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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

Dues can also be paid electronically, [Click here](#)

Do not send payment to the newsletter editor!

Ryan Airfield
Ryan Field Admin meeting room
January 8, 10:00 hrs

Featured speaker will be Jack McKenzie presenting his Europa project with details on the current state of affairs dealing with the FAA for experimental aircraft certification.



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

Just a reminder that the current Treasurer for Chapter 81 is:

Kevin Byers

810 543 0791

kbyers7@gmail.com

3721 W El Moraga Pl Tucson, AZ 85745

We have instituted a new systems to pay Chapter 81 dues.

You may use Zelle or Paypal to send your annual dues payment or your first dues payment to join the chapter. Send to President81@eaa81.org being sure to provide the following information in the "info" or "data field" in the payment instructions:
1. Your name, 2. your email address, and 3. whether the payment is for dues or joining. Without these details, we may have difficulty identifying you for addition to our chapter database.

If you are joining the chapter, we will use your provided email address to send you a form to fill out for other personal details we need.

You may also use Venmo to pay your dues, but as the Chapter does not have a Venmo account, President Erik Fjerstad is offering to handle the payment for you.

Venmo the payment to Erikfjer@gmail.com, providing the 3 pieces of information requested as for Zelle or Paypal, and Erik will forward the funds to the chapter.

Erik Fjerstad

Note to members:

The next meeting will be Saturday the 8th of January at Ryan Airfield Admin building conference room. Featured speaker will be Jack McKenzie presenting his Europa project with details on the current state of affairs dealing with the FAA for experimental aircraft certification.

A reminder - this is the new year and 2022 your dues will be welcome. You can submit your \$20 by Zelle, Paypal (any time), Check (by mail or at the meeting), or cash (at the meeting).

See you at the meeting!

Erik Fjerstad

President, Chapter 81

Bob Miller

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

Secretary's Report: The usual non-event. Secretary Bob Miller arrived exactly at 10, only to find that all the donuts had already been eaten. Nobody wanted to hear the Minutes of the November meeting. He is still sulking.

Treasurer's Report: Kevin Byers presented a spread sheet from 01/01/21 through 11/30/21. In brief, the balance brought forward was \$4,020.83, total receipts amounted to \$10,286.58, most of which was "Cash for Sale of Donated Stuff" (mostly the sale of the Cessna 140). Expenses, including disbursements totaled \$5,093.85, leaving us with \$9,213.56. A detailed breakdown of this is available on the website.

Visitors: Bob Traylor wants to build an RV-10. Rachael Blacketter is here with husband Jeremy, the honcho on the Stitts Playboy project.

Old Business: It's dues time. \$20 will buy you a year of monthly entertainment as Bob Miller tries in vain to read the Minutes of the prior month's meeting (sulk, sulk). But seriously, Ladies and Germs, where else will a mere 2 sawbucks provide you with the chance to get your hands dirty on a genuine plans-built Stitts Playboy, one of very few designs with a strut-braced low wing, and purportedly the inspiration for the Van's RV-1? We can now accept payments via Paypal, Zelle, or check. Please don't send cash, although it will be accepted at meetings, where a receipt will be issued. And, for Pete's sake, don't give cash to Bob Miller, as there is a Dunkin' Donuts on his way home.

Jeremy Blacketter provided an update on the Stitts Playboy project: the engine runs, but was shut down after 30 seconds with no oil pressure reading. The electric gauge appears inop, and removing an oil line and pulling the prop through produced oil, so we believe the oil system is working. George Snyder has a stand-alone gauge to check the actual oil pressure. There is a dead short in the alternator, and we will need a new or rebuilt alternator, a new battery, and a Condition Inspection. He is hoping to have a first flight by February. Options are being discussed for sale or perhaps for a flying club which could use it as a tailwheel trainer. Remember, EAA will not allow a chapter to directly own and operate an airplane.

NewBusiness: Edmond Dion is the new Young Eagles Coordinator. Erik will supply him with a list of approved pilots and requests at least one YE event this winter. He also proposes that a budget be set for the program. Erik was able to get a \$300 rebate from EAA on our new DynaVibe propeller balancer. Steve Horton was in an automobile accident and is in rehabilitation. He will be unable to continue as Vice President of Chapter 81. Steve Hlland stepped up as interim VP, but we are looking for a permanent replacement. There was a long and somewhat controversial discussion about what to do with the chapter's money. Bob Miller, ably assisted by Tito Sanchez and Glenn Brasch, requested another donation for Southern Arizona Teen Aviation (SATA). They are three of the mentors of this organization which teaches high-schoolers how to build aircraft. The Students have built two RV-12s and sold the first to finance the second. "We had hoped to be financially self-sufficient by doing this, but were unable to make enough profit on the sale, as there were many RV-12s for sale from many school projects, as well as the factory-built SLSA (Special Light Sport Aircraft)", said Bob.

Chapter 81 donated \$2,500 for the first tail kit, and later \$3000 to SATA. Bob pointed out that the mission of the experimental aircraft movement is “Recreation and Education” and a major goal of EAA is to get young people involved in aviation. SATA has clearly succeeded in this with graduates currently enrolled in aviation programs at the University of Alaska, two at Embry-Riddle Aeronautical University, and two newly enrolled students at the Pima Community College A&P program. Several of the graduates are now private pilots as well. Bob asked for a motion to make another donation to SATA, which is a 501(c)(3) non-profit entirely staffed by unpaid volunteers. President Fjerstad suggested that it would be reasonable for any donor to have access to the organization’s financials to see what our money would be going toward, and called for a delay until this could be done. The issue was tabled for the time being. Another use for our bankroll could be the purchase of a 3-D printer. A wing-root air vent for a Cessna 152 costs about \$1,500! This part and others, such as wing strut fairings, could be duplicated for a few dollars by a 3-D printer. Erik has researched a few, provided some cost analysis, and reminded us that, like our propeller balancer, this would be eligible for EAA’s \$300 Tool Crib rebate. George Jenson has built several parts for his RV-7 using this method and can teach others how to do it. Mike Thompson is an aeronautical engineer who can share his skills and teach computer modeling. Austin Lambert teaches use of the 3-D printer. Rachael Blacketter sees this as an opportunity for “a bridge between the generations”. Jason Solomon suggested Tinkercad, a free app intended for elementary schoolchildren as a way to introduce us fossils to CAD (Computer-Aided-Design). The kids learn it in a day, so we should have it down in a few weeks! Jason says that it can do 80% of what SOLIDWORKS does, and Austin says that SOLIDWORKS is the “go-to” system for 3-D printing.

Those familiar with the process state that the consumables are affordable, but the machines themselves are “finicky” and require a temperature-controlled shop. Erik asked for a volunteer to look into this possible purchase and Jack McKenzie suggested having a meeting dedicated to teaching this skill. Mark Gregory has volunteered to lead a workshop. More on this topic will be discussed at future meetings.

Larry Williams has some items for sale and some for free at the back of the meeting room.

This brings us to the featured presentation by Jessica Cox, “the first licensed armless pilot”. Jessica, born without arms, learned to fly in a donated Ercoupe 415-C (that’s pronounced “ER COOP”, not “AIR COOP”, manufactured by ERCO, the Engineering and Research Company). She uses her feet and toes the way most use their hands and fingers, and demonstrated her dexterity by tying her shoe laces with her feet, not with the “two bunny ears” method, but with the more difficult “one bunny ear” method, learned at age 6. Her motto is, “Think Outside the Shoe”, which can be interpreted to mean, “If you tell me that I can’t do something just because I don’t have arms, I’ll prove you wrong!” Now she and her husband Patrick are planning to build an RV-10 and they are soliciting help from the aviation community for development of specific foot-operated controls. They went to Oregon and met Dick Van Grunsven (Richard Van Grunsven is the RV in RV aircraft), discussed the project, and have started on a practice toolbox, then went to Safford to learn riveting. Jessica is starting from the ground up, as she just learned what a Cleco is! Does everyone know where the name Cleco came from? Hint: they are not named after Joe Cleco.

It is an abbreviation of the Cleveland Pneumatic Tool Company. Jessica and Patrick have acquired an RV-10 that was damaged in a tornado for experimentation. They have enlisted the help of ChandlerWebb, who has been a part of building about 15 RVs. The Ercoupe is unusual in that it was designed to be safe to fly for anyone who knows how to drive a car. Its rudders are linked to the ailerons so there can be no uncoordinated turns and rudder pedals are unnecessary. Ground steering is done by turning the yoke as though it were a steering wheel, and brakes are applied by a single pedal on the floor. Although cross-controlling is not available for crosswind landings, the landing gear is made to tolerate landing in a crab. This made it an ideal platform for Jessica to learn to fly, as her feet on the yoke and throttle gave her full control. The RV-10 is more conventional and does require rudder input for coordinated turns and crosswind landings. Jessica has encountered other challenges, such as how to peel the protective plastic off the sheet aluminum. She is proud that this will be the first airplane in aviation history built to be flown without arms. Van's will not help with the build, but will check the engineering on whatever Patrick and Jessica come up with. She is currently flying as a Sport Pilot, but will require a 3rd Class Medical Certificate and Private Pilot Certificate to fly the RV-10. Clearly, she is not one to shrink from challenges: it took 45 minutes to figure out how to get into and buckle a 4-point harness unassisted and 80 hours to get certified to fly the Ercoupe. She experienced radio failure on her first solo flight! This is when she realized that she was "pilot-in-command of my own life, not just the Ercoupe". "Disability does not mean inability." She is hoping for an RV-10 kit by summer and will start the build in their garage. She is seeking an air-conditioned hangar so that the builder can proceed through the summers. She showed us an image of a strapped pushrod for pitch and a saddle to control roll but has not yet come up with a mechanism for rudder control. Members of Chapter 81 offered suggestions:

for example, Jack McKenzie suggested that fly-by-wire controls could eliminate the need for mechanical linkages, and Bob Miller suggested that tensioned rudder cables and a stirrup would allow one foot to provide rudder control. Jessica and Patrick had already thought of the latter, but felt that, although push would not be a problem, the necessary pulling force would be more than Jessica could manage. As the RV-10 is designed to use differential braking to steer its castoring nose wheel, this presents another obstacle. Feedback on these issues has come from as far away as England and South America and some universities are considering it as an engineering project. Chapter 81 members suggested voice-activation instead of push-to-talk and perhaps a voice-activated autopilot to reduce workload. The issue of how to control the throttle is still unresolved. A fixed-pitch prop would eliminate one control issue. Jessica is selling her book for \$20.

President Fjerstad made a brief presentation on his recent experience with our DynaVibe propeller balancer. He says that he has gone through a learning curve and that, like the bore scope, supervised use will be required to preserve the tool, and, as the DynaVibe requires readings from a running engine, safety is also an issue.

Meeting was adjourned at 11:35. The next meeting will be held on Saturday, January 8, the SECOND Saturday in January, at the Ryan Field meeting room at 1000. Jack McKenzie will be making a presentation on his Europa XS Trigear, not just on the build but on dealing with the FAA bureaucracy, something he refers to as “a process”. Spoiler Alert: Jack won!

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:

1/5/22

7 p.m. CST

[Balky Alternator](#)

Qualifies for FAA WINGS and AMT credit.

Mike Busch

Maintenance expert Mike Busch describes how he dealt with an intermittent alternator failure on his airplane, how he was able to troubleshoot the problem and then resolve it quickly and economically. Mike's tale offers some lessons that apply to a wide range of intermittent aircraft problems, and demonstrates why aircraft owners may be in a much better position to troubleshoot such problems than their mechanics.

1/11/22

7 p.m. CST

[The Incredible, Roadable Aerocar](#)

Museum Webinar Series

Chris Henry and Ben Page

Join EAA Aviation Museum staff members Chris Henry and Ben Page as they explore the incredible Aerocar — a concept to make a vehicle that can drive like a car and also be converted for flight.

1/12/22

7 p.m. CST

[Ground Reference Maneuvers — Practicing Precision Patterns](#)

Qualifies for FAA WINGS credit.

Prof. H. Paul Shuch

Ground reference maneuvers are called out as a required training area in the private pilot air certification standards and the sport pilot practical test standards. But they are more than merely boxes to check off during your practical test. In this webinar, you will learn how to master them, and become a safer pilot through precision pattern practice.

1/18/22

7 p.m. CST

[Young Eagles Coordinator Orientation](#)

David Leiting

Learn how to perfect your chapter's Young Eagles rallies, improve operational efficiency, and maximize Young Eagles' flight experience. EAA Eagles Program Manager David Leiting will cover a wide range of topics including YoungEaglesDay.org — EAA's Young Eagles pre-registration system, EAA's new eSignature app for Young Eagles waivers, best practices for rallies, and how to keep youth involved in aviation following a Young Eagles flight.

1/20/22

7 p.m. CST

[Become a Better Chapter Leader – Presidents/Vice Presidents 2022](#)

Charlie Becker

Chapters Director Charlie Becker provides insights on the necessary tasks associated with the president and vice-president positions within EAA chapters, as well as tips on chapter management and critical due dates for chapter-related events.

2/2/22

7 p.m. CST

[Cylinder Rescue](#)

Qualifies for FAA WINGS and AMT credit.

Mike Busch

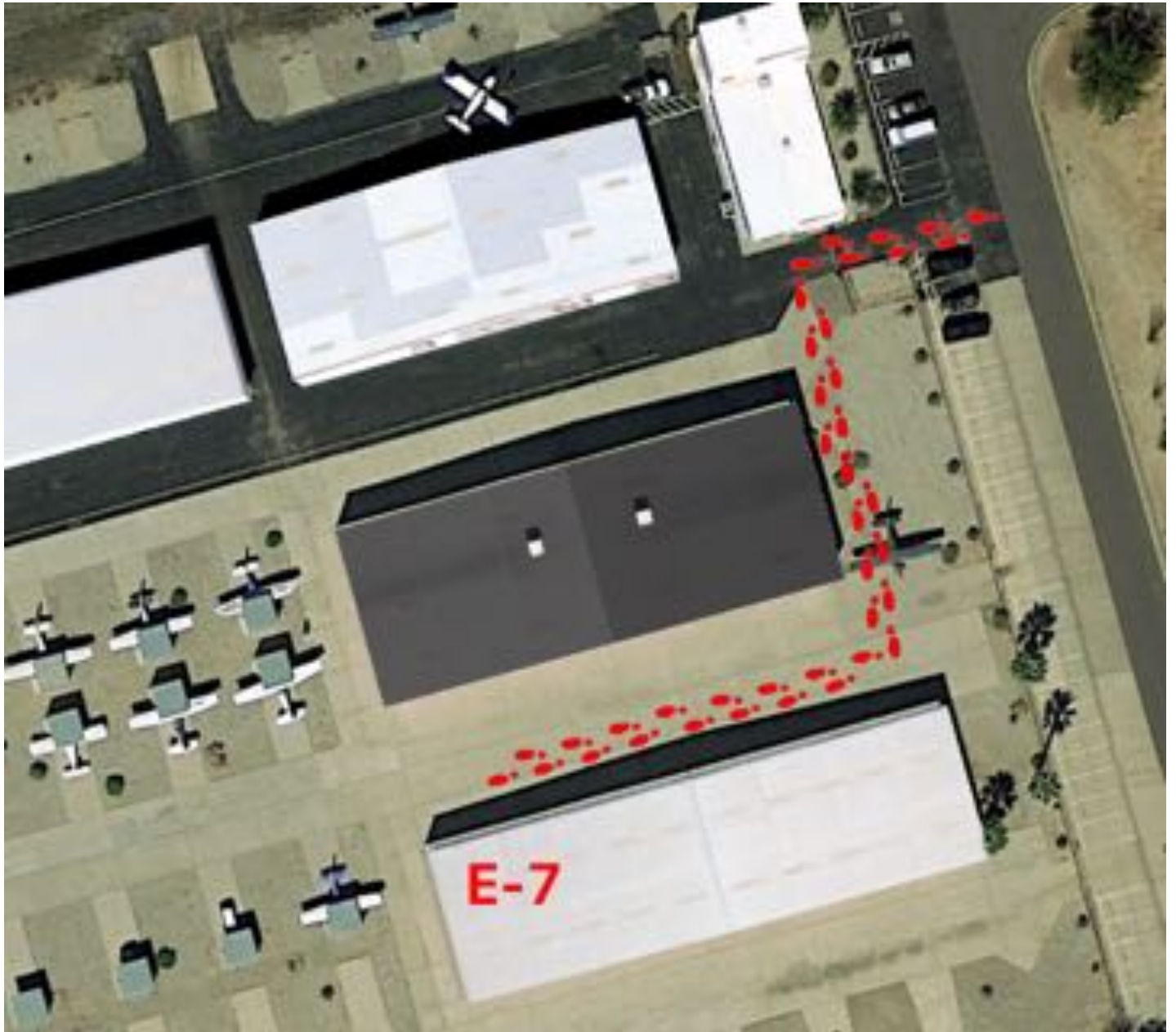
Way too many cylinder wind up getting pulled due to low compression, says Mike Busch A&P/IA. Many of them can be rescued without resorting to cylinder removal. Mike illustrates this by telling the story of a frustrated Piper Seneca owner who had already replaced seven cylinders and was now being told by his mechanic that two more needed to come off. With the help of Mike's team, both cylinders were rescued without removal--one by lapping the valve in place and the other by doing a solvent ring flush. Mike feels that cylinder removal should be the last resort after less-invasive methods have been tried. World War II and the EAA Aviation Museum is fortunate to have two different

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.

I would like to let chapter members know that I have shared hangar space coming available. Perfect to finish up a project since there are lots of tools at ones disposal and it is about 100 yards from the chapter hangar on the west side of the Ryan. It will be available in February 2022 or sooner. Rent will be \$185/M. The only other airplane that is currently in the hangar is a low wing Wheeler Express.

Contact Ron Schneider at [520-906-9193](tel:520-906-9193)

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)

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





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Price \$38,500

Chuck Valade
(586)707-4032

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

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

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 or to Dave's address on home page.



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