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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!

**February 12, 10:00 hrs
At Ryan Airfield Administration room**

Featured presentations to include a brief on propeller balancing and a brief on 3d printing including how it may benefit airplane builders / maintainers.



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

Russ Chaney built a Hatz Bi Plane in the 80's. Flew at Ryan Air Field. He passed 4 days after his 97th birthday from cancer. The plane is in Texas and still flying, but I do have his David Clark head sets, a hand held radio and various other items he saved in a box. If anyone building [or other] is interested my number is [520-578-0183](tel:520-578-0183). My Email address donnalawhorn@centurylink.net. I will give anyone a deal as I have no use for the items.

Thank you for your time, Donna Chaney

Bob Miller

EAA Chapter 81 Meeting Minutes January 8, 2022

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

Secretary's Report: Bob Miller brandished an alleged copy of the Minutes of the December 11, 2021 meeting and threatened to read it to the gathered multitude. I won't keep you in suspense; no, he did not get to read it, as a motion and second (to accept the Minutes as published in Sky Writer and on the website) was passed immediately. Bob took solace in munching on not one, but two donuts, for which, it is rumored, he actually paid.

Treasurer's Report: Kevin Byers made a detailed report on the financials of year 2021. I hope you paid attention, because I'm not going to repeat it here (possibly because I forgot to ask Kevin for a copy). A full report may be found on our website eaa81.org.

Chapter Awards: President Fjerstad distributed award certificates and pins, in recognition of service to Chapter 81, to members of the board of directors, chapter officers, the newsletter editor and website manager, the tech counsellors, the Chapter Hangar manager, and last, but not least, our MVPDC (Most Valuable Provider of Donuts and Coffee). Yay.

Visitor: Alexander Kocksch has lived "an aviation life", including that of an airline captain. He partners with Howard Devers in a Piper Warrior II.

Old Business: Those who would pay their chapter dues using Zell take note: please use the president81@eaa81.org address for Erik and select Friends and Family, not Business. Oh the intricacies of modern finances.

Erik also apologized for any misunderstanding that may have occurred regarding our chapter's making a donation to SATA (Southern Arizona Teen Aviation). He wanted to have an idea of SATA's plans and a chance to review Chapter 81 finances before going ahead with the donation, but was mistakenly interpreted by some as being opposed to making one. He feels that the Board of Directors should review all requests for donations, as well as our finances, before presenting a recommendation to the membership.

The Stits SA-3B Playboy project is coming along; the wheels and brakes have been done and the prop re-torqued. The 40 amp alternator was checked out by Erik and apparently was not the source of the apparent dead short found. Unfortunately, AutoZone would not test the alternator, which is not from an automobile, but rather is used in a Japanese 3-cylinder tractor application. Plans are to reinstall the alternator and see whether the 150 Amp load reappears. The project aircraft now has an Odyssey battery and a wiring diagram is being developed. The radio is inoperative but two TKM MX11 radios have been donated. This would be a drop-in replacement for a COM 120. Also donated were four transponders and an encoder. Southwest Electronics will perform a bench check. Jack McKenzie donated an ELT. The panel-mounted Loran (remember those?) has been removed; its antenna plate could potentially be used to mount an ELT antenna. The to-do list includes: repairing access panel attachments, developing a wing schematic, repairing the wing strut fairings, and improving their attachments.

We deferred discussion of our Young Eagles program due to the precipitous resignation of volunteer coordinator Edmond Dion. A question from the membership was answered: we are not associated with Wright Flight, a program not connected with EAA.

New Business: George Snyder showed us a seat from a Globe Swift for our edification. During an engine start, the entire interior was engulfed in flames. The interior, done in Tijuana, was not upholstered in aviation-approved fire-retardant fabric and the whole back of the pilot's seat burned up. George showed us a piece of fire-retardant fabric through which he had burned a hole with a torch, but it did not catch fire. It obviously can burn, but won't support combustion. Jack McKenzie advised us that fire retardants are available via the internet for treatment of conventional fabrics in your aircraft's interior.

Bob Traylor asked whether there are any current volunteers at Pima Air and Space Museum. He is also seeking a pilot, preferably with a 4-place aircraft, to fly up with him to Pueblo, Colorado to pick up an RV-12 he purchased there.

Featured Presentation: Jack McKenzie regaled us with his experience in building a Europa XS Trigear and his tribulations with our favorite government organization, the ever-popular FAA. Jack, who claims to be nearly 80, but doesn't look a day over 79 1/2, was a Piper Comanche driver and an A&P, but he stopped flying in 1981. When he saw his first Europa, he was impressed with the capability of this airplane with speeds as fast as the Comanche but a much lower fuel burn. In 2014, he had a few beers with a pilot friend, talked aviation, and started thinking about airplanes again, but tried to talk himself out of it.

Then he had the misfortune to see a Europa ad posted by Bud Yearly, an ex-fighter jock and previously the Europa importer. He called Bud to find out about the kit and find a reason not to buy it. The initial owner had bought it in 2003 and Bud's company turned it into a quick-build. It then it sat in the owner's barn. Learning that the owner had not had the opportunity to screw it up, Jack ran out of reasons not to buy it. This English kit design offered 200 MPH performance at an incredibly efficient 4 1/2 GPH. It was as fast as his Comanche and he no longer needed back seats. Bud had advertised the used Europa kit and then "double-crossed" Jack by lowering the price. Jack drove his motorhome to Florida in November, 2014 and returned to Arizona with the Europa kit. He started construction the same month. For five years he worked three months per year on the airplane and sailed for the other three months before returning to his summer home in Washington. In the past two years, he devoted all 6 months in Tucson to airplane construction. Those who can add should come up with 27 months for the build.

At this point, Jack apologized for not having his planned slide presentation which somehow did not get transmitted to President Fjerstad via the internet due to Jack's stone-age computer skills (but he can sure key-punch a Hollerith Card!). Instead, Jack handed out printouts of his slides, to be passed around the room. This never happened with the Kodak Carousel!

The Europa, for those not familiar, is a low-wing composite side-by-side 2-seater, initially powered by an 80 HP Rotax 912 UL engine. It was later upgraded to the 100 HP 912 ULS and the 115 HP turbocharged 914 UL. The original design, by Englishman Ivan Shaw, was designed for easy ground transport, with quickly-removable wings and stabilators. Monowheel had a tendency toward ground-looping.

The Europa, when it came out in the early 1990s, was compared favorably in several magazines to one of its contemporaries, the American-designed RV series of aircraft. The comparisons demonstrated a cultural difference between the American and European approaches: American hot-rod culture puts a big engine into a small vehicle whereas European fuel prices (about 4X what we pay) place a premium on efficiency. RVs have short wings and big engines to achieve their speed. Europas have sophisticated wings that are slippery yet maintain low-speed lift, small, fuel-efficient engines, and very low aerodynamic drag to achieve similar speeds.

The wings are very strong, says Jack, with bonded skins. To apply even pressure to them while bonding the top skins, Jack made use of stuff that was available; in this case, a pile of bricks he had stacked at home. Being a fiberglass boat builder, Jack was very comfortable with composites. He offers this advice: “Wanna build a fiberglass airplane? Learn to like sanding and filling!” He designed the instrument panel so that it can be removed by undoing only 6 fasteners, then be fully functional outside the airplane with a few connections restored. Jack says that designing and building the panel was the most fun part of the project (what, not the sanding and filling?). He states that he had “unlimited support” from Bud Yearly, whom he contacted as often as he needed; sometimes twice a day. He was a tremendous help, came to visit from Florida at mid-build to review the project and then made himself available for the initial test flights. Jack stressed the advantage of having a close relationship with someone who knows the airplane type intimately. He pointed out that Bob Miller has established a similar relationship with a Kitfox expert in Phoenix.

Jack built his own paint booth in a bay of his large shop, using 2X4s and visqueen plastic sheeting. He painted the airplane himself, having designed a wing jig that allowed flipping the wing to permit painting both sides.

Did I mention lots of pinholes, lots of sanding? He also installed a speed kit designed by Bud Yearly, including gear leg fairings and wheel pants. The latter deserve a close look; they are hinged and swing up out of the way for full wheel access and are fastened with just two screws! Did I mention that Jack is a snowbird and only has winters for building? He discovered that halogen work lamps provide not only light but radiant heat.

At the end of the build, and just in time for the DAR's inspection, more issues presented themselves. Among the many tribulations Jack faced were starting problems and rough running. Initially thought to be a carburetor problem, he had local Rotax guru Roger Lee teach him how to rebuild them. This then proved not to be the problem and the ignition modules became suspect. Although they tested normal, he did not trust them and replaced them with aftermarket components that featured an external soft-start. With the engine now running smoothly, he tried to demonstrate takeoff power and the engine quit and refused to restart. Jack had removed the instrument panel and replaced it, inadvertently pinching a fuel line. He has subsequently rerouted the fuel line to where that is no longer a possibility. Then there were static-pitot leaks, and some brake bleeding issues. Jack stressed the importance of test, test, then test again!

Jack introduced DAR (Designated Airworthiness Representative) Ben Choat, stating that there is an absurdly long, if not indefinite, wait for an FAA representative from the Scottsdale FSDO (Flight Standards District Office) at this time. Ben lives close to Ryan Field and made more than one trip to Ryan with no addition to his standard \$1,000 charge. However, if he has to make more than one trip to a more distant site, he does charge travel expenses. He also waited patiently in the hanger while Jack drove to 3 different banks before he found one with a notary who could certify Jack's signature on some required paperwork.

Ben is very experienced, having worked with Learjets, the largest airliners, and the smallest homebuilts, and wants you to succeed, with the provision that you be absolute honest with him. A DAR since 1989, he is one of only four in Arizona who work with Amateur-Built aircraft. He cited having worked with “a true homebuilder”: the build photos showed 3 wives in 6 years!

Now we get to Part 2 of Jack’s presentation: Dealing with the Bureaucracy of the FAA. On July 6, 2019, Jack applied for his N number. Unfortunately, the initial owner had previously done the same, perhaps unwisely choosing his initials followed by 666, not only the tail number of his airplane but the Number of the Beast! The original builder had sold the uncompleted kit to Bud Yearly, who held its title. Bud and Jack sent full documentation and history to the FAA. The paperwork was sent back with the explanation that a document was required from the original owner stating that he did not build the kit. Apparently, photos of the unbuilt kit weren’t proof enough. A delay caused by Jack’s being a snowbird and being gone for the summer caused yet another rejection, requiring resubmission of all documentation. Here is Jack’s take on the FAA: They felt the need to hire the underemployed and dumbed-down their jobs accordingly. The fastest way to get paperwork off your desk is to say “No!” The paperwork went back and forth again and again, until the stack of paperwork reached critical mass, at which point the easiest out for the FAA was to say “Yes!” During this process, Jack got to know at least 4 FAA people. Ben Choat says that “The FAA is not your enemy, but it definitely is not your friend. They just don’t care; their goal is to ensure public safety.” One could argue that keeping as many general aviation aircraft as possible on the ground could be construed as improving the safety of the airways, but Ben did NOT say this.

Next up was Alan Muhs, founding member of Southern Arizona Teen Aviation, which is a 501 (c) (3) nonprofit. He had met with Chapter 81 five years ago, having been inspired by the Eagles Nest project in Texas. His goal was to teach high-schoolers (at no charge) to build an RV-12 and to encourage careers in aviation: i.e. pilots, controllers, mechanics. SATA students have completed 2 airplanes, with the first sold to help pay for the second. The organization is run entirely by volunteers, 3 of whom are members of Chapter 81, and, using a donated motor-home garage as the “build hangar”, overhead is kept low. SATA is very grateful for its generous donors, including Chapter 81. With sufficient funds, it could hold onto the second airplane for flight training of students at no charge, as Alan is a CFI. However, the insurance for instruction would come to \$5-6K per year and SATA is currently looking at a bill for about \$65-70K for the engine and avionics for the third airplane, which is already under construction. The program has already led to two private pilots, two in an A&P program, and one in pilot training in the Air Force. “Your contribution lives on”, said Alan, and the mentors get to give back and contribute to the future of general aviation. President Fjerstad has every intention of recommending another donation to SATA pending review by our Board of Directors.

Meeting was adjourned at 1125, followed by a stampede to go drool over Jack McKenzie’s Europa. Several of the onlookers commented that it looked like a slick, factory-built aircraft; not too bad for a first effort at aircraft painting!

The next meeting will be on Saturday February 12 at the Ryan Field conference room. 3-D modeling and printing of aircraft parts will be the presentation.

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:

2/9/22

7 p.m. CST

**[ATC and You: Getting the Most Out of Flying in Controlled Airspace](#)
Qualifies for FAA WINGS credit.**

Bob Obama and Brad Wilco

There are many myths and assumptions regarding the services that pilots receive when they are in contact with ATC. Some pilots think controllers are providing more than they actually are while others don't take advantage of all that controllers can do for them. Join air traffic controllers Bob Obama and Brad Wilco as they discuss the services that ATC provides and when. Participants in this webinar will be able to fly safer and more efficiently in and around controlled airspace.

2/15/22

7 p.m. CST

[Become a Better Chapter Leader – Secretary/Treasurer 2022](#)

John Egan and Charlie Becker

Chapters staff John Egan and Charlie Becker provide insights on the necessary tasks associated with the secretary and treasurer positions within EAA chapters, as well as tips on chapter management and critical due dates for chapter-related events.

3/2/22

7 p.m. CST

Teardown Needed?

Qualifies for FAA WINGS and AMT credit.

Mike Busch

When metal is found in the oil filter, cam distress is noted after cylinder removal, or a foreign object is accidentally dropped into an aircraft engine, many A&Ps immediately conclude that a costly engine teardown, overhaul, or replacement is necessary. More often than not, it isn't. In this webinar, Mike Busch A&P/IA tells the story of three such aircraft engines (two Lycomings and a Continental) that were rescued from euthanasia under his guidance, and illustrates why mechanics shouldn't be spring-loaded to the teardown position.

3/3/22

12 p.m. CST

EAA Ray Aviation Scholarship Coordinator Training

Christopher Gauger

Christopher Gauger from the EAA Chapters staff will be reviewing the duties and responsibilities of the Scholarship Coordinators and how they can achieve success in the Ray Aviation Scholarship program.

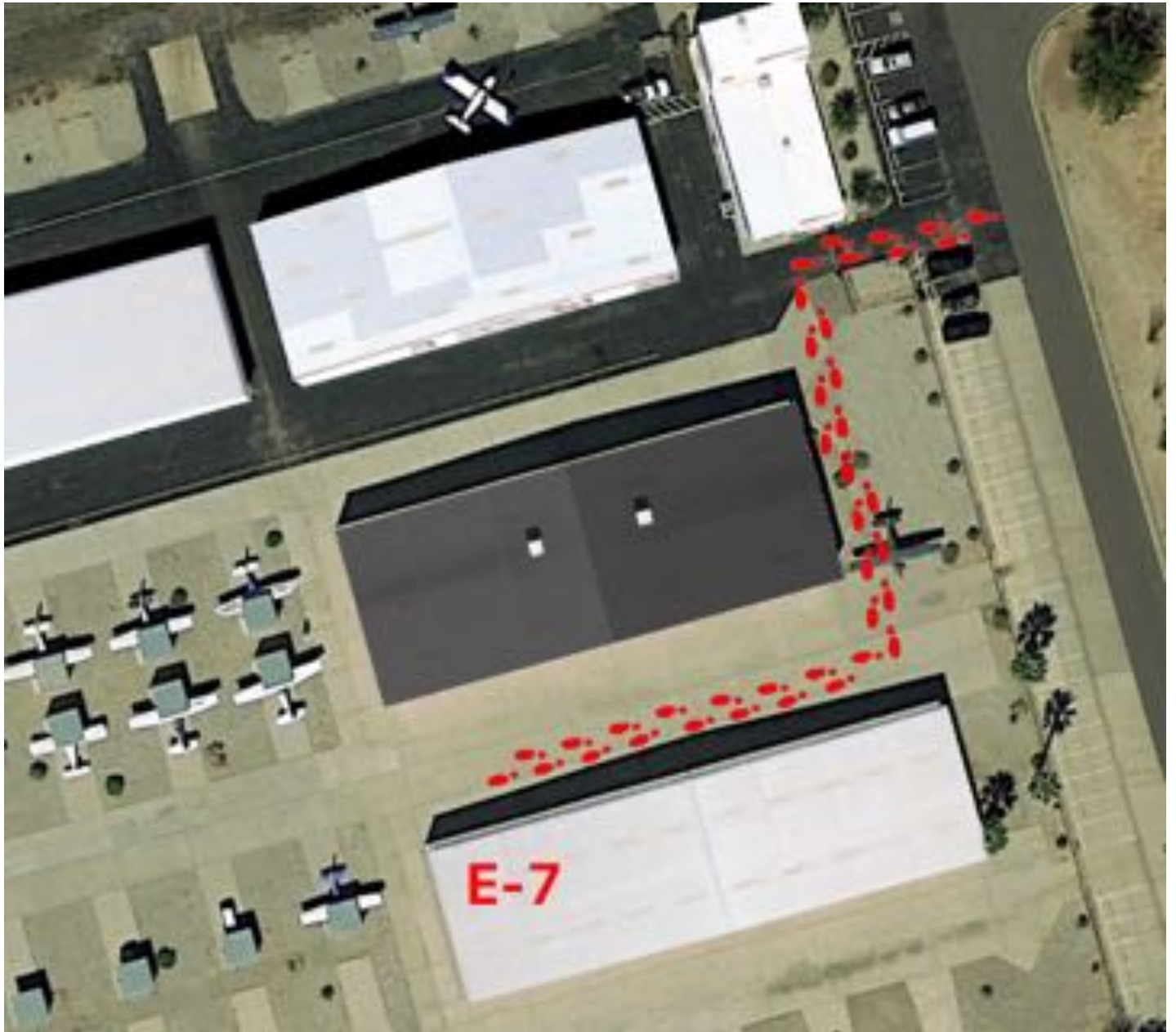
EAA Ray Aviation Scholarship Coordinator Training

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





Glasair SH-2F o-320 engine 150 hp 1140 hours engine & airframe
Long wing
Vision Microsoft engine instruments with eng analyzer
Duel ElectroAir CDI ignition
Phoenix Halon Eng. fire system
Narco com
Transponder & Encoder
Navaid analog auto pilot

Price \$38,500

Chuck Valade
(586)707-4032

Parts for sale most new/ un-used Experimental unless otherwise noted

Make offer for one or all!

Since most of these are new and un-used good offer would be ½ the new price.

Call Ken 520-260-6411 - EAA 1299059

Item #, Description, PN if available

1 - UMA vert Speed 8-310-20

2 - Wet compass lighted, CM-13L

3 - UMA Manifold press 7-100-20

4 - Voltage ind

5 - Falcon Airspd 30-300 MPH AS1208MN-3

6 - Floscan GPH ind and sender 55208B-LFGD317

7 - Temp sensor

8 - Low Press switch 15 PSI SM-26-15F

9 - Van's Tach 2 ¼" w/sender

10 - Davtron Clock model 803

11 - Composite design switch panel

12 - Mitchel Mech tach D1-112-5023 red line at 2800 - used

13 - Altimeter BG-3B - used

14 - ENM Hobbs '0 time' T41E45

15 - Vans Fuel Press

16 - Vans Amp Meter/ shunt

17 - Vans volt meter

18 - UMA EU315

19 - Bendix mag S4LN-21 w/ impulse coupling, 400 hours on it since overhaul - used TSO'ed

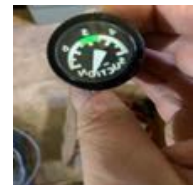
20 - Westach CHT gauge 3AQ1, all 4 cyl at one time.

21 - United inst - TSO'ed vertical speed ind - used

22 - Westach single CHT gauge with 4 position selector sw 2A1CHT

23 - Oil temp/pressure gauge combo TSO'ed - used

24 - suction gauge



These aircraft all belong to Mr. Jack McKinney, a gentleman that donated his Stitts Playmate N538LC (built by Leroy Castle, past president of EAA 538) to Chapter 538 last year.

Jack is now 101 years young, I am trying to sell these for him. All the aircraft are located at his hangar at Gila Bend Muni E63, where they have been in storage for years.

Thank you,

Jim Moss
520-440-2191

WITTMAN W-8 Project

Complete Airframe, Wings, Control Surfaces, Landing Gear. Serviceable Instruments.
Excellent Workmanship. Located in Gila Bend, AZ. \$4900. 520-440-2191



CORBIN BABY ACE

Open Cockpit Parasol, Single Place. Built in 2002, TT unknown.
Corvaire 164cid 90 HP. Located in Gila Bend, AZ. \$6500. 520-440-2191



AEROSPORT SCAMP BIPLANE

Single Seat, Tricycle Gear. Built in 1983. TT unknown.
Volkswagen 1834cc. Located in Gila Bend, AZ. \$3500. 520-440-2191



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Check out our Chapter Facebook Page!
<https://www.facebook.com/eaa81.org>

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 to**

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or to Dave's address on home page.

