



Dave Jaksha
Ch81 Newsletter Editor
1648 N Horseshoe TRL, Tucson, AZ
(520) 400-8896
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!

**Ryan Airfield Admin building
September 18, 10:00 hrs**

Bob Miller considers weight and balance in airplane design.

Erik Fjerstad will present information on his aircraft painting experience.

**Covid-19 protocols
are in effect**

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.

Erik Fjerstad

September meeting will be in the Ryan Airfield Admin bldg conference room at 10AM on Saturday the 18th.

Meeting Protocol - Unfortunately, with the emergence of the Covid19 Delta variant, we should ramp up (once again) our individual and group protections for the vulnerable among us. Therefore, while in the meeting room, we request that any unvaccinated individuals, and individuals with compromised immune systems, wear a mask and do their best to maintain "social distance". Additionally, any member, vaccinated or not, who may have routine contact with a vulnerable individual, should wear a mask to reduce the probability of bringing home the virus. We appreciate your attention to this matter.

Meeting presentation topics - Bob Miller will give a brief presentation on weight and balance considerations in airplane design. Erik Fjerstad, time permitting, will present information on his aircraft painting experience.

Brief discussion topic - The chapter will be setting up a "workshop" to provide some sheet metal fabrication training to some new kit builders, and will need support to organize the tools, determine tools to acquire, and to participate in the training.

Erik

Bob Miller

EAA Chapter 81 Meeting Minutes
August 21, 2021

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

Secretary's Report: As there was no July meeting, there were no Minutes to report.

Treasurer's Report: As nobody remembered that there was supposed to be a Treasurer's report, there wasn't one.

Visitors: Don Freeman of Oro Valley is a 21-year resident of the Tucson area, but hails from Toledo, Ohio. Before the move, he took lessons toward a Private Pilot certificate, and is interested in building a Van's RV-12.

Stan Kartchner is the grandson of the Kartchner Caverns folks.

Rachael Blackketer is visiting as well.

Old Business:

As there were no other bids for the Cessna 140 donated to Chapter 81, it was sold to the only bidder for \$7K, a tidy profit for our nonprofit. President Fjerstad suggests that the money could be used for scholarships or a new more practical (i.e. Experimental/AB) Chapter Project.

New Business: Erik Fjerstad sold his Hatz CB-1 biplane.

Jim Keown attended Airventure Oshkosh, as did Past-President Eric Witherspoon with his 14-year old son. Eric reported "more people than I have ever seen before" (he has attended 6 times, usually at 5-year intervals). The Witherspoons camped next to the South African "party animals" for a sleepless night, so moved to the recently-vacated and only remaining site near the entrance. They were car-camping and their new (and quieter) location made it easy to get out of the "ridiculously crowded" campground. They flew up by airline to Chicago, as there were no rental cars available in Milwaukee. The talks he attended were:

1) Flying the RV-7 through the Caribbean to Brazil. Had to go 40 miles out from shore to avoid

Venezuelan air space. The flight made the news in Brazil.

2) How to build and operate a wind tunnel (in your garage). Eric concluded that it was OK for a demo but there was not enough room to get useful numbers. It was operated by a 20 HP gas lawn mower engine. Eric thought that the forum's greatest value was in convincing others not to do this.

- 3) Paul Dye, the Space Shuttle Controller spoke.
- 4) Sonex is starting to build a 2-seat jet (the current Subsonex is a single-seater). They are also looking at a high-wing design.
- 5) Sebastien Heintz extolled the virtues of having tricycle gear on STOL aircraft, showing that they can achieve a greater angle-of-attack for takeoff than can a taildragger, as the nose can pivot higher on the mains.
- 6) Aerodynamicist Barnaby Wainfan spoke about lifting-body aircraft; he is building a successor to his FMX-5 Facetmobile. The new wind-tunnel tested FMX-7 will be powered by a donated Jabiru 3300 (Wainfan hated the 2-stroke engine of the original Facetmobile). An EAA Chapter in Oregon wants to build one, but Barnaby is not selling plans. He is working on a 2-seat version, however.
- 7) Loss-of-power in a Beech Musketeer. The take-home message is that you will do what you were trained to do, as there is no time to figure it out when it happens.
- 8) A forum about the North American Rockwell OV-10 Bronco.
- 9) A forum about the Bell Boeing V-22 Osprey.
- 10) A presentation about modern airship design. There is a new semi-rigid Goodyear Blimp.
- 11) An Australian manufacturer has designed an all-metal high-wing aircraft and is looking for a partner, Eric speculated it may be Van's. This could be the RV-15!
- 12) Jessica Cox talked about What's Next, referring to her ambition to fly (without arms) other aircraft than her current Ercoupe.

Eric and son also attended a TIG (Tungsten Inert Gas) welding, also known as GTAW (Gas Tungsten Arc Welding) demo and workshop (gas welding no longer being demonstrated), and a riveting workshop wherein the son set 9 good rivets but Eric had to drill out one of his own that had folded over.

The night air show on Wednesday was cancelled due to a tornado warning. There was a severe thunder storm at 10:30 PM, but of 1000 tents, only one was flattened. In the Warbirds area, he saw a Luftwaffe Airbus A400M, the German equivalent of the Lockheed C-130 Hercules, and "lots of Corsairs". Jessica Cox's Ercoupe was given preferential parking. The Bally Bomber (1/3-scale Boeing B-17) was present, along with some interesting prototypes, mostly impractical-seeming, but a flying Velocity turboprop was present as well as a twin- Corvair powered RV. A Zenith Cruiser (yes, that is how it is spelled) went to Brazil and back, presumably under its own power. There was the WW II Pearl Harbor reenactment called Tora! Tora! Tora!

Other news from members and guests.....

Ed Dion learned to fly 20 years ago. It took him 105 hours to get his certificate. He is interested in a flight review and Basic Med. He researched Light Sport Aircraft and purchased an RV-12 that had 24 hours on its Rotax 912 iS (electronic fuel injected). He flew it with the owner, who was selling because his wife had died of COVID. Ed needed 6 months to convince his wife that the RV-12 was safe enough (he had only 13 hours in type). He flew it home from Lake Havasu. His advice is not to do a 4-hour preflight on a hot day. Steve Hulland requested 4 volunteers with strong backs and weak minds to move a workbench after the meeting. After looking over our attendees, he revised his request to 6.

David Schiffman asked whether anyone had the skinny on the Long EZ crash at Ryan. President Fjerstad reasonably pointed out that David was sitting directly in front of the survivor of the crash, John Dale. John, who had been providing a flight review for pilot Marc Borom, obliged by providing a blow-by-blow description of the events of that fateful day from his perspective. Out of respect for Marc Borum and for fear of not getting the details correct, your Secretary has decided not to attempt to recount Colonel Dale's narrative.

Meeting was adjourned at 1106. The next meeting will be at the Ryan Field meeting Room on Saturday, September 18 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:

9/7/21

7 p.m. CDT

[Bearhawk Aircraft](#)

Homebuilders Webinar Series

Mark Goldberg

Mark Goldberg of Bearhawk Aircraft will discuss the five Bearhawk designs, which are available as both plans and kits, including their new six-place offering.

9/8/21

7 p.m. CDT

[Avoiding Carburetor Icing - A Cool Pilot's Guide to Carb Heat](#)

Qualifies for FAA WINGS and AMT credit.

Prof. H. Paul Shuch

Carburetor icing can rob your engine of power, and if not corrected, will quickly turn your airplane into a glider. In this FAA Safety Team WINGS and AMT award presentation, Prof. Shuch tells you everything you always wanted to know about carb heat, but were too cool to ask.

9/21/21

7 p.m. CDT

[Buying Your First Aerobatic Airplane](#)

Budd Davisson

Budd Davisson talks about the myriad considerations involved in buying your first aerobatic airplane. His talk ranges from personal aerobatic goals, finances, matching skill levels to potential airplanes and thumbnail pilot reports on the most likely candidate airplanes to be purchased. Much of his presentation will answering questions from listeners

9/28/21

7 p.m. CDT

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

David Leiting

Join EAA Manager of Membership Development, David Leiting, as he welcomes you to EAA. This webinar will help you jump-start your participation in EAA programs and bring awareness to EAA's wide variety of member benefits.

9/29/21

7 p.m. CDT

[Flying With the iPad — Your Digital Co-Pilot](#)

Qualifies for FAA WINGS credit.

Bret Koebbe

This fast-paced presentation covers a wide range of practical topics on flying with the iPad and the ForeFlight mobile app. Led by Bret Koebbe, an active pilot and flight instructor at Sporty's Pilot Shop and editor of iPad Pilot News, this webinar will explore topics applicable to pilots of all iPad experience levels, including how to turn the iPad into your digital co-pilot, tips for flying with ADS-B weather on your iPad, and how to use ForeFlight to improve your flight planning.

10/5/21

7 p.m. CDT

[Rotax 912 Engine Installation & Operational Tips](#)

Homebuilders Webinar Series

Phil Lockwood

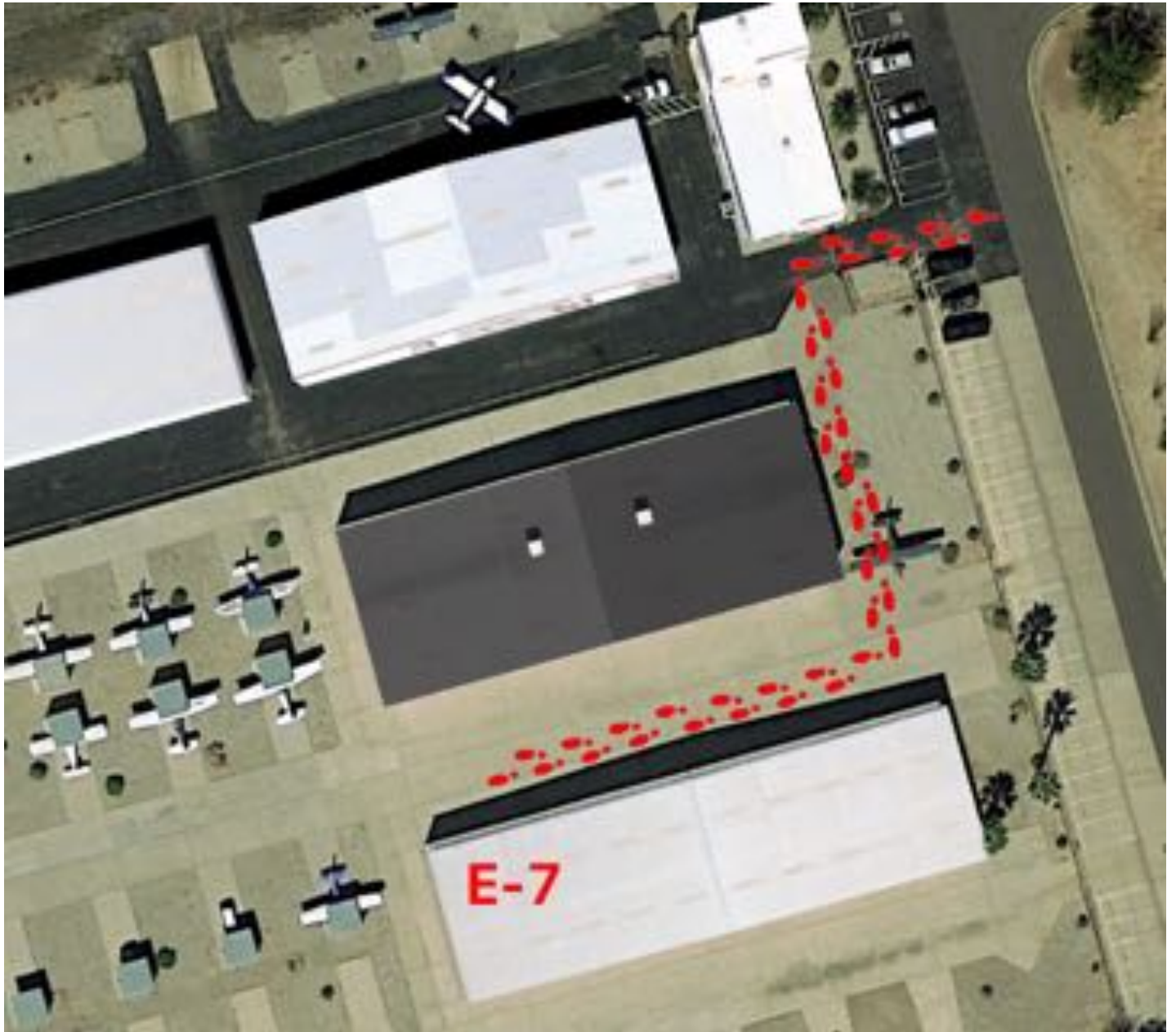
In this webinar, Phil Lockwood of Lockwood Aviation will cover the basics of initial installation of the Rotax 912 in a homebuilt. In addition, he will share the most common operational questions from his customers. Qualifies for FAA WINGS and AMT credit.

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](#).

My name is Jeremy, and I've been an A&P since 1997.

For those of you who don't have your repairman certificate, I'm available to chapter members to do annual condition inspections on your experimental aircraft.

I welcome and encourage owner assistance.

Rates are negotiable, and depend on level of owner participation.

I'm also available to help out with maintenance on your certified aircraft.

Call, text, or email:

[520-834-2584](tel:520-834-2584)

j.blacketter@gmail.com



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<https://www.facebook.com/ea81.org>

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

Dave Jaksha – Newsletter Editor
newsletter81@ea81.org
 or to Dave's address on home page.



Chapter Officers & Staff

President - Erik Fjerstad (520) 345-6621
president81@ea81.org

Vice President - Steve Horton (520) 704-1660
aplaneguy2@outlook.com

Secretary - Bob Miller (520) 322-0677
rmiller88@msn.com

Treasurer - Kevin Byers 810-543-0791
kbyers7@gmail.com

Director - George Snyder 520-661-2127
azflyboy01@yahoo.com

Director - Lynn Wesley (520) 883-8588
lwesley7@hughes.net

Chapter 81 Young Eagles Coordinator
 Jason "Bubba" McCoy
 (520) 437-3740
Bubbaincaz@gmail.com

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

Hangar Manager
 George Snyder 520-661-2127
azflyboy01@yahoo.com

Tech Counselors

Gil Alexander (520) 544-8191
gilalex@q.com

Norm Radtke (920) 539-9270
redbarn82@gmail.com

Chuck Valade (586) 707-4032
bd4flyer@netzero.net