



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

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

Do not send payment to the newsletter editor!

April 9, 10:00 hrs
At Ryan Airfield Administration room

Meeting topics

Bob Miller presentation on "Going Around", timely given recent local events. Time permitting, Erik will provide information on how to review (analysis and plotting) your EFIS or engine management data downloadable from most modern avionics systems.

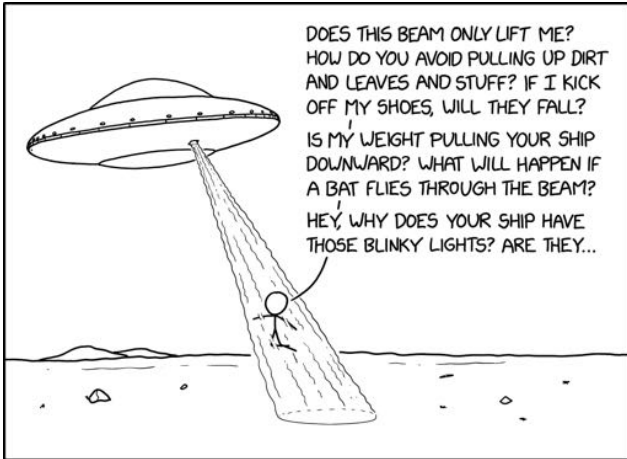


These handsome chapter 81 patches are available from Kevin Byers when you cough up money for your dues.

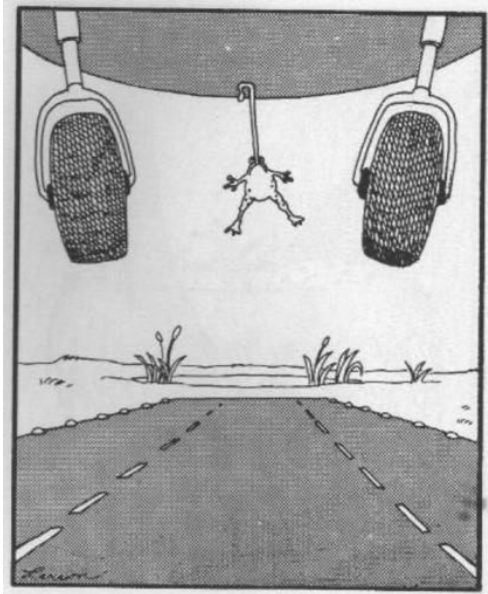
Click on the link below to see aviation events around Arizona

[Arizona Aviation Events](#)

Dave Jaksha



MOMENTS LATER, THE ALIENS SET ME BACK DOWN AND LEFT.



"Well, scratch No. 24. He did pretty good though—right up to the jet engine test."



Bob Miller**EAA Chapter 81 Meeting Minutes
March 12, 2022**

Meeting was called to order by President Erik Fjerstad at 1004 at the Ryan Field meeting room.

Secretary's Report: Bob Miller brandished a purported copy of the Minutes of the February 12 meeting and famously said, "Who wants to hear it?" The silence was deafening, until a quick Motion was made to accept the Minutes as published on the website and in Sky Writer, Seconded and unanimously approved.

Treasurer's Report: Kevin Byers said that we started the year with a balance of \$8,480.63. Income thereafter included \$45.00 for coffee and \$52.62 from the sale of donated stuff, on top of the \$1,040.00 from chapter dues, making total income \$1,137.62. Operational expenses included \$24.00 for meeting expenses and \$398.93 for Aircraft Project expenses. We then donated \$2,000.00 to Southern Arizona Teen Aviation, for a total of \$2,422.00. Doing the math, a starting balance of \$8,480.63

+ 1,137.62 income
- 2,422.93 expenses
\$7,195.32 ending balance

We are due for an audit. A call for volunteers to do so was put out with no response. C'mon, folks, \$7,195 is a lot of dough; it could keep you in Starbucks for nearly a year! Someone in the chapter must have basic arithmetic skills and a smattering of integrity!

Visitors: Travis Ward has been an A&P with IA (Airframe and Power plant mechanic with Inspection Authorization) for the past 12 years. He purchased a Keleher Lark a year and a half ago and it has flown only twice since then. For those not familiar, it is a mid-wing, strut-braced aerobatic single-seat tail-dragger that flies at 125 MPH with a Continental O-200. The wing is wood, the airframe welded steel tubing, and it is fabric-covered. Anyone interested?

Jim McGill has ordered an RV-10 kit, all but firewall-forward. He currently flies a Mooney.

Old Business: Angel Duncan asked for, but received no takers for someone to take over our Facebook page. She will soldier on for now. Bob Traylor may be willing to be the new Young Eagles Coordinator, a spot currently filled by President Fjerstad by default.

George Snyder won Best-In-Class with his 0-300A, 145 HP Globe Swift at the Copperstate Fly-In. It has some modifications but is as close to original as one is likely to find. It sports the original paint scheme and was polished by George, who vows never to pick up a polisher again.

At the last meeting, there was a call for a volunteer to become the new Forums Manager at Copperstate. There have been no takers. Speaking of Copperstate, there were 275 aircraft registered and the STOL (Short Takeoff and Landing) Drag Races were a crowd favorite, with aircraft closely matched (not all were STOL type) to keep it interesting. There were no serious incidents, beyond a damaged ultralight due to a communications issue.

The Cactus Fly-In of the Antique Aircraft Association was held on Saturday March 5. There was a variety of interesting aircraft, both classics and modern, although random aircraft took up much of the space designated for show planes, so that show planes were unable to park together.

New Business: Sun 'n Fun, the second biggest fly-in event in the U.S. will take place in Lakeland, FL April 5-10. Compared to Airventure Oshkosh, it is way smaller, very laid-back and friendly. And, you can see everything in less than one week!

At 1035, Erik Fjerstad began his presentation on using the chapter's new prop balancer. It is a DynaVibe Classic, priced at about \$1,500 minus a 10% discount. Take away another \$300 for the EAA chapter tool crib rebate, and it cost us less than \$1,200 net. To summarize, Erik says to follow the following grossly oversimplified steps:

1. Remove the cowling.
2. Install and connect the sensors.
3. Tie down the airplane, then double-check that it is properly tied down.
4. Run the engine at the desired (usually cruise) RPM.
5. Stop the engine. This is very important!
6. Add weights as indicated, rinse and repeat.

Be sure to remove the DynaVibe, replace the cowl, and remove the tie-downs before flight (our insurer made us write this part).

Erik tried it out on his own RV-6A, which was running pretty smoothly already. Propeller tracking (all blade tips in the same vertical plane) must be within 1/8". The gadget compares blade position with its accelerometer reading to tell you where the blade is heavy so you can add weight to the opposite side, using flat washers (generally on the propeller spinner backing plate). He made some small improvement to smoothness on his airplane, then tried it on Ken Szeluga's Kitfox and made a more noticeable improvement. At this point, Bob Miller had to chime in to say that he performed a similar task on a wobbling ceiling fan, using trial-and-error rather than the DynaVibe, and achieved excellent results. Thanks, Bob.

DynaVibe readings of less than 0.1 inch/second are considered good. Erik says to pick a calm day as wind interferes, especially on a tailwheel aircraft. He cites the current issue of Kitplanes Magazine which has an excellent article on prop balancing with the DynaVibe by Ken Anders. Ken has used his RV-4 as a test bed for many mods, including speed mods that have provided an extra 30 knots with no changes in engine power!

The DynaVibe prop-balancing procedure is dangerous enough that Erik wants to be there for its use - call him. Other operators can be signed off by Erik after instruction. He has precedent for requiring this: our chapter bought a bore-scope that was repeatedly damaged by inexperienced operators.

Next, we solicited input from our members:

George Jenson is 22 hours into Phase I testing of his RV-7. The EFIS (Electronic Flight Instrument System) is generating "a ton of data". He also noted that a Champion oil filter runs \$45-47, a bit pricey. A K & P Engineering reusable oil filter is available from Aircraft Spruce. The PMA (Parts Manufacturer Approval) version runs \$300 and the experimental aircraft version \$200. It has a washable stainless-steel mesh with 25 micron filtering (finer than the Champion). After 4 oil changes, the only cost will be cleaning solvent and safety wire. George showed off the filter, which features an aluminum housing and a bypass valve (which ensures that oil will be delivered even if the filter is clogged). George had a brochure for perusal (look it up, you low-life).

George Snyder informed us of an AD (Airworthiness Directive) on the Tempest spin-on oil filter adapter: its fiber gaskets shrink, causing leakage. This happened to a Swift which lost 2 quarts of oil on a fifteen-minute flight! The mandatory fix is to change to copper gaskets at the next oil change.

Milton Ames has two Desser 5.00 X 5 retreaded tires for sale.

Bob Traylor is flying his RV-12 as a student pilot. He may solo in a week or two. He has a Subaru engine for sale.

Bob Miller shared his positive experience with builder-assistance for his Kitfox. After studying the plans for building his wings, he felt that the task was beyond his abilities, including the building of wooden jigs to ensure critical alignment. His first plan was to call Kitfox Aircraft to employ their wing-building service, only to be told that they are so busy, they discontinued the service, as they are at full capacity building new kits. He was discouraged until he remembered having visited the Phoenix shop of Murle Williams, who has built three first-prize Kitfoxes, including the only Gold Lindy Kitfox ever at Airventure and two top places at Sun 'n Fun. He offers builder assistance for Kitfoxes. With the help of several friends, Bob loaded up the pertinent Kitfox parts, borrowed the use of a travel trailer to stay in, and went to Phoenix to make use of Murle's extensive experience and steel wing jigs. With this expert help, Bob and Murle built and rigged his wings in under two weeks! Bob feels that the build would have required at least three months on his own, and then it would not have been done correctly.

Erik Fjerstad spoke briefly about Jack McKenzie's unfortunate incident which wrecked his newly-signed-off Europa Trigear. Jack walked away from it, but the airplane was not repairable. Erik feels that Jack is a good pilot but did not have enough experience in-type to manage a confusing situation with another aircraft on final as Jack was attempting to land. It can happen to the best of us and reiterates the advice to get enough time in-type with a new aircraft to build muscle-memory, so that the correct inputs become reflexive.

George Jenson feels that Ryan Field is no longer the best place for training in the pattern, as there is too much traffic and controllers are reluctant to change runways when the winds change.

Milton Ames reminds us that, as we age, our bodies and our minds are not as capable as they once were. He strongly suggests that we fly more frequently and with another pilot to improve our skills.

The meeting was adjourned at 1130. The next meeting will be at the Ryan Field meeting room on Saturday, April 9 at 1000. This is the SECOND Saturday in April.

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:

4/06/22

7 p.m. CDT

Your Airplane's Report Card

Qualifies for FAA WINGS credit and AMT credit.

Mike Busch

You can learn a lot about your aircraft and your aeronautical skills by having your digital engine monitor data analyzed to see how it compares with other aircraft of the same make and model. In this webinar,

4/12/22

7 p.m. CDT

Gyrocopters of the EAA Collection, Part 2 Museum Webinar Series

Chris Henry and Ben Page

As a follow-on to Part 1, EAA Aviation Museum staff members Chris Henry and Ben Page will take a look at more of the autogyros that are part of the EAA collection in Oshkosh.

4/14/22

7 p.m. CDT

[Young Eagles Build and Fly – EAA’s Youth RC Build Initiative](#)

Serena Kamps

Join Chapter Field Representative Serena Kamps to learn more about EAA’s Young Eagles Build and Fly program. This initiative provides chapters an easy way to engage with youths in their area by giving them the opportunity to learn the fundamentals of aircraft construction and flight while building and flying a radio-controlled aircraft. Designed to be completed with assistance from both the chapter and a local AMA Club, the chapter is provided all the materials needed to successfully host a build session series.

4/20/22

7 p.m. CDT

[Controllability as Affected by Weight and Balance](#) **Qualifies for FAA WINGS credit.**

Gordon Penner, master CFI-Aerobatics and FAA Gold Seal instructor, presents a simple and practical description of how critical flying within weight and center of gravity (CG) range is to controllability of the airplane. He will provide examples of how being out of CG range can put your aircraft out of control.

4/21/22

7 p.m. CDT

[Planning for International Young Eagles Day](#)

Gear up for EAA’s International Young Eagles Day, scheduled for June 11, 2022. This webinar will cover rally planning best practices, how to utilize Young Eagles online registration, integrating the new digital signature app, and how to maximize the Young Eagles flight experience.

4/27/22

7 p.m. CDT

Bad News Is Good News: Avoiding Most Accident Scenarios **Qualifies for FAA WINGS credit.**

Tom Turner

Having actively tracked and studied general aviation accidents for over 30 years, the bad news is that we keep doing the same things that lead to aircraft crashes. The good news is that, well, we keep doing the same things that lead to aircraft crashes. Why is bad news good news? Because most accidents are predictable, most accidents are preventable. In this presentation, Tom Turner from the American Bonanza Society Air Safety Foundation covers 14 lessons learned from three decades of accident history, and recommends strategies and practices to eliminate most potential accident scenarios while still enjoying the privilege of flight.

5/3/22

7 p.m. CST

MGL Avionics **Homebuilders Webinar Series**

Adam O'Connor of Michigan Avionics will provide an overview of MGL avionics offering for the experimental amateur built market. Wheel shimmy in aircraft landing gear is a problem that has been around as long as aircraft with wheels have been around. Even the space shuttle had to face the dreaded shimmy problem. Wheel shimmy can range in severity from an annoying vibration to a destructive force that can cause structural failure and loss of control of the aircraft. In this presentation, Will Fox, EAA technical counselor and flight advisor, discusses the causes of shimmy in tailwheel aircraft and what you can do to remedy it.

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)

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



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

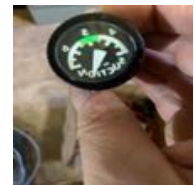
Make offer for one or all!

Since most of these are new and un-used good offer would be 1/2 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 1/4" 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/ inpulse 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.

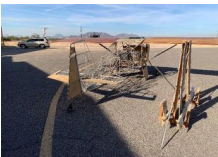
Jack is now 101 years young, I am trying to sell these for him. All the aircraft are located at his hangar at Gila Bend Muni E63, where they have been in storage for years.

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



WANTED training in our Challenger II (Rotax 582) at Ryan Airfield. Myself and my dad would like to get our Sport Pilot license as soon as possible and have flexible schedules. We are looking for a CFI hopefully with Challenger II experience. Please contact us at 520-419-7408 (Steve)



Chapter Officers & Staff

President - Erik Fjerstad (520) 345-6621
president81@eaa81.org

Vice President - Steve Hulland 520-307-5775
aztaildragger@gmail.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
Erik Fjerstad (520) 345-6621
president81@eaa81.org

Webmaster and Newsletter Editor
Dave Jaksha (520) 400-8896
newsletter81@eaa81.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

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

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

Dave Jaksha – Newsletter Editor
newsletter81@eaa81.org

or to Dave’s address on home page.

