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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
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Tucson, AZ 85745

Do not send payment to the newsletter editor!

No Chapter meeting in July.

EAA AirVenture 2021

July 26, 2021 - August 1, 2021

See everyone in August!



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

Bit of housekeeping.

I have had several adds online in the classified section for quite a while now. I have removed the older adds, making space for current items. If you notice your add is no longer among the active, and would still like it to appear in the classified section, drop me a line and I will restore it.

Cheers,

The slasher

Erik Fjerstad

"LODA" fiasco! The FAA has published "additional clarifying, confusing, and contradictory" information regarding flight instruction for compensation in E-AB aircraft. The result is that as of this Monday (7/12/2021) it will be a "violation of the FARs" to give or receive instruction in a Special Airworthiness E-AB (Experimental Amateur Built) aircraft when any form of compensation (money, services, exchange, etc.) takes place unless there is an appropriate LODA or Exemption issued by the FAA. LODA is a "letter of deviation authority" which effectively is permission to deviate from the rules under the prescribed terms of the letter. (Note: compensated transition training by instructors in their own E-AB aircraft for new E-AB owners is already allowed by a LODA for each instructor for his aircraft use alone.) An "exemption" is generally not applicable to E-AB aircraft so you don't need to think about that. I spoke with people at the EAA who are currently in direct discussion with the FAA on "further clarifications, confusions, and contradictions" in the published information and the boiled-down version of what we should really expect is this: For a scenario where instruction is taking place in an E-AB aircraft, either the owner/operator of the aircraft or the instructor can have the LODA, as long as one person in the cockpit has one. As the LODA is "person and aircraft specific", it only makes sense for the owner of the aircraft to apply for the LODA and for the instructor to just make sure it is present prior to instruction. Applicants are to send an email requesting issuance of a LODA to 9-AVS-AFG-LODA@faa.gov with their name, address, email address, pilot certificate number, flight instructor number (if applying as a CFI), aircraft registration number (if applying as an owner), aircraft make and model, and aircraft home base (if applying as an owner). If the owner has more than one E-AB aircraft, include the information for both in the same request. The request will then flow to the local FSDO, which will issue the LODA. For aircraft owned by flying clubs, ownership groups, and other shared ownership models, the entity owning the aircraft may hold the LODA rather than each individual member. As there will be a crush of entries to address near-term needs (such as upcoming flight reviews, etc.) if you don't have urgent need for an instructor, wait awhile before applying to give those in need a chance for early processing.

Long-term, the FAA Flight Standards Division and the industry groups (EAA, AOPA, etc.) are looking at a legislative fix to this problem. The crux is according to the courts, the FAA was not following the law (FARs) in their previous handling of instruction in E-AB aircraft, and the LODA is their only "approved by FAR" way out at the moment. The long term fix is to legislate a change to the FARs.

Erik Fjerstad
President, EAA Chapter 81

Bob Miller

EAA Chapter 81 Meeting Minutes
Saturday, June 19, 2021

Meeting was called to order by President Erik Fjerstad at 1000 at the Ryan Field meeting room.

Secretary's Report: Bob Miller didn't bring a copy of the Minutes from the May 15 meeting because Erik took them in Bob's absence and they were notably less elaborate than those of our loquacious (look it up, you low-life) Secretary. Nevertheless, they were approved as published on the website and in Sky Writer, without being read, all within one second.

Treasurer's Report: Kevin Byers presented a financial report from 1/1/21 through 5/31/21. It was quite detailed, but here are the high points: We started the year with \$4,020.83 and currently have \$4,617.75 in the bank. We continue to thank George Jenson for supporting the Chapter Hangar with his lengthy RV-7 build. There was no donation to Southern Arizona Teen Aviation this year. Total income of \$2,090.26 exceeded total expenditures of \$1,493.34, so we are holding our own.

Visitors: Keith Norton from Minneapolis is regularly involved at the Weeks (repair) Hangar at Whitman Field in Oshkosh. Austin Lambert's girlfriend will consider letting him build an airplane in their living room. Now that's a keeper!

Old Business: We have reluctantly reached the conclusion that our chapter is not providing enough participation to rebuild the donated Cessna 140 to ferryable condition. We are currently in discussion with two potential buyers. If we do not arrive at an agreement, we will list the aircraft for sale by the end of July.

New Business: 1. Erik had his RV-6A painted in Douglas, AZ, and it looks like an entirely new airplane. It gained 30#, less than expected, somewhat compensated by Erik's wallet being \$16K lighter.

2. As you all should know by now, EAA has published its Flight Test Manual, which includes test cards. This is a comprehensive list of tests and tasks to be performed by the test pilot during Phase I. The manual

was put together by real test pilots and is quite comprehensive, so much so that the FAA is considering doing away with the 40 hour requirement if all test cards are completed. Doing so provides all the necessary information for constructing the POH (Pilot's Operating Handbook), an essential document for all aircraft. All too many pilots just "fly off the hours" without testing all systems and developing a POH, so performing all the tests on the test cards should produce a real improvement in safety. Speaking of being a test pilot, Erik says that, if you are not current in type, you should not take on that role. Chapter 81 does not currently have any official Flight Advisors, but you can get transition training from a number of sources and should develop proficiency in flying your aircraft type before taking a first flight in your homebuilt. The FAA Additional Pilot Program, which allows a more-experienced pilot to accompany the builder in Phase I flights can be very worthwhile as well.

3. *Flying Companion - A Pilot-Friendly Manual* is published by PILOTWORKSHOP.com as a free download or for \$10 for a hard copy. It relates 50 tasks a non-pilot can complete on the way from passenger to helpful crew member. Sounds like a great way to involve the non-pilot in your life and create more interest in general aviation.

4. EAA has also published an Aircraft Wiring Manual, for \$30, (<https://uatwww.eaa.org/shop/product-detail?i=926&pi=956&pr=2678684>). There is also a version of Tony Bingelis's 1990 book on wiring. George Olson tells us that there is an EAA member discount on all their literature.

5. The late Roy McCauldin was a member of Chapter 81 for many years. For those who did not know Roy, he had the dubious honor of being one of the first B-17 pilots in WW II to be shot down by a jet, a Messerschmitt Me 262. The crew bailed out over Germany or Nazi-occupied Poland very near the end of the war and Roy and his radio operator, who stayed until the rest had safely departed, ended up parachuting down into the Russian army, an ally at the time. Roy made it back to England and received permission to take a transport and pick up all his "boys" from the POW camps. Roy had many other contributions to make to general aviation after the war, including setting a sailplane record of 30,000 feet. His career was in aviation safety. He built a 7/8 scale De Havilland DH-4 mail plane using the plans for the original, kept at the Smithsonian National Air and Space Museum in Washington D.C. He hand-carved the 2-blade propeller, which worked fine, but did not look

original, so he hand-carved a four-blade propeller for good measure. Roy did a project meeting at his Ryan Field hangar, demonstrating how to balance a propeller.

The current owner of Roy's De Havilland replica is Dr. Brian Becker, who also hangars at Ryan. He is considering selling it.

Just as speaker Bob Miller was finishing his third donut, it was time for him to make his presentation, entitled, "Giving It The Slip". Bob usually plagiarizes, er, paraphrases articles from Sport Aviation or Kitplanes Magazine, and this was no exception (Sport Aviation October 2018 *The Lost Art Of Slips* by Steve Krog), but Bob actually had some real-life experience to add this time. While Bob generally lacks any trace of humility, he makes an exception when it comes to aviation. Because he recognized the vast inadequacy of his early pilot training, he later trained extensively with Hal Goddard, whose many titles included aerobatic competitor and instructor, and Agricultural Aviator (don't call him a crop duster!). Hal believed in teaching the exploration of "the edges of the envelope", meaning knowing exactly what the physical limits of the airplane are and how to recognize when you are approaching them. Like all aerobatic pilots, he also flew with great precision and expected his students to do the same, even to the point of keeping that nose wheel exactly on the yellow taxi line. The majority of Bob's presentation was about slipping, and the differences between side slips, which can be used for lateral positioning or compensating for cross-winds, and forward slips, which are used to dump altitude without gaining airspeed. He utilized one of his usual high-tech modalities: in this case, a wooden toy airplane, to illustrate the unusual attitudes produced by cross-controlling. Here's a take-home pearl: in a forward slip, you are NOT facing forward, but are moving forward while facing sideways. In a side slip, you are NOT facing sideways, but are moving sideways while facing forward. Pearl number two: Cross-controlling can lead to spins, but only if the aircraft stalls. Keep up your airspeed so that there is no stall and there can be no spin. Bob invited, and boy, did he get, feedback from his audience, whose members corrected him mercilessly throughout the presentation (but then told him that he did a great job). Hey, it's a learning experience, even for the speaker. Printed copies of the talk were distributed to the audience and more are available on request (including by email).

Traditionally, there is no July meeting, as many will be attending Airventure Oshkosh, and we decided to follow tradition this year. Future topics for Chapter Meetings may include gyroplanes, as some interest was expressed in this unusual aircraft type.

Meeting was adjourned at 1125. The next meeting will be held at the Ryan Field meeting room on Saturday, August 21 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:

7/13/21

7 p.m. CDT

[EAA AirVenture 2021 Features and Attractions](#)

Rick Larsen and Dennis Dunbar

Rick Larsen, EAA vice president of communities, member programs and AirVenture features and attractions, with Dennis Dunbar, director of air show operations will discuss the latest news on what to expect at EAA AirVenture Oshkosh 2021.

7/14/21

7 p.m. CDT

[Get Your Gas In Gear: Preventing Misfueling Accidents](#)

Qualifies for FAA WINGS and AMT credit.

Prof. H. Paul Shuch

Several times each year, GA aircraft crash on takeoff because they were serviced with the wrong type of fuel. In this FAA Safety Team WINGS and AMT award webinar, Prof. H. Paul Shuch will teach you how to determine the proper fuel to use in your aircraft, and ensure that it never suffers the slings and arrows of outrageous fueling. Qualifies for FAA WINGS and AMT credit.

8/3/21

7 p.m. CDT

[Homebuilt Highlights from AirVenture](#)

Homebuilders Webinar Series

Marc Cook

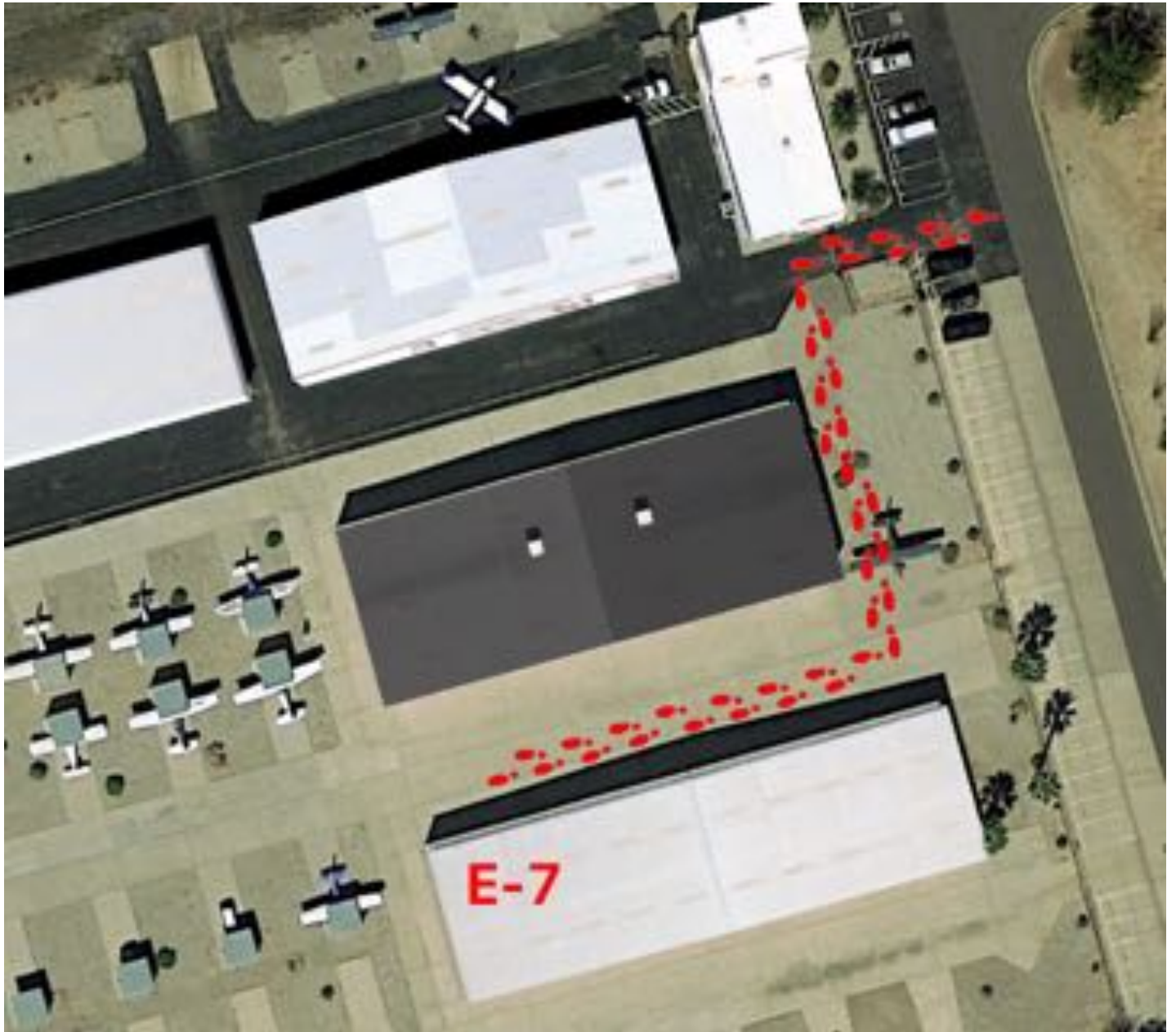
Kitplanes Magazine's Editor in Chief Marc Cook will cover the important homebuilt news, products, and just plain cool aircraft that caught his eye at AirVenture 2021. Even if you attended AirVenture 2021, put this one on the calendar as you just can't see it all.

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.

De Havilland DH-4 Replica for sale. Certified March 1989, Debut Oshkosh July 1989, Featured EAA Sport Aviation May 1990, flew in AZ Centennial event. TTAF 1873, Lycoming 0320 B2C, TSMOH 1194.2020 condition inspection. Extensive documentation. Price negotiable, hangar storage available (RYN). Contact Brian Becker 520-250-7027

Here is a link to some info about the DH-4 Replica from the [EAA81 Skywriter Sept. 2009 newsletter](#).

Ben Wilson (EAA 42794 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).

I just upgraded to a full Garmin G3X Touch panel and hope to sell all of the old panel and associated equipment. I have attached a picture of the old panel.

All of the equipment on the panel in the picture is for sale **except:** the circuit breakers; switches [including the ignition/start switch]; the air vents; and, the throttle/prop/mixture panel is not included. The equipment is as follows: [WAG means wild A-- guess]

N600AP FORMER EQUIPMENT	EBAY LOWEST PRICE IF AVAILABLE [WAG] IF NOT LISTED ON EBAY	
DYNON D-100 EFIS	\$1,500.00	WITH CONNECTORS AND MOUNTING RACK P/N 100488 S/N 1591
DYNON D-120 EMS	\$955.00	WITH CONNECTORS AND MOUNTING RACK P/N 100563-000
AVMAP EKP IV	\$1,000.00	
AIR GIZMOS DOCK FOR AVMAP	\$136.00	
FLIGHTCOM INTERCOM	\$90.00	NO FACE PLATE OR KNOBS
GARMIN GTX 327	\$525.00	WITH MOUNTING RACK AND CONNECTOR
AIRSPEED INDICATOR - BACKUP	\$215.00	UMA 16-311-241D
ALTIMETER - BACKUP	\$295.00	FALCON GAUGE ALT20INF-3N 3-1/8" MOUNT
TRUTRACK TURN COORD. B/U	\$150.00	MODEL PTB3 3-1/8" MOUNT LIGHTED BEZEL [WAG] NOT LISTED ON EBAY
COMPASS	\$100.00	FALCON GAUGE 2-1/4" PANEL MOUNT MODEL MCPN2L S/N MCPN2L0608012 12VOLT
MONROY ATD 300 TRAFFIC WATCH	\$140.00	
UAVIONICS ECHO	\$800.00	REMOTE MOUNT WITH CONNECTORS AND SkyFYX-EXT ANTENNA
VAL AVIONICS INS 422 NAV	\$1,200.00	3-1/8" MOUNT
PANEL FOR RV 7A	\$500.00	
FUEL FLOW SENSOR	\$125.00	FLOSCAN TRANSDUCER 201C-6 2.0 TO 80 GPH
MANIFOLD PRESSURE SENSOR	\$65.00	DYNON Pn. 100434-000 Manifold Pressure Sensor, 1/8 hose, 0-60 In Hg
ENMCO [HOBBS] METER	\$50.00	MODEL # T41E45, T41 Quartz DC Hour Meter I. SHOWS 318.0 HOURS
VDO OIL PRESSURE SENSOR	\$60.00	MGL OIL PRESSURE SENDER 150 PSI, VDO 360-004
LOW PRES VACUUM SW	\$45.00	Nason 15 Max psi, Low Pressure Vacuum Switch
AILERON TRIM SYSTEM	\$100.00	RAY ALLEN CO. T2-10A TRIM SYSTEM WITH MOUNT, SWITCH AND INDICATORS
DYNON EGT SENSORS [4]	\$40.00	
DYNON AOA PITOT PROBE	\$100.00	NO BASE MOUNT
REMOTE COMPASS MODULE	\$100.00	EDC D10A BY DYNON WITH CONNECTOR
BLADE ANTENNA	\$80.00	Comant Blade DME/ Transponder (TPX) Antenna
SMALL GPS ANTENNA	\$50.00	SM-66 WITH L

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

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

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