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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!

NOTE the date change - This month only - third Saturday of June

June 18, 10:00 hrs
At Ryan Airfield
Administration room

Meeting topic

Discussion about aviation fuels and some of the controversy regarding auto gas vs 100LL and some of the controversies



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](#)

Erik Fjerstad

Chapter member Jim Currie made a generous donation of an aircraft jointly to our chapter and to Jessica Cox's foundation "Rightfooted Foundation International". The aircraft is a Skyreach Bushcat LSA (<https://www.fly-skyreach.com/>)

Jim Currie purchased the aircraft last year and decided he wants something faster and is in the process of acquiring an RV7. He generously decided to donate the aircraft to our (the Chapter's and Jessica's) 501(c)(3) organizations. We will jointly decide on how to convert the aircraft into funds for the organizations, and will consider outright sale or raffle. An enquiry has been made to EAA regarding rules and help for conducting a raffle. Utilizing a raffle to dispose of both aircraft (the Stitts and the Bushcat) could be advantageous through raising more money as well as avoiding the issues of "demo flights", etc. The aircraft is currently stored in Erik's hangar at Mobile Aire.



Bob Miller

EAA Chapter 81 Meeting Minutes Saturday May 14, 2022

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

Secretary's Report: This was slightly unusual as Bob Miller admitted that he did not have a copy of the Minutes of the April 9 meeting to read (not that he ever gets to read them anyway). Lynn Wesley immediately volunteered his copy but was shouted down and a motion to accept the Minutes as published on the website and in Sky Writer was made, seconded, and unanimously approved. This whole process took several Minutes, maybe a record long time for rejecting the reading of the Minutes. You should be proud.

Treasurer's Report: Kevin Byers made a concise and presumably accurate account of our finances; here is a summary: Total donation income from 1/1/22 to 4/30/22 was \$1,262.48. Adding this to the \$8,480.63 balance brought forward from 2021, balance before expenses came to \$9,743.11. Total operational expenses were \$52.00, Hangar rent was \$915.00, and total other expenses (all of which was from the Chapter Project Stits SA-3B) amounted to \$811.13. We also made a donation of \$2,000 to Southern Arizona Teen Aviation. Total Expenses added up to \$3,778.13. Subtracting that from \$9,743.11, we arrive at an End Balance of \$5,964.98.

Next, President Fjerstad explained a bothersome but not end-of-the-world SNAFU regarding member currency; it seems that a few of us received notice that our dues were not paid when, in fact, they were. Erik apologized for this error and has contacted all those mistakenly misinformed.

New Members/Visitors: Thomas Neiburger is a lapsed pilot who is working on regaining a Pilot Certificate. Thomas assures us that his situation is a long story for another time. Pilot Joseph Meyer and his wife Kandace have moved here from South Africa; he is going for a U.S. Pilot Certificate.

Update on the Stits SA-3B Playboy project: The aileron friction from misalignment issue is being addressed: Jason is cutting back a bit of a rib assembly to reduce interference and the control friction has been much reduced. Bob Miller has been volunteered to dredge up his Polyfiber Workshop memories to repair the fabric, using materials donated by Bill McLerran (who has actually utilized his knowledge from that very workshop to cover 2 airplanes). George Jenson says that the wing strut fairings are essentially ready to install, although the exact methodology for doing so is still being debated. The final (we hope) issue to address is getting insurance. Apparently, EAA says that we can rebuild and taxi-test but not fly the airplane under our liability insurance. Options to get around this are: sign it off now after a condition inspection and sell it to someone who will buy it without having flown it, or advertise it "as-is" and see what we get. Another option would be to have some intrepid test pilot fly it without insurance, as a flying airplane would likely sell for more. It is legal to sell the aircraft for one dollar (although we have about \$800 into it so far), and there is no law requiring insurance to fly. So far, we have no volunteers to buy the Playboy.

Old Business: EAA sent out a survey via email. It appears that only three of us took the time to answer it. Erik thought that all members received it, but many present had no knowledge of it.

New Business: Should we have a July meeting? Historically, we have not, with Airventure Oshkosh in July. We took a vote and only a few wanted a July meeting, so we will not meet in July.

Now we come to Erik's presentation: Aircraft Electrical Systems - An Overview. This was a rehash of his presentation from 5/18/19. As most of us cannot remember back that far, it served as new information and was, of course updated. Mission of the aircraft determines the categories that follow: Day, Night, VFR?

Room, Weight, Expense

Ability and Interest in DIY (Do It Yourself): wiring, soldering, etc.

How Robust, is full-functional redundancy required?

How Complicated?

What Kind of Fault-Management (and redundancy)?

He defined a Critical System as one where a single fault will lead to an undesirable outcome (i.e. loss of communication, of navigation, of engine function, forced landing, damage, death). Electrical system options include traditional point-to-point wiring, commercially-built wiring harnesses (think Steinair), and integrated systems such Vertical Power and the glass panels from, for example, Dynon, Grand Rapids, and Advanced Flight Systems. The latter have about 90% of the wiring done with pre-made cables, and some have radios, GPS, autopilot, and intercom integrated.

Erik then discussed his own panel, with a backup battery in series, automatically charged and ready to take over if a power loss should occur. Wire selection should be determined by load and resistance (length-of-run and allowable voltage drop). He runs return wires, not depending upon the airframe to serve as ground, and has had zero “noise” as the result. He chose to place his fuses under the glare shield, not accessible during flight, under the philosophy that he has enough redundancy that, if a system were to fail during flight, he could continue the flight and fix it later, and has only experienced one circumstance where this has bitten him, rather gently, in the butt.

He recommends that those interested in glass panels (so much information at relatively little cost and weight) read the review in the latest issue of Kitplanes Magazine: Big Screen Buyer’s Guide. Again, you can spend a fortune on the panel of your dreams, or it can be a relatively affordable purchase for a day/VFR airplane. The mission should determine the complexity.

Meeting was adjourned at 1120. The next meeting will be held at the Ryan Field Meeting room at 1000 on Saturday, June 18, the THIRD Saturday. This is a one-time exception to our usually meeting on second Saturdays, due to travel plans for several of our Board members. Bob Miller will moderate a discussion about aviation fuels and some of the controversy regarding auto gas vs 100LL.

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:

6/7/22

7 p.m. CDT

[One Week Wonder Build: AirVenture 2022 Homebuilders Webinar Series.](#)

Mark Schaible and Charlie Becker

Coming up at AirVenture 2022, EAA will be organizing a group of volunteers to build a Sonex Waix in 7 days. This webinar will provide an overview of the build, equipment, and volunteer opportunities.

6/8/22

7 p.m. CDT

[Home Flight Simulation for Training and Proficiency – Part II Qualifies for FAA WINGS credit.](#)

Evan Reiter and John Albers

Home flight simulation is widely considered an essential training aid for proficiency, avionics familiarization, and communications practice. But are you getting the most out of your home simulator experience? Following our introductory session in March, pilots and “flight simmers” from Flight Simulation Association return to present a detailed look at home flight simulation hardware. With a focus on using simulators integrated with real, human air traffic controllers, we’ll look at the computers, flight controls, and peripherals that make up the ideal home flight simulator — for beginners through to advanced “simmers.”

6/14/22

7 p.m. CDT

[Aluminum Overcast, the history of EAA's B-17](#)
Museum Webinar Series.

Chris Henry and Ben Page

The B-17 is an icon of World War II, and the legendary bravery of the combat crews is still talked about today. EAA's B-17 tours the country to educate and inspire. Join EAA Aviation Museum staff members Chris Henry and Ben Page as they discuss the history of EAA's B-17, N5017N.

6/15/22

7 p.m. CDT

[Getting Started With the Skew-T Weather Diagram](#)
Qualifies for FAA WINGS credit.

Dr. Scott Dennstaedt

The Skew-T log-P diagram is the best-kept secret in aviation weather forecasting if you know how to unlock its secrets. Learn from Dr. Scott Dennstaedt the basic principles and concepts of weather by also learning how to interpret the Skew-T diagram. This tool will enhance your preflight weather briefing in a way that few other tools can.

6/22/22

7 p.m. CDT

[Tips for Flying Into EAA AirVenture 2022](#)
Qualifies for FAA WINGS credit.

Fred Stadler

Learn all about the 2022 AirVenture NOTAM arrival procedures. EAA's volunteer NOTAM Chairman, Fred Stadler, describes FAA required procedures and shares useful tips for reducing pilot workload when flying into Oshkosh for AirVenture 2022.

6/29/22

7 p.m. CDT

[EAA AirVenture 2022 Features and Attractions](#)

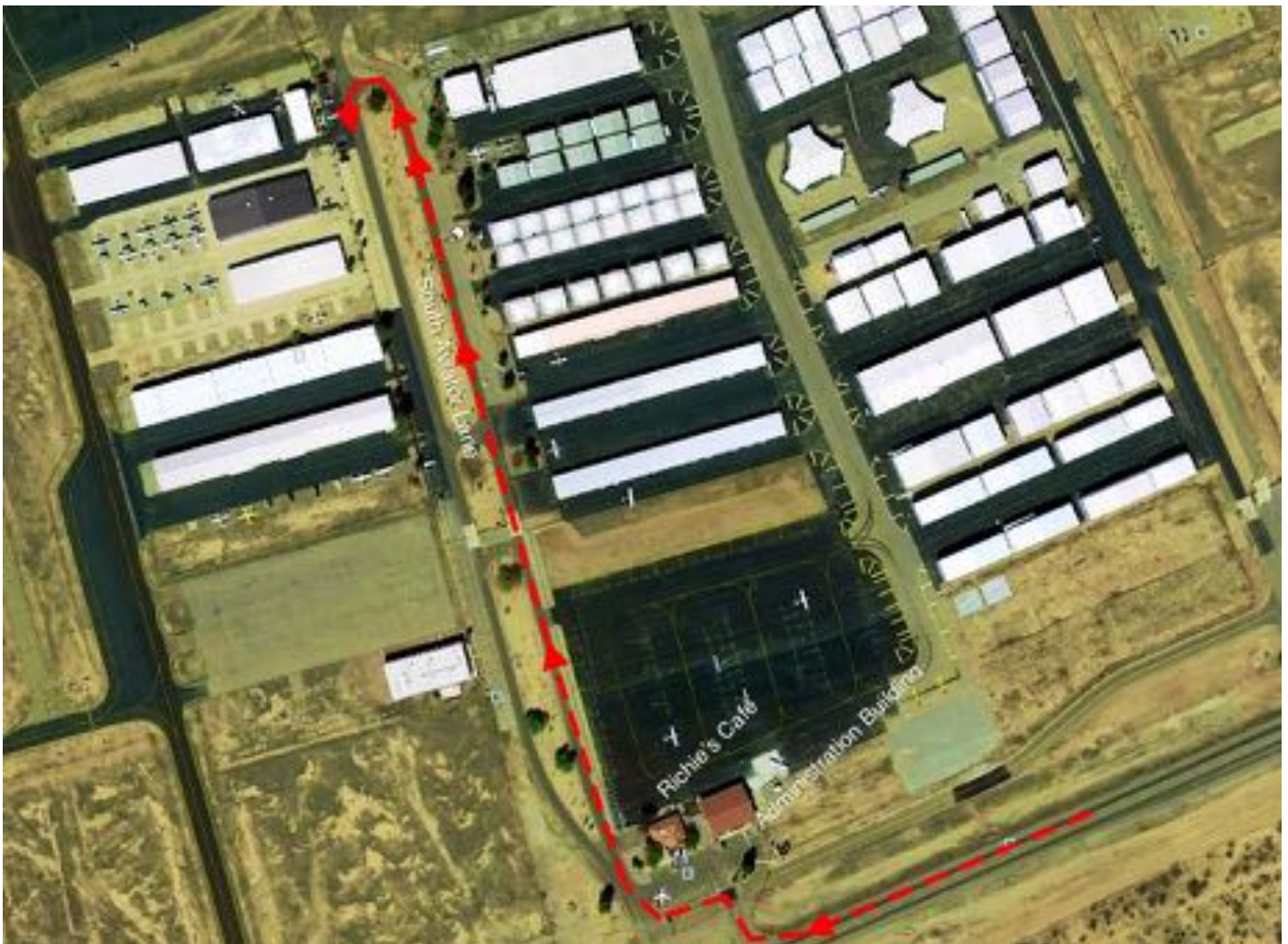
Rick Larsen and Dennis Dunbar

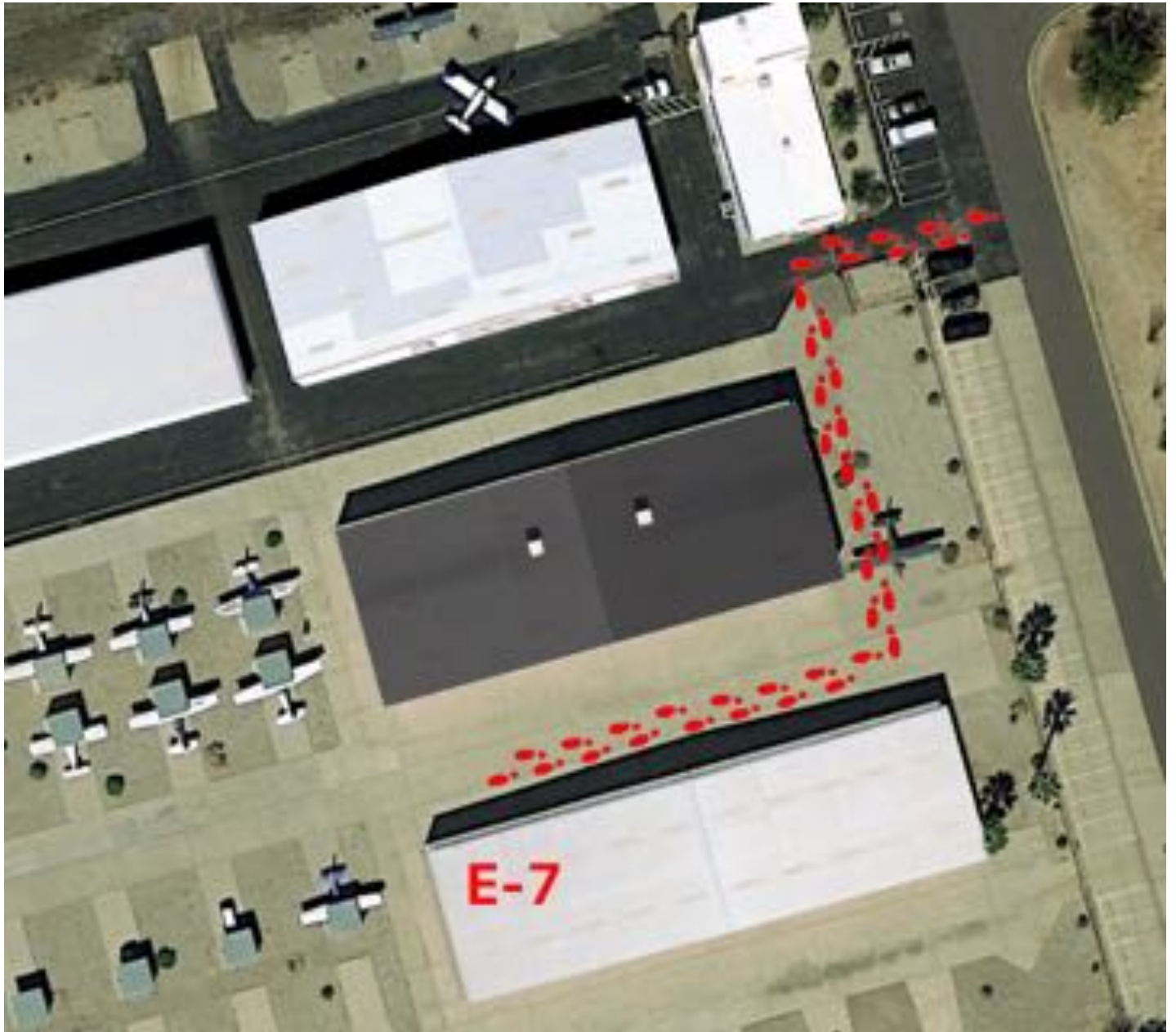
Rick Larsen, EAA vice president of communities, member programs and AirVenture features and attractions, and Dennis Dunbar, director of airshow operations will discuss the latest news on what to expect at EAA AirVenture Oshkosh 2022.

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/ inpulse coupling, 400 hours on it since overhaul – used TSO'ed



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,
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.
Corvair 164cid 90 HP. Located in Gila Bend, AZ. \$6500. 520-440-2191



AEROSPORT SCAMP BIPLANE

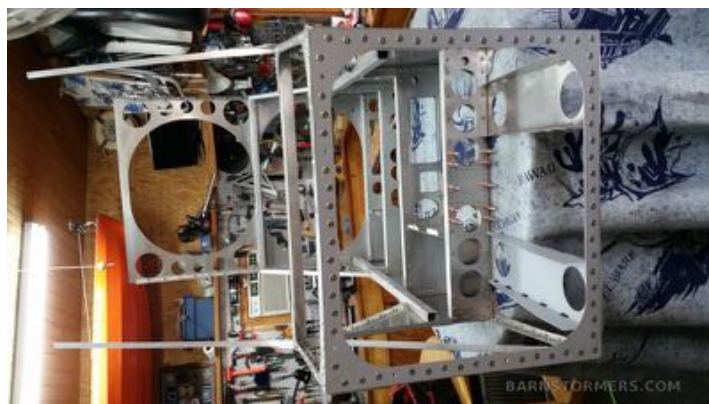
Single Seat, Tricycle Gear. Built In 1983. TT unknown.
Volkswagen 1834cc. Located in Gila Bend, AZ. \$3500. 520-440-2191



KIT AIRCRAFT - UL or LS Single Place Taildragger with New Engine

2014 BELITE ULTRACUB KIT & ENG • \$12,000 • **FOR SALE AS ONE LOT** • Belite LS or UL Kit (Turtle Deck, Fabric, Created New Polini Thor250 Engine & Mount, Plans. Located Ryan Field AZ. Kit Construction ongoing, some tools and hardware included. Separate Cost: Kit \$6695; Engine and Mount \$5,800. Cash ,MO, Cashier CK Must clear banks before Bill of Sale has been completed. Tucson area buyers may receive a \$1,000 discount if he/she agrees to be 1/4 hangar partner (subject to primary hangar rentals approval) for \$116.67/Mo for min of 12mo. Hangar includes use of 3/4X4'X17' workbench, kit storage, tools and much more. Currently 3 other Experimental AC under Const in Hangar • Contact [Steven Hulland](#) , Owner - located Amado, AZ 85645 United States • Telephone: [520-307-5775](tel:520-307-5775) • Posted June 7, 2022

Can be seen in Barnstormers.



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!
<https://www.facebook.com/eaa81.org>

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

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or to Dave's address on home page.

