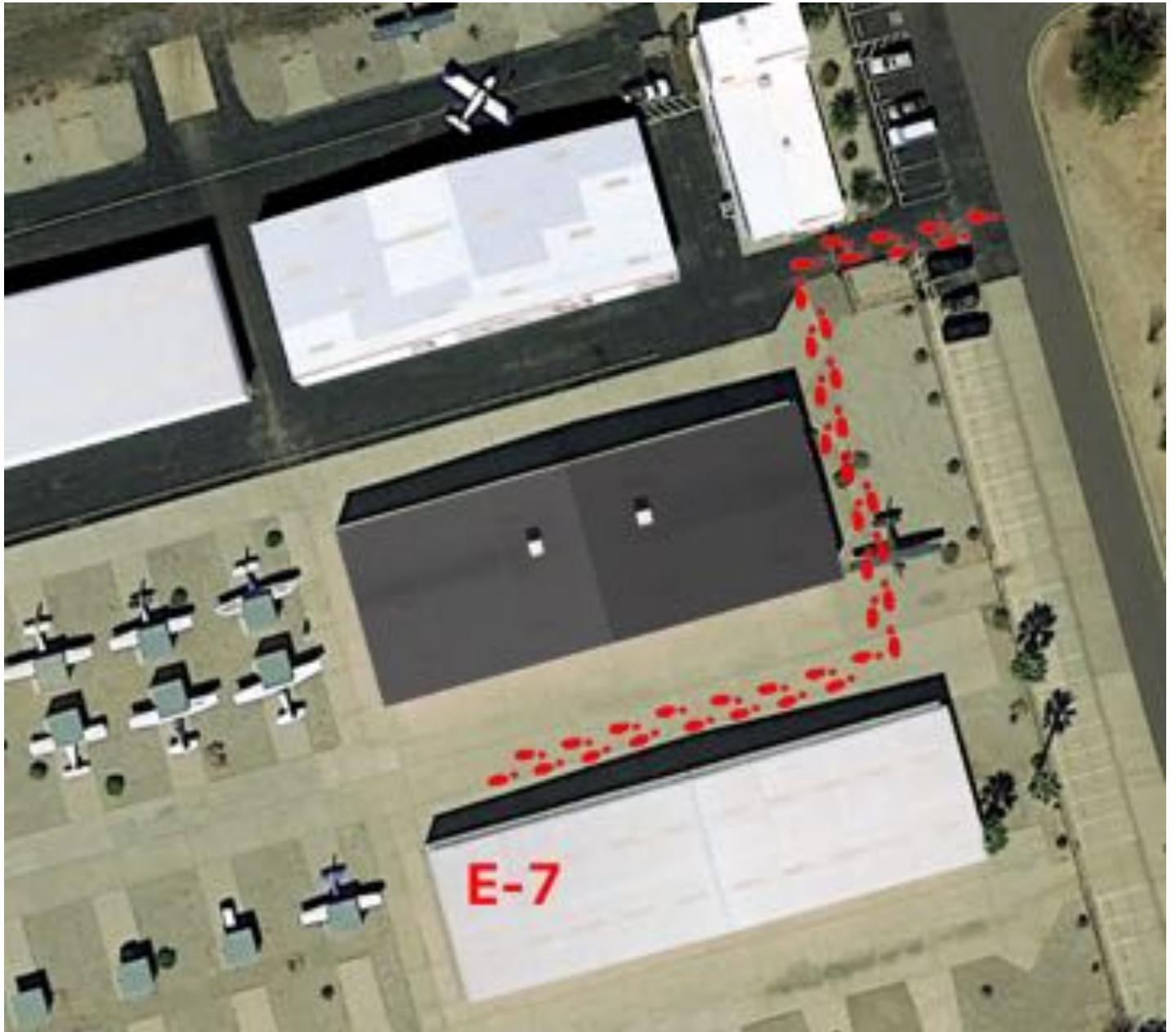
*Steve Boser from Sensenich Propeller will discuss how to choose the right propeller for your experimental aircraft. He will explain the black art of propeller design and how to make good choices for your homebuilt. There are other considerations beyond diameter and pitch which can turn your hotrod into a hangar queen. Propeller materials and construction have also come a long way since the Wright brothers.*

## 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.**

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Ben Wilson (EAA 42794 [4benwilson@comcast.net](mailto:4benwilson@comcast.net)) is looking for a C-frame for dimpling skins and other sheet metal tools (not Home Depot stuff). Also looking for 2024-T3 and 4130 sheet rems (thin stuff).

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)



# 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**



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)



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**Please send items of interest, classifieds, etc  
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 or to Dave's address on home page.



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