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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!

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

No meeting in July.
Regular meetings resume in August

Go to Oshkosh !

Click on the link below to see aviation events around Arizona

Arizona Aviation Events

Bob MIller

Bushcat has been listed for sale.
https://www.barnstormers.com/classified-1751263-Skyreach--Bushcat---nearly-new.html

EAA Chapter 81 Board of Directors Meeting Minutes
Saturday June 18, 2022

Meeting was called to order by President Erik Fjerstad, who participated via phone. Present were Vice President Steve Hulland, Secretary Bob Miller, Treasurer Kevin Byers, Jessica Cox, Patrick Chamberlain, George Snyder, Austin Lambert, David Schiffman, and Lynn Wesley. A quorum was achieved.

This was a special meeting called to discuss the dispensation of the Skyreach BushCat aircraft which was donated equally to EAA Chapter 81 and to the Left Footed Foundation founded by Jessica Cox and husband Patrick Chamberlain. Each organization has its independent Board of Directors. Neither organization wishes to own the aircraft, and the topic before us is whether to make it the prize of a raffle or to sell it outright. The profits from either course would be divided equally between the two above organizations. The aircraft sold new for $106K and there is currently a six-to-nine month wait from the factory.

Vice President Hulland was the lone proponent for raffling, citing personal experience with raffles through his association with the Civil Air Patrol. Issues raised might include the differences in tax laws from state to state, and withholding taxes which would have to be paid by the winner. However there was unanimous approval for putting the aircraft up for sale, suggesting a price of $100K, available for immediate delivery in nearly-new condition. If this sale price could not be attained, we could still fall back on a raffle.

A complication is that, in order for a demonstration flight to be provided, the aircraft would have to be transferred to full ownership by the Left Footed Foundation, accompanied by documentation stating that half of the proceeds would come to Chapter 81. Another option would be for the aircraft to be sold to a Chapter 81 member for $100K with guaranteed option to sell it back at his/her discretion.

Vice President Hulland suggested that, if a lower offer were made, President Fjerstad should have the option of authorizing the purchase without requiring further approval by the Chapter 81 BOD. However, the Left Footed Foundation BOD would also have to approve. The Left Footed Foundation will be meeting in 6 days and decide on this option and on the sale in general.

Jessica Cox wanted to know whether the donor wanted to remain anonymous. All those present agreed that a private meeting would be acceptable, but that the donor's name would not be brought up at the Chapter 81 Meeting to follow.

The meeting adjourned at 0940.

Respectfully Submitted by
Secretary Bob Miller

Bob Miller

EAA Chapter 81 Meeting Minutes
June 18, 2022

Meeting was called to order at 1002 at the Ryan Field meeting room by Secretary Bob Miller in the absence of vacationing President Erik Fjerstad. Bob requests your indulgence in regard to possible errors or omissions in today's Minutes, as it is freakin' hard to run a meeting, provide the presentation, and keep notes all at the same time.

Secretary's Report: It was quickly moved, seconded, and approved, that the Minutes of the May 14 meeting be accepted as published in Sky Writer and on the website, without being read. So predictable.

Treasurer's Report: Kevin Byers presented a spreadsheet of expenses and income from 1/1/22 through 5/31/22. Income is from dues ($1,300 this year), cash donation of $45, coffee donations ($138.73), for a donated total of $1.483.73. Expenses come from State of Arizona fees ($10), meeting expenses ($66), hangar rental ($915), and aircraft project expenses of $815. We also made a donation to Southern Arizona Teen Aviation of $2,000. Total expenses added up to $3,802.13. Our end balance was $6,162.23.

Visitors: Dr. John Wadleigh and his son Jeff are currently building a Skyreach Bushcat. John flies a push-me-pull-you (Cessna 337 Skymaster).

Old Business: The Stits SA-3B (Playboy) project has slowed down during the summer months. George Snyder is fabricating some brackets to reinforce the wooden wing structure near the aileron attachments. Bob Miller was volunteered to do some required fabric patching near the ailerons, due to his having attended a weekend workshop on the Poly Fiber method. He has recruited Bill McLearran, who not only attended this workshop with Bob, but has actually covered two airplanes since then. George notes that MEK (methyl ethyl ketone), the approved solvent for the Poly Fiber method, has become increasingly unavailable and outrageously expensive, although our need for this chemical will be quite modest. The "safer" substitutes available in hardware stores won't work in this application. We are told that Grainger sells 5 gallon buckets of MEK, but at $55 per gallon, about 10 times the previous price.
alternator off an engine pad would eliminate the liability of employing any belt, if that option is available.

New Business: A Skyreach Bushcat has been anonymously donated to both Chapter 81 and to the Left Footed Foundation, founded by armless pilot Jessica Cox and her husband Patrick Chamberlain. Just prior to today's chapter meeting, there was a Chapter 81 Board of Directors meeting specifically to discuss the dispensation of this aircraft. EAA chapters cannot own an aircraft so, unless the Left Footed Foundation wishes to purchase our half outright, it must be sold or raffled and the proceeds evenly divided between the two organizations. Both are 501 (c) (3) non-profits. All of the Chapter 81 officers were in attendance (President Fjerstad by phone), along with enough other members of the BOD to constitute a quorum. A copy of the meeting Minutes will be posted on our website. Both options were discussed at some length and the unanimous decision was to attempt to sell the nearly-new aircraft for $100,000. There is a 6-9 month wait for a new factory-built Bushcat, currently selling for $106,000. The Left Footed Foundation BOD will be meeting in 6 days and it is expected that they will agree to this course of action. President Fjerstad will compose an ad for aviation sales publications. A motion was made, seconded, and approved that, if the asking price were not to be attained, President Fjerstad could negotiate a lower price without requiring approval from the Board of Directors.

Other Business: George Snyder presented Show-And-Tell about a shredded alternator belt from a Lycoming engine. It failed at 500 hours and looked fine at last previous inspection. George cautions that small cracks can be difficult to see without removing the belt. Because a low-time belt can deteriorate just from heat, George recommends that they be stored in a cool place in a sealed bag, and that they be changed on a time basis (age, not operating hours). A question from the floor was whether link-belts could be substituted. These are more prone to cracking than solid belts but could be considered just to get home. Of course, using a gear-driven alternator off an engine pad would eliminate the liability of employing any belt, if that option is available.

And finally, the Main Event: Bob Miller, Chapter 81 Secretary Emeritus and Undisputed Motor-Mouth, presented his, er, presentation on *Auto Gas vs 100 LL*, a topic of great interest and controversy, especially among Rotax aircraft engine users. The Rotax 900-series engines (80 HP 912 UL, 100 HP 912 ULS and 912 iS, 115 HP 914, and 141 HP 915) are approved for operation on automotive gasoline containing up to 10% ethanol; in fact, it is recommended over the use of 100 LL aviation fuel for the purpose of avoiding the lead-induced problems caused by 100 LL's not-so-low lead content.

These include lead-fouling of spark plugs and lead oxide build-up in combustion chambers and in the engine oil. There are also certificated aircraft with traditional (i.e. Lycoming or Continental) aircraft engines with STCs (Supplemental Type Certificates) for auto gas use. Bob's talk will be printed in its entirety elsewhere in this issue of Sky Writer.

The donated Bushcat will be available for examination after the meeting at Mobile Aire hangar C04, the first row of hangars on the east side as you drive north on Aviator Lane.

Meeting was adjourned at 1100. There will be no July Meeting as usual, due to Airventure Oshkosh. The next meeting will be held on the second Saturday, August 13, at 10 AM at the Ryan Field meeting room.

Respectfully Submitted by
Secretary Bob Miller

Auto Gas VS 100LL

Bob Miller

What is octane and why is it important? When we talk about the octane of fuel, what we mean is the octane rating of the fuel, which determines its detonation resistance. Detonation occurs when a local pocket of fuel and air spontaneously combusts after the normal spark ignition, creating pressure in the form of a shock wave. This can be heard as a knocking sound (knock), also called pinging. It signals that fuel is not being burned at a controlled rate and can increase pressures dramatically, damaging engine components. In an internal combustion engine, normal combustion is not an explosion but a slow burn, with the expanding gas pushing the
piston down into the cylinder. Detonation is different from *preignition*, which occurs when combustion begins before the spark; for example, due to a too-hot spark plug. Preignition is much more damaging than detonation.

So, the higher the octane rating, the less likely the engine is to have detonation. Where does the octane rating come from? In a research lab, the organic compound iso-octane (3 methyl groups on a carbon)-CH2-(carbon with one hydrogen and 2 methyl groups), also called 2,2,4 trimethyl pentane, is arbitrarily assigned the number 100. In other words, any fuel which has the same detonation resistance as iso-octane is considered 100 octane. It is compared to heptane (CH3-CH2-CH2-CH2-CH2-CH2-CH3), which has much less detonation resistance and is arbitrarily assigned the octane number 0. So, a fuel consisting of 90% iso-octane and 10% heptane has an octane rating of 90. So does any other fuel with the same detonation resistance as this mixture.

The octane rating at the gas pump is the average of two ways of measuring o ctane: the Research Octane Number (RON) and the Motor Octane Number (MON). Both are determined in a research lab using a single-cylinder engine with a variable compression ratio. The RON is generally higher because the engine turns at 600 RPM with cool intake mixture and constant spark timing. The compression ratio is increased until the engine begins to detonate. The MON is generally 8-12 octane numbers lower because its research engine turns at 900 RPM and adds in the factors of pre-heated fuel and variable spark advance. The Anti-Knock Index (AKI) is simply the average of the two: (R + M)/2 and is the octane number we see at the auto gas pump. The aviation anti-knock index is determined somewhat differently: 100 LL has a lean rating of 100 but a rich rating of 130.

By the way, high-octane fuel does not burn any hotter than low-octane fuel, nor does it make any more power; it just burns more slowly. It does, however, allow higher compression and more spark advance, and those CAN make more power. If your engine runs fine on 87 octane fuel, higher octane fuel will make no more power.

So, what's the big deal about unleaded gasoline? Why was there lead in auto gas in the first place? During WW II, it was discovered that a small amount of tetraethyl lead (TEL) mixed into gasoline would increase its detonation resistance greatly. This was a closely guarded Allied secret and allowed their aircraft to used increased cylinder pressures (often with mechanically-driven superchargers or with exhaust-driven turbochargers) to make more power without being destroyed by detonation. After the war, leaded gasoline allowed faster-turning engines with higher compression ratios to make more power, and the higher-lead-content fuel was called "ethyl", "premium", or "high-test". This was just dandy until it was discovered that lead is toxic. In the U.S., unleaded gasoline was introduced on a large scale in the 1970s and on January 1, 1996 became mandated the only available auto gasoline. In 2005, alcohol (either methanol or ethanol) was added to gasoline as a way to increase octane rating without using lead. Either alcohol has an AKI (anti-knock index) of 99. They also are called oxygenated fuels because they are already partially oxidized compared to pure hydrocarbons. They caused a slight leaning of the mixture of carbureted engines, which was touted as improving exhaust emissions, but a modern, fuel-injected engine will simply enrich the mixture to compensate, so there is no clean-air value to gasohol in these vehicles. In fact, because the alcohol-diluted gasoline has a lower average energy content, fuel economy is lower. Incidentally, the STCs (Supplemental Type Certificates) for auto gas for some airplanes were issued at a time when there was no alcohol in the gasoline.

How much tetraethyl lead (TEL) is in avgas? Depends upon which one. Remember 80/87? It had 0.5g per gallon. How about 100/130? It had a whopping 4g per gallon, 8 times as much. 100LL is only relatively lower; it still has 2.12g per gallon, more than four times as much as 80/87.

The laws that applied to auto gas did not apply to avgas, and it continues to use TEL, although much research has gone into finding an unleaded substitute that still does as good a job as current avgas, meeting all requirements, such as detonation resistance, storage stability, low vapor-pressure, and compatibility with older aircraft engines and fuel systems. The front-runner in the unleaded avgas producers seems to be SwiftFuel 94 UL. This number seems low, but it refers to Motor octane and its AKI is actually 99.

So, why even consider putting alcohol-containing auto gas (differentiated from mogas, which is free of both alcohol and lead) into aircraft? Well, you might have noticed that the vast majority of newer LSAs (Light Sport Aircraft) are utilizing the Austrian Rotax engines, which offer relatively high power for a given engine weight and size in the field of four-stroke aircraft engines.

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Rotax is not fond of leaded avgas in its engines, as it causes lead deposits in the combustion chambers, fouls the oil and the spark plugs, and accumulates in the gearbox of the reduction drive. It does the same with Lycoming and Continental engines but we are accustomed to living with it. Rotax is fine with 91 octane auto gas with up to 10% alcohol for its engines, but recommends a special engine oil (AeroShell Sport Plus 4) if leaded avgas is used. This is a semisynthetic oil which helps keep lead in suspension (pure synthetics cannot do this) and otherwise meets all the requirements for Rotax engines. Even with this oil, more frequent oil changes and gearbox inspections are recommended if 100LL is extensively used. Let's compare auto gas and 100LL. The disadvantages of auto gas are:
The alcohol causes corrosion, can damage polymer seals and composites, and absorbs water, creating a sludge or varnish. It shortens shelf life considerably. Auto gas can create vapor lock, its formulation varies greatly from one location to another, and it is not commonly available at airports.

Advantages: Less expensive than avgas, does not have the disadvantages of TEL so runs cleaner, approved by Rotax, can be purchased everywhere (except at most airports).

The disadvantages of 100LL are:

Tetraethyl lead is toxic, creates deposits that can cause valve and piston rings to stick, and creates sludge in the oil. Avgas is expensive because is a leaded fuel, requiring special blending, transport, and storage. It must be isolated from unleaded fuels. It inactivates oxygen sensors and destroys catalytic converters.

Advantages: Consistent blending. Shelf life of a year or more. Low vapor pressure. Approved for all aviation engines and available at many airports. Won't harm older fuel systems or composites. Does not absorb water.

Adjuncts: The harmful effects of TEL can be moderated with a product called Tri-Cresyl Phosphate (TCP), as found in Decalin Run-Up.
One ounce added to 10 gallons of 100LL prevents buildup of lead oxide by converting it to lead phosphate, which exits via the exhaust.

Similarly, the shelf life of gasohol can be ameliorated with the use of gasoline stabilizers, such as Stabil, but its other issues remain.

Finally, there is one location, sort-of nearby in Marana, for alcohol-free unleaded gasoline (mogas). Circle K #9539 at 11403 W. Tangerine Road sells this 89 octane product.

If you fly your Rotax-powered airplane on gasohol several times per week it will do fine, assuming fuel system compatibility. If it is going to sit for long periods, fill the tank with alcohol-free gasoline (mogas) or gasohol with a stabilizer added. An occasional fill of 100LL won't be a problem. On the other hand, If you are concerned about fuel incompatibility with your fuel system or engine, or if your airplane does more sitting than flying, you can't go wrong with 100LL. The fiberglass fuel tanks supplied with my Kitfox won't tolerate alcohol, and the factory replacements that will tolerate alcohol would cost me $1200 (plus an 8-month wait). My plan is to use either mogas or avgas with TCP added, which the Kitfox forum tells me is tolerated just fine in the early fiberglass tanks.

I have no issue with more-frequent oil changes nor with using the specified AeroShell Sport Plus 4. I travel frequently and won't have to worry about the gas going bad while I am away. The Kitfox only burns 5 gallons per hour, so the more-expensive 100LL won't cost me a fortune, and when the unleaded alternatives become readily available, I'll be happy to change over.

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:

8/2/22
7 p.m. CDT
Homebuilt Highlights from AirVenture
Homebuilders Webinar Series.
Marc Cook

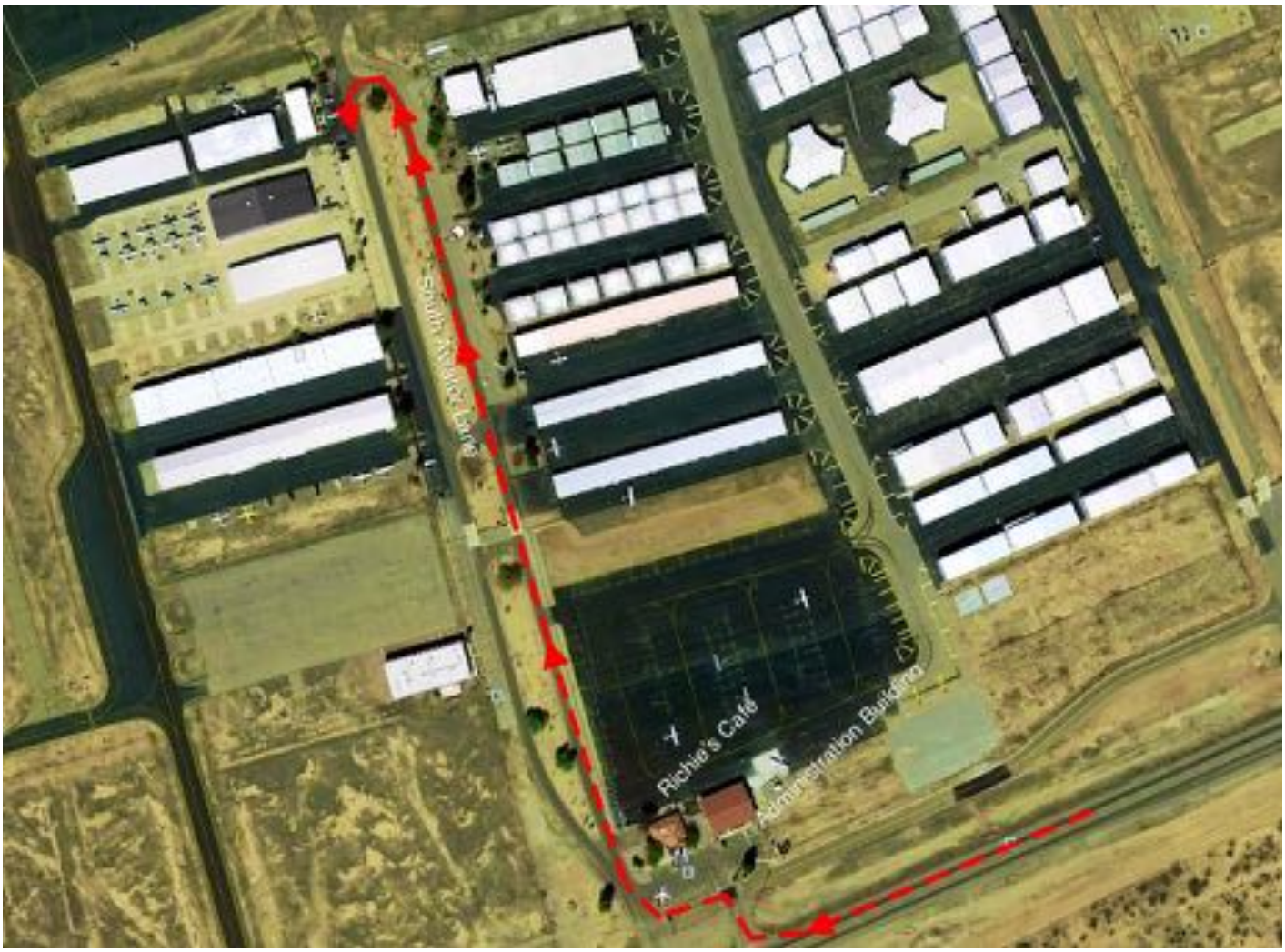
Kitplanes Magazine's Editor in Chief Marc Cook will cover the important homebuilt news, products, and just plain cool aircraft that caught his eye at AirVenture 2022. Even if you attended AirVenture 2022, put this one on the calendar as you just can't see it all.

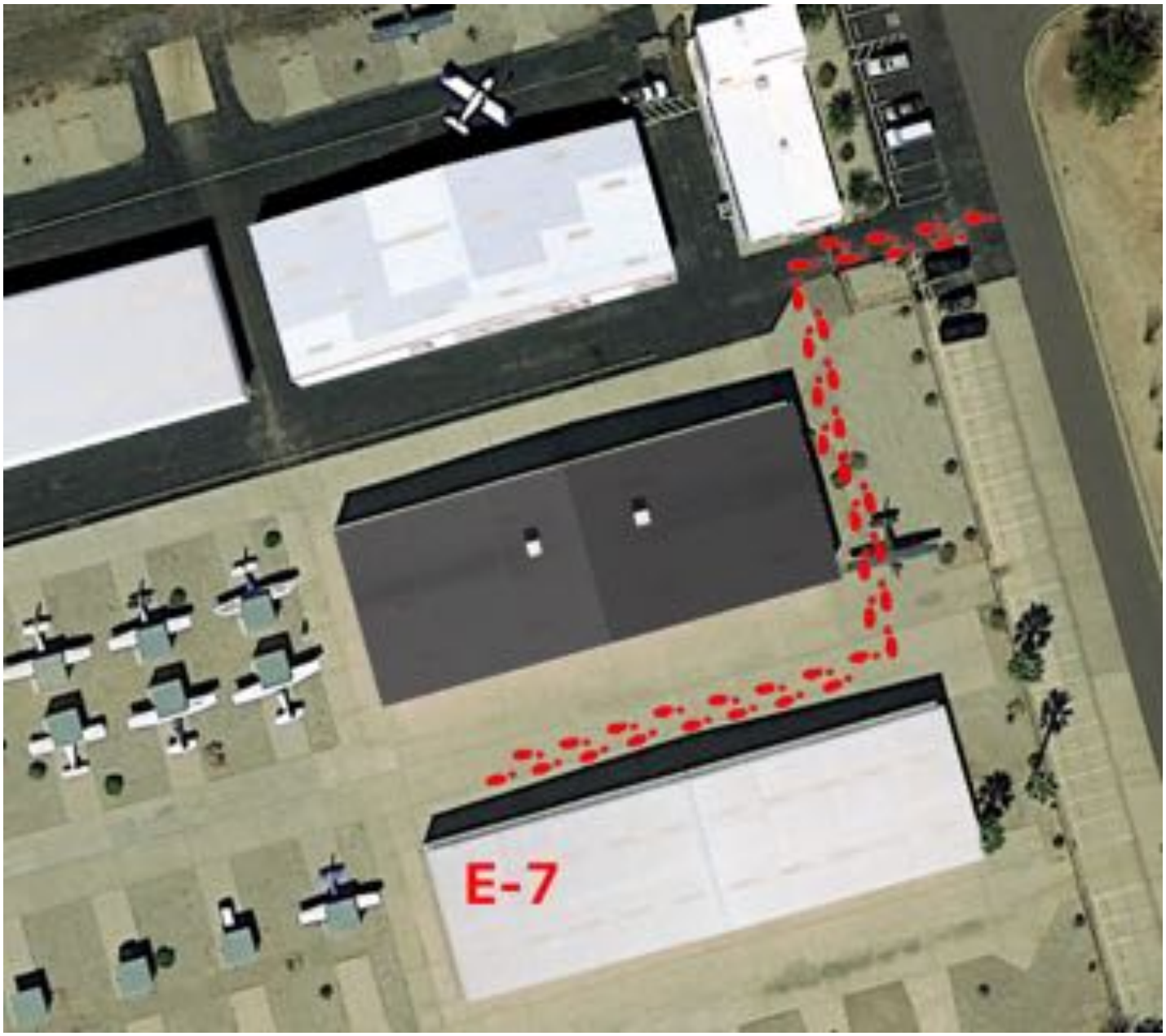
8/3/22
7 p.m. CDT
Disastrous Annual
Qualifies for FAA WINGS and AMT credit.
Mike Busch

In this webinar, maintenance expert Mike Busch A&P/IA tells the sad tale of a highly experienced aircraft owner who took a newly purchased airplane to a shop he'd never used before for the first annual inspection on his watch. The annual turned into a disaster that resulted in the airplane being unflyable for more than a year and a huge invoice far beyond the shop's estimate. The sad part is that all of this could have been prevented had the owner simply dealt with the shop in a more businesslike manner, something Mike explains in detail. This should be a cautionary tale for every aircraft owner.

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




E-7

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

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

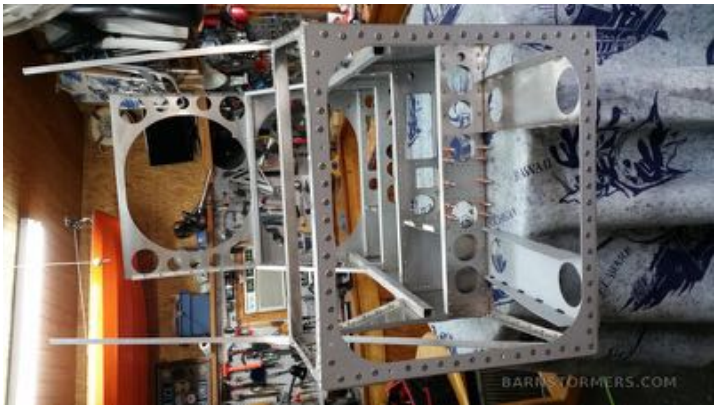





KIT AIRCRAFT - UL or LS Single Place Taildragger with New Engine

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 • 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)

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.

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