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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!

EAA Chapter 81 Meeting
October 08, 2022
10:00

Ryan Airfield Administration building
(Just East of Richie's Cafe)

Topics will be:
Nominations for chapter officers, with the election occurring at the November meeting.
Discussion of potential new chapter initiatives involving use of the donated funds.
While there were initial discussions on the topic at the last meeting, we will discuss goals, objectives, and criteria that should be considered when reviewing the chapter's opportunities.

Click on the link below to see aviation events around Arizona

[Arizona Aviation Events](#)



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

Dave Jaksha

Trans Atlantic Model - TAM

While I was bouncing around YouTube looking to improve my aeronautical chops, I came across this video about a 6 lb ICE powered RC model that was designed to fly non-stop across the Atlantic from Newfoundland to Ireland. The 1880 mile flight was in 2003 using GPS for guidance and ARGOS satellite for telemetry. Below is a YouTube video and a couple of other links for additional information on the flight.

<https://youtu.be/Q20uRLcvKjM>

https://archive.org/details/Model_Airplane_News_Magazine_2004-01/page/n39/mode/2up?q=Tam&view=theater

https://en.wikipedia.org/wiki/The_Spirit_of_Butts%27_Farm

I also came across a video about Walt and Bill Good and their early experiments with RC aircraft. Very interesting.

<https://youtu.be/jduj1wkGFT0>

Bob Miller**EAA Chapter 81 Meeting Minutes
September 10, 2022**

Meeting was called to order in the Ryan Field conference room at 1000 by Secretary Bob Miller in the absence of President Erik Fjerstad, who is traveling, but is likely to turn up again one of these days. Bob apologizes in advance for any lapses in the Minutes, as it is durned difficult to run a meeting whilst trying to take notes at the same time, a difficulty level akin to juggling chainsaws while trying to text. There is that occasional dropped letter (or hand).

Secretary's Report: The Minutes of the August 13 meeting were brandished, but before Bob could say a word, a motion was made, seconded, and unanimously approved: they were accepted as published on the website and in Sky Writer.

Treasurer's Report: Kevin Byers provided a report covering the period between 1/1/22 and 8/31/22: Income consisted of Dues (\$1,320.00), Cash Donation (\$145.00), Cash for Coffee and Donuts (\$203.73), and Cash for Donated Stuff (\$90,000.00 - the Bushcat), for a total of \$91,668.73. Expenses included: Media (\$119.95 to advertise the Bushcat), Organizational Expenses (\$10.00 to the State of Arizona), Operational Expenses (\$92.00 for meeting expenses), Hangar Rent (\$1,830.00), Aircraft Project Expenses (\$811.13 so far on the Stits Playboy), and a \$2,000.00 donation to Southern Arizona Teen Aviation, for a total of \$4,863.08). Our End Balance as of 8/31/22 was \$95,286.28, keeping in mind that half of the \$90K donation from the sale of the Bushcat goes to the Right Footed Foundation. Next month's statement will subtract that from our End Balance. But, for one shining moment, we were loaded.

Visitors: Dave Moore just moved down here from Seattle, where he was a member of EAA Chapter 84. He lives in Eloy and is a “lapsed pilot”. He earned his ticket in 1968 and attempted to fly a Stinson 108-3 Station Wagon to Oshkosh, only to have to turn around due to fires en-route. Thankfully, none of them was aboard the Stinson!

Jay and Susan just flew back to Arizona, and boy, are their arms tired! They live in Oro Valley and are seeking an airplane.

Travis Vandenberg has a Cessna 150, is working on his ATP (Air Transport Pilot) rating, and is looking for a Rotax 503, 582, or 670 (the latter is a snowmobile engine).

Ken Smalley will be flying back to to Nashville in October in his Zenith 750 Super Duty and is looking for a companion.

Case De Koe has been a member of EAA since 2003 and is another lapsed pilot.

Paul Schwam has been to 3 meetings, is not current, but is interested in electrical aviation.

Bob Traylor is here with friend Chris. Bob is a student pilot in an RV-12 and is getting close to his check ride.

Our Featured Presentation today is from Jim McGill, who just started building an RV-10. He has been a pilot for 25 years and has been flying his 1967 Mooney M20C for twenty of them. Ten years ago at Marana Airport he met Richard Kincade a few hangers down, and saw his RV-9A, which “planted the seed”. Jim looked at old Bonanzas and the RV-14. Encouraged by the incorrigible George Snyder (go ahead, just try to correct him!) and Mike Eesley, he “pulled the trigger” and ordered the RV-10 empennage and quick-build wings. At the time, he was quoted a 5-month lead time, and was then told that delivery was “imminent”, but after he sent the check, there was a change of management at Van’s Aircraft and another 2-month delay.

Although frustrated by the process of dealing with Van's, which had been falling farther and farther behind in kit production, he feels that the kit itself is "incredible". Demand has quadrupled in 3 years and there are now over 11,100 kits completed. Supply chain issues were addressed by opening a second production facility in Brazil (Vans already has been producing parts in the Philippines). Vans has entered the computer age and has doubled kit deliveries from 40 to 80 per week in the past 9-12 months. However, there is still a six to eighteen month wait, depending on the part ordered. For example, there is a wait of eight to fourteen months for a discounted Lycoming engine from Van's. Jim was impressed by the pre-punched holes and says that he hardly had to match-drill any holes. Thick skins are now laser-cut. Jim showed older-style ribs that were formed and needed to be fluted to straighten; the new ones lie flat! While it is commendable that ongoing development takes place, Jim says that the instructions lag behind the changes. His quick-build wing is still at the manufacturer and is not yet crated. Estimated wait is somewhere between one month and next June! Jim is at the point where he is concerned that he will run out of things to do before the parts are available. (The same occurred to Southern Arizona Teen Aviation's RV-12 build; summer build sessions had to be cancelled as all shipped parts were used up.) In the meantime, Jim has built two practice parts and has a third available, as he acquires his building skills. Jim says, "I'm a kind of a CAD (Computer-Aided Design) geek". He could have started his RV-10 in the garage but wouldn't have been able to get it out afterward. "Even the empennage won't get out the door." He is getting his shop in order, with two 6-foot benches end-to-end. He received the crate for the empennage on Memorial Day weekend. "The packing is really good and the kits are so well-organized that I shelved them as delivered on two shelves." The horizontal stabilizer skins are ready to dimple. When asked what his wife thinks about the build, Jim had a ready answer: "She left me!" Actually, she just took a job out-of-town. Panel? He is waiting to decide on this because of the rapid evolution of electronics. Engine and prop? He has already ordered a Lycoming IO-540 and Hartzell C5 prop. The engine is in the \$60K range, the prop \$9,990, and he thinks that final costs will approximate \$200K. Jim had some vertical tail parts for display and answered further questions after the meeting.

Old Business: SATA (Southern Arizona Teen Aviation) is about halfway through building its third RV-12. The first was sold and the second will be flying students as Young Eagles in the near future.

There was a question about insurance for the Stits SA-3B project. It is not currently insured and, as the intention is to sell it, insurance decisions will be made by the new owner. President Fjerstad will be better able to discuss other insurance options at the next meeting.

Do we want to restart doing Pancake Breakfasts? Steve Hulland took a look at the trailer and says that it would not take much to make it functional and presentable, with mostly cosmetic work required. We certainly do not need them for fund-raisers, but they are inherently fun and would involve Chapter 81 members in an activity that might raise interest in our chapter. The topic was tabled for another meeting.

The Copperstate Fly-In: Steve Hulland, who runs Flight-Line OPS, is pessimistic about whether there is enough time remaining to organize this event for next February. There have been administrative changes and the Buckeye site is in question. Best bet for updates would be to look at the website. There was a brief discussion about possible sites, including Ryan Field, but certainly not enough time to make it happen next February.

Christmas Dinner: Several members fondly remember this tradition and would like it to resume. El Corral was generally liked and some would like to return there. The second week of December seems to be a convenient time.

New Business: Rachael Blackketter was unable to attend this meeting due to a scheduling conflict, but Bob Miller read aloud her letter to our Prez regarding a "Young Eagles Event Idea". She works for the Court Appointed Special Advocate (CASA) program in Tucson at the Juvenile Court.

She sees these disadvantaged teens and children as worthy candidates for Young Eagle flights, and she would like to volunteer the services of CASA volunteers in coordination with Chapter 81 to organize some events. This will be discussed further at the next meeting.

The next item of New Business was to discuss what to do with our donation windfall. Facetious suggestions about dancing girls and booze parties were rapidly dismissed, although I have to say that the BMAFF (Bob Miller Aviation Fun Fund) certainly sounds as though it has some merit. But seriously, Ladies and Germs, we now have the ability to pay for some items that were previously out of our financial reach. Suggestions discussed include:

1. Buy a hangar. We are currently renting. Although we still do not have enough to buy a hangar at Ryan, we could borrow the rest and make the payments out of what we are currently paying for rent. The biggest objection came from George Snyder, our Chapter Hangar manager who states that we are currently underutilizing our hangar. Other chapters use their hangars for meetings, parties, and as a pilot hang-out.
2. Aviation education scholarships, from Sport Pilot up.
3. SATA and other non-profits. This might include regularly scheduled endowments.
4. A simulator, advanced enough to certify IFR currency.
5. Invest the money and build it up.
6. Pay for gas for Young Eagle flights (per Chuck Valade, EAA says no).
7. More chapter tools, perhaps for operations that require an expensive tool that would not be otherwise used a lot. George Snyder again piped up, saying in no uncertain terms that we have a heap of tools that aren't being used now. However, he would not be opposed to our earmarking a certain proportion of our wealth toward a few specific tools that would be of use to many members/builders.

The meeting was adjourned at 1130. Next meeting will be at the Ryan Field meeting room on Saturday, October 8 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:

10/05/22 7 p.m. CDT

On a Short Leash – Maintenance Costs
Qualifies for FAA WINGS credit and AMT credit.

Mike Busch

The very best maintenance shops do thorough inspections and meticulous maintenance but can also run up shockingly high invoices unless the aircraft owner is actively engaged and keeps the shop on a short leash. Maintenance guru Mike Busch A&P/IA demonstrates exactly how this should be done, using a real-life example of an owner who appropriately declined two-thirds of the shop's proposed repairs, thereby reducing a \$25,000 work order to a \$5,000 invoice. You'll learn what kinds of things can be reasonably and prudently declined or deferred, and what things you should always approve.

10/11/22 7 p.m. CDT

The Treasures of Pioneer Airport, Part 2
Museum Webinar Series

Chris Henry and Ben Page

One of the hidden gems of the EAA Aviation Museum is Pioneer Airport, located behind the main museum. This re-creation of a 1930s airfield houses a special part of the museum's collection, including many examples of golden age aircraft.

10/12/22 7 p.m. CDT

**[Oil Changes as a Diagnostic of Engine Health](#)
Qualifies for FAA WINGS and AMT credit.**

Bill Ross

One of the most important and informative bit of engine maintenance an owner can do is the oil change. Bill Ross from Superior Air Parts will examine how to look for indicators of internal engine health and when to become concerned. Engine oil types, additives, and filters will be discussed in providing the best protection against internal engine difficulties.

10/13/22 7 p.m. CDT

[Tax Exempt Basics](#)

Patti Arthur

This webinar will cover the basics of tax exempt status for EAA chapters. Patti Arthur, a tax attorney with many years of experience helping EAA chapters, will help you understand the basic rules of tax exempt and charitable status.

10/19/22 7 p.m. CDT

**[When the Engine Goes Silent](#)
Qualifies for FAA WINGS credit.**

Larry Bothe

What should you do when it gets quiet up front? Nine-time engine failure survivor and certified flight instructor Larry Bothe will tell us what really works and what doesn't when the engine quits. Not only what you do, but when you do it, can have a big impact on your likelihood of survival. Join us for Larry's informative presentation.

10/25/22 7 p.m. CDT

[Guidance for Using Young Eagles Online Registration and Digital Signature](#)

David Leiting

Join David Leiting, EAA Eagles Program manager, as he provides an in-depth look at the Young Eagles online registration system (YEDay), and how to use the EAA Digital Signature app in conjunction.

10/26/22 7 p.m. CDT

[Avoiding Loss of Control](#) Qualifies for FAA WINGS credit.

Catherine Cavagnaro

Catherine Cavagnaro from Ace Aerobatic School will discuss the aerodynamics of common flight situations that lead to a loss of control, associated recovery techniques, and ways to avoid those situations in the first place. Catherine will share original video clips which will help the aerodynamics make sense.

11/2/22 7 p.m. CDT

[Real-Life Breakdowns](#) Qualifies for FAA WINGS and AMT credit.

Mike Busch

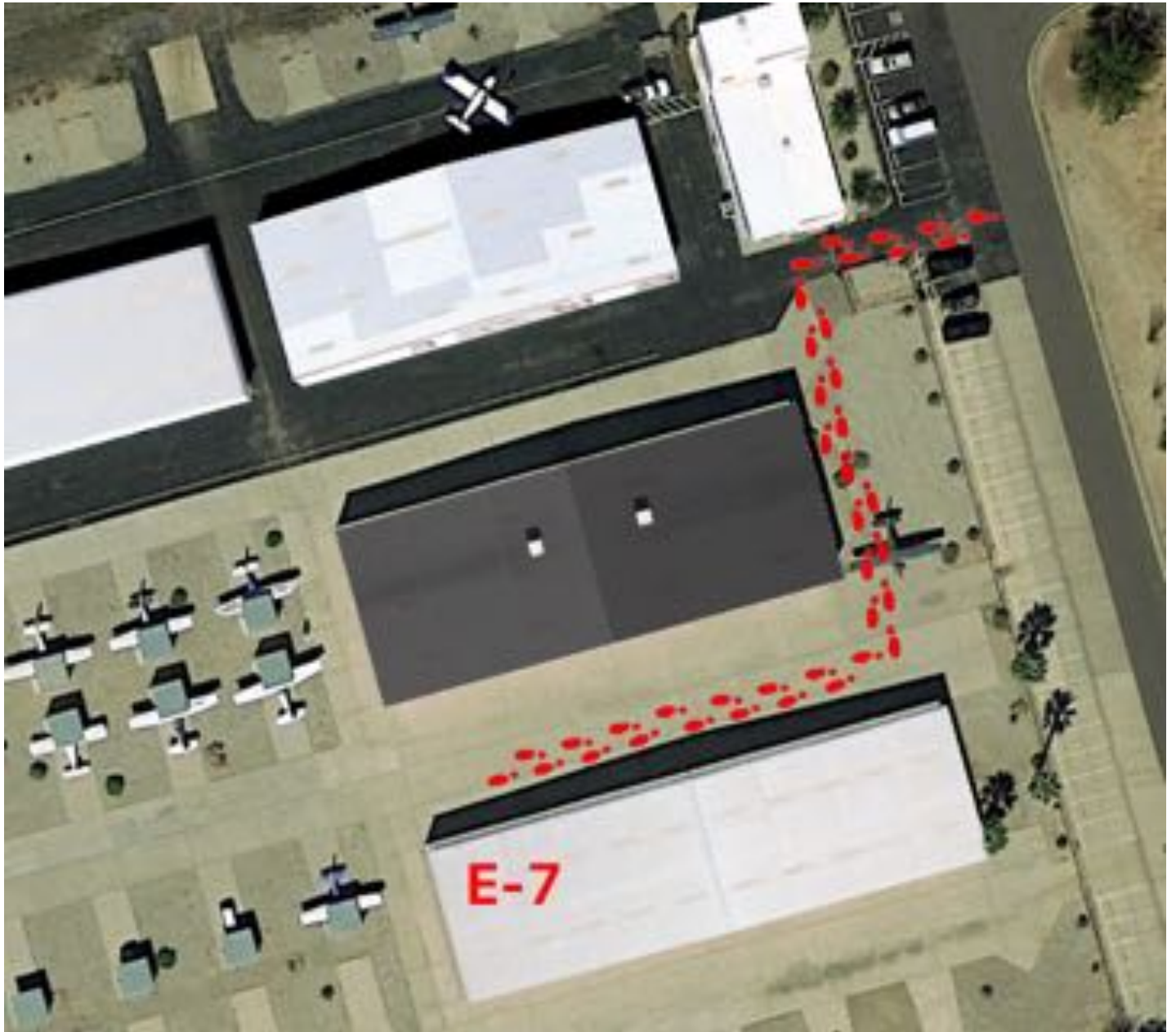
Every aircraft owner dreads a mechanical breakdown while away from home on a trip. You're typically stuck somewhere you don't want to be and at the mercy of strangers you don't know whether to trust. It can be frustrating, frightening and exasperating. In this webinar, maintenance expert Mike Busch A&P/IA discusses a half-dozen real-life breakdowns.

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)

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

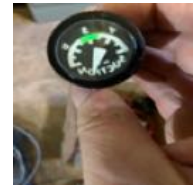
Make offer for one or all!

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



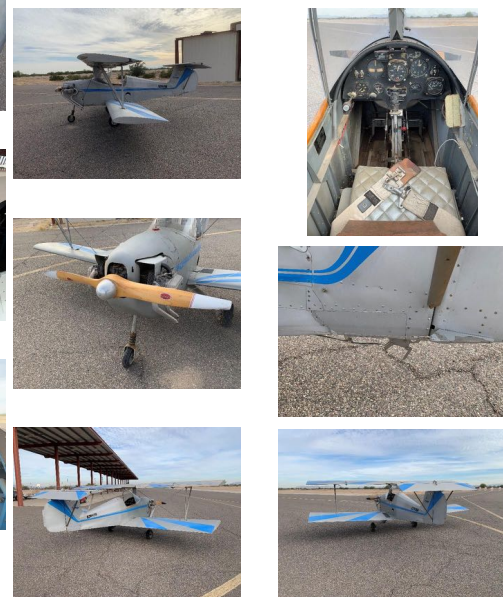
CORBIN BABY ACE

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

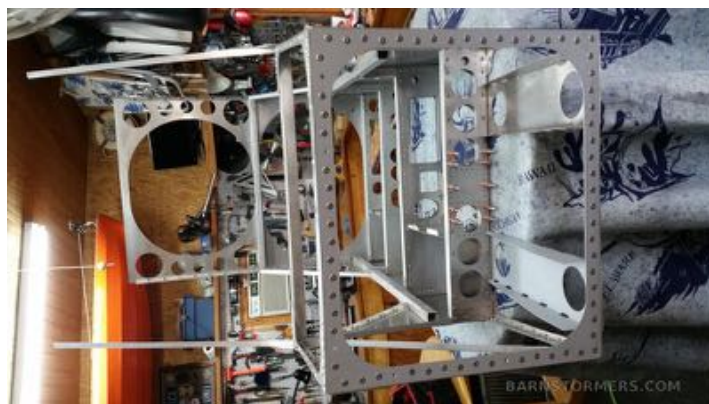
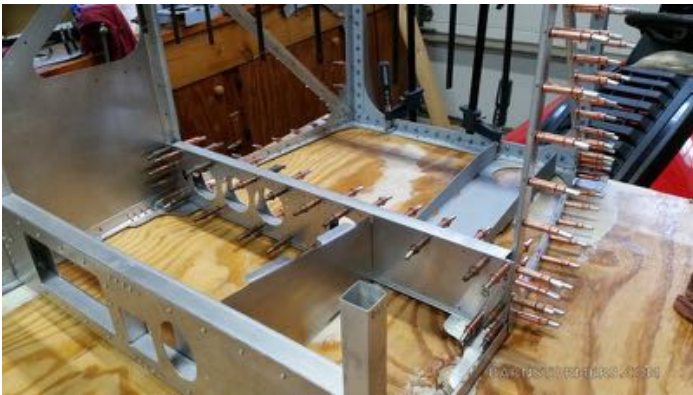
Single Seat, Tricycle Gear. Built In 1983. TT unknown.
Volkswagen 1834cc. Located in Gila Bend, AZ. \$3500. 520-440-2191



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.

