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Chapter 81 Skywriter

May 14, 10:00 hrs
At Ryan Airfield Administration room

Meeting topic

Updated overview of
electrical system design and
the EFIS options
available today.

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!



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](#)

To Go Around or Not To Go Around

With Apologies to Shakespeare

To go around or not to go around; that is the question; Whether 'tis nobler in the mind to suffer the slings and arrows of a potentially botched landing or to take arms against a sea of troubles and, by going around, end them.

Most of you have heard about the misfortune that occurred to my hangar-mate Jack McKenzie, which resulted in irreparable damage to his shiny new Europa XS Trigear. Jack was on a stabilized approach when he heard a radio call that confused him. His immediate reaction was to put in full power, but then he changed his mind and tried to force a landing. This resulted in porpoising and damage to his nose gear. When he did go around, the damage was already done and what should have been a gentle landing resulted in the nose wheel breaking off. Jack did a creditable job in controlling the crippled aircraft to a stop and walked away with no serious injuries. He has since chopped up the Europa and salvaged what he could.

It's easy to be a Monday-morning quarterback and claim that you would have done it differently, but here is my question: When was the last time you practiced go-arounds? We all had to do them in primary training, and in our early flights we frequently did go-arounds because we didn't set up the landing well enough. But, as we became more experienced and familiar with our aircraft, we did better approaches and landings and fewer go-arounds, and now we rarely do them unless faced with a situation that requires one.

As in most of my talks, I am not drawing from my own vast experience in aviation, because I don't have vast experience in aviation. Instead, I read articles from very experienced, highly qualified aviators; in this case, CFI Steve Krog, who wrote an article about going around in the May 2021 issue of Sport Aviation.

Krog quoted an old aviation adage that says: *When facing an emergency situation, pilots do not rise to the occasion, but rather sink to the lowest level of recent training!*

1

Let's define a go-around: *An aborted landing of an aircraft that is on final approach.* It can be initiated by the pilot or requested by air traffic control. Note the wording. The controller can REQUEST a go-around, but the pilot-in-command makes the decision. And the pilot can initiate the go-around; he or she does NOT require permission from the controller. Controllers understand that any approach-to-landing can have two outcomes: a completed landing or a go-around. The pilot announces the go around for the safety of other pilots; hopefully the controller is looking out the window and already knows what is happening. So, you are not creating an emergency when you make a go-around, although you may very well be preventing one!

Here are some other reasons for doing a go-around: Steve Krog said that when he flies unfamiliar aircraft types, he tells the owner that he is going to make two go-arounds before attempting a landing. This provides him with the opportunity to get a feel for the aircraft and establish a sight-picture for the final approach.

2

Another is the familiar scenario of overshooting the runway centerline on the turn from base leg to final. It can happen if you are distracted or underestimate a tailwind on base. We all know that trying to get back on the correct flight path has some pilots trying to force the turn with rudder, creating an exaggerated cross-controlled skidding turn. Stalling in this configuration causes an unrecoverable spin. Instead of trying to salvage a botched approach, how about just going around? Steve said that many Designated Pilot Examiners will fail a student who does a skidding turn to get back in line with the runway, even if the landing is perfect, because it came from an unstable approach.

Wind and weather can be reasons for go-arounds too. Cross-winds with intermittent gusts can make the landing difficult, and there is no shame in going around and trying for better luck on the next approach.

Conflicting traffic should also lead to a go-around. I have had the experience of watching another aircraft taxi onto the runway while I was on short final, and I wouldn't be surprised if you have too. Assume that the other pilot does not see you and go around.

So: how to go about doing the go-around:

1. Stabilize the aircraft by bringing the wings to level flight.
2. Apply takeoff power immediately (but not suddenly, as you will need to compensate for incorrect trim for climbing).
3. Transition to a climb pitch attitude; either best rate-of-climb or best angle-of-climb speed.

3

Once stabilized in the climb pitch attitude:

1. Complete any checklist items normally found for takeoff, such as pushing off carb heat or activating the electric fuel pump if your aircraft requires it for takeoff.
2. Adjust trim as needed.
3. Begin removing the flaps no more than 10 degrees at a time (Globe Swift drivers don't have this option; the flaps are on-or-off).
4. This part is really important: Maneuver the aircraft to the right side of the runway to avoid conflicting traffic. This is especially important if the go-around was caused by someone taking off in front of you. You will not be able to maintain visual contact with that aircraft if it remains under you, nor do you have any idea of what the pilot's intentions might be. Moving to the right side allows you to visually monitor what that pilot is doing.
5. If flying a complex aircraft, now is the time to retract the gear.
6. Continue to climb to pattern altitude, fly a normal pattern, and execute a
stable approach and safe landing.

If you practice go-arounds, when the need arises you will do what you practiced. If you don't practice, you will have to remember what you were taught umpteen years ago and maybe not do it so well. Which pilot do you want to be?

Bob Miller

EAA Chapter 81 Meeting Minutes

April 9, 2022

Meeting was called to order at 1001 by President Erik Fjerstad at the Ryan Field meeting room.

Secretary's Report: The usual. Under 2 seconds from, "Ahem..." to "Minutes approved!"

Treasurer's Report: Due to technical difficulties (Erik's computer took a dump), no report was available. However, we can find the report on our website EAA81.org.

Visitors: Miguel Alvarez moved to Tucson for work. He is an aerospace engineer and a student pilot. Jack Davis helps others build their airplanes. Norman Younie is a snowbird who has built 7 (!) RVs. He will shortly be heading for British Columbia, where he is part owner in an RV-7. In the colder months, he flies his own RV-4 out of Ryan Field.

Old Business: We are still looking for someone to take over the Facebook page, someone to take over the role of Young Eagles Coordinator from an overly-busy Erik, and someone to become the Flying Start Coordinator. The only time that the room is not noisy is when we ask for a volunteer; then dead silence! However, Martin Thomas, bless his heart, did volunteer to audit our books.

Back to Flying Start: "The goal of the Flying Start program is to provide interested adults a pathway to flight training and involvement with their local EAA chapter." EAA has chosen May 21 as Learn to Fly Day, but local chapters can choose any day they want. Considering our climate, May might not be the best time of year to take folks up into the bumpity-bump. President Fjerstad suggests that we might want to do it in October or November. As a bribe to local chapters, the Flying Start program offers 2 passes to Airventure.

We also need 4 or 5 more Young Eagles pilots. A background check and a test for appropriate behavior with children are required, but it's easy to pass. It helps to have your own airplane, but a rental is within the rules.

Update on the Stits SA-3B project: Jeremy tells us that the electrical system is about done, which has been the biggest issue. The transponder and encoder have been installed. John Dale and Normal Younie both evaluated the flight controls and mandated some changes: the ailerons are very heavy due to misalignment and rubbing on other wing structures. In addition, some castle nuts need to be installed (with cotter pins, of course) and the static-pitot calibration is yet to be done. Mobile Aire manager John Barrowman will provide the last in exchange for propeller balancing on his Cessna 152.

New Business: President Fjerstad reviewed the recent crash of a Cessna 172 attempting landing on runway 33 at Ryan Field. The pilot lost control, although the cause has not yet been determined. Erik suggests that, on a hot or turbulent day, an additional 10 knots can provide increased control, provided that there is enough runway available. Erik also spoke about data-logging, available on most EFISs (Electronic Flight Instrument Systems). “They can provide a pants-load of information” (only he didn’t say pants) once per second or every few seconds, and can provide a text file which can be read into a spreadsheet. You label the date and which flight. When you analyze the flight parameters, it helps you to understand problems like exceeding CHT (Cylinder Head Temperature) or EGT (Exhaust Gas Temperature) limits. The data helped Erik to determine that he needed to decrease spark plug gap in his 180 HP Lycoming, despite its electronic ignition. The reason he brought it up is that it can also help the NTSB (National Transportation Safety Board) figure out why you crashed. George Jenson added, “I don’t know how anyone can do Phase I testing without this information.” He recommends Mike Busch’s SavvyAnalysis, a program that simplifies data interpretation. It is so sophisticated that it can tell you which exhaust valve is burning! (Hint: it’s the one that is about to fail.)

Finally, we got around to Bob Miller’s presentation: Going Around. Rather than rehash it in the Minutes, it is printed elsewhere in this issue of Sky Writer in toto (who is not in Kansas any more).

Meeting was adjourned at 1110. The next meeting will be at the Ryan Field meeting room on Saturday, May14 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:

5/3/22

7 p.m. CDT

MGL Avionics
Homebuilders Webinar Series

Adam O'Connor

Adam O'Connor of Michigan Avionics will provide an overview of MGL avionics offering for the experimental amateur built market.

5/4/22

7 p.m. CDT

Tulip Fever (Pre-buys)
Qualifies for FAA WINGS and AMT credit.

Mike Busch

The market for used airplanes is hotter than a pistol right now. Lately, we've been seeing an increasing number of buyers who are in such a hurry to snap up used airplanes "before they get away" that they're shortcutting prudent due diligence. Mike Busch relates the experience of one such buyer who signed a contract to purchase a nice-looking Florida-based Beech Musketeer with a "fresh annual" only to discover that the aircraft was hideously un-airworthy and would have been a disastrous money pit had he not done an independent pre-buy examination.

5/10/22

7 p.m. CDT

Baby Ace: The Airplane That Brought Homebuilding to the Headlines **Museum Webinar Series**

Chris Henry and Ben Page

When Mechanix Illustrated magazine ran a three-part series of articles written by EAA founder Paul Poberezny showing how easy and affordable it was to build a Baby Ace, little did he know that he would soon be facing a mound of fan mail and requests for information on the airplane. Join EAA Aviation Museum staff members Chris Henry and Ben Page as they talk about this great homebuilt aircraft.

5/11/22

7 p.m. CDT

Out After Dark — A Pilot's Guide to Flight at Night **Qualifies for FAA WINGS credit.**

Prof. H. Paul Shuch

Night flight can be a most beautiful experience for a general aviation pilot. It is also fraught with unique challenges, and its own particular hazards. Private pilots (and sport pilots upgrading to private privileges) receive minimal night training, but that is only the beginning. You can become a safer night pilot, while recognizing that sometimes, the only winning move is not to play. Join Prof. H. Paul Shuch for this presentation..

5/18/22

7 p.m. CDT

Pass Your Checkride, Part 1: Paperwork & Oral Quizzing
Qualifies for FAA WINGS credit.

Larry Bothe

Get your paperwork right so the examiner is happy. Do your homework. Bring everything you need. Learn the common errors in the oral quizzing portion of the checkride, and how to avoid them. You have more control over your practical test than you think you do. Take advantage of these things, and pass the first time.

5/25/22

7 p.m. CDT

Pass Your Checkride, Part 2: The Flight
Qualifies for FAA WINGS credit.

Larry Bothe

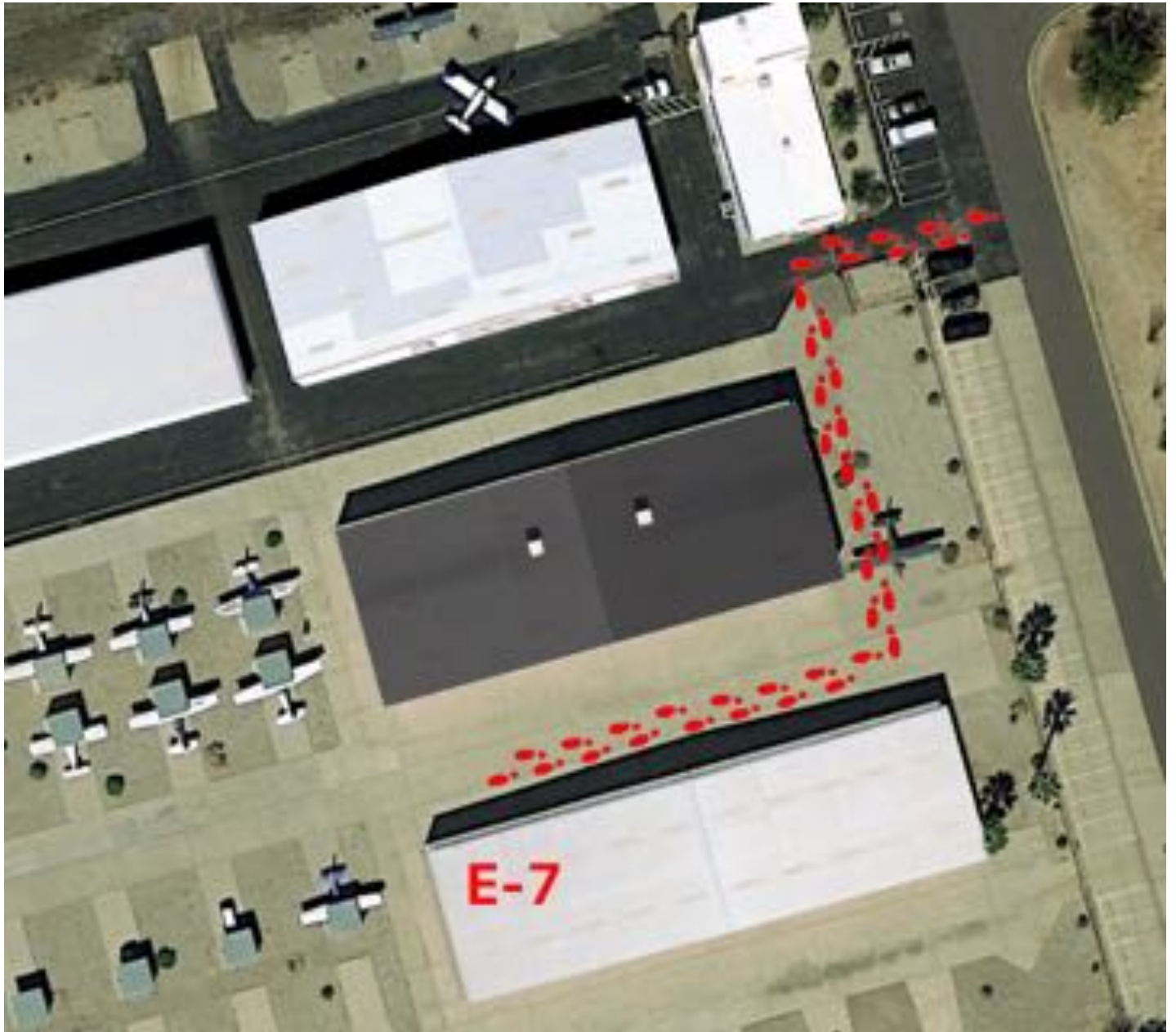
Do the flight portion of your checkride like a pro. Perform maneuvers in ways that always work. Learn how to correct maneuvers that aren't working out. What will the DPE accept, and what is unacceptable? All this and more in this detailed flight portion guidance to your checkride, including a quick five-minute review of the paperwork and oral quizzing presentation. Fly well, and pass the first time.

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 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

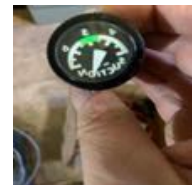
20 - Westach CHT gauge 3AQ1, all 4 cyl at one time.

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



Note: The Corbin Baby Ace has been sold. The other two planes are still available. Prices are negotiable.

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,

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)



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Check out our Chapter Facebook Page!
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**Please send items of interest, classifieds, etc
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or to Dave’s address on home page.

