



# CHAPTER 42 NEWSLETTER

November, 2003

Anchorage, Alaska

Monthly newsletter from Chapter 42 of the Experimental Aircraft Association

## FROM THE LEFT SEAT

We had a great gathering of members and guests show up to see Dean Rickerson and Margaret Ibbotson's *Seawind*. We saw a fabulous project with fine craftsmanship demonstrating an example of vision and commitment to finish the project. Feasting on hotdogs and champagne during this celebration will be a difficult record to top. Indoors was the place to be as we discovered frost on the windshields of our vehicles at the end of the meeting. Thank you, Dean, Margaret, and the folks at Take Flight for your generosity sharing the beautiful *Seawind* with our Chapter. A big thank you to members and guests that showed up to the meeting. Your presence at the meetings demonstrates your support to our organization.

**Elections:** During the next chapter meeting our organization will go through a transition and give the membership an opportunity to elect new leaders. President, Secretary/Treasurer board positions will be open for election. I have served as President for the past four years and made the commitment to vacate the position as chapter President and give another member the opportunity to take charge.

I am grateful to the board members for their support during some personal challenging times. I'm honored to be supported by Chris, Tim, Gale, Jim, and Jack. They have supported our chapter when I could not attend several chapter and board meetings. These board members have provided leadership and continuity and deserve recognition for their efforts.

I will continue to support the chapter and participate in our Chapter 42 Airstrip Improvements during summer, and I will contribute to the newsletter and host the summer picnic. Thank you to all members and guests for your support during the past four years.

*Matt*

## NEXT MEETING

The next meeting of Chapter 42 will be Tuesday, November 26 at 7pm at the UAA Aviation complex located at Merrill Field.

For those who haven't been there before, the building is at the end of runway 6 (or beginning of runway 24) at Merrill Field. Easiest access is from Airport Heights and turn west onto Merrill Drive. Building is to your right. Look for EAA meeting signs for the particular room. No project this month as we catch up on chapter business and elect some new blood to the board. Take a break and see you Tuesday.

*Remember, no meeting in December as usual. Too many other fun distractions around Christmas.*



*Dean and Margaret's Seawind  
October meeting at Take*

Flying is fun. Getting to fly an airplane you've built yourself has got to be even better! I hope to have that experience some day. I enjoyed speaking at a recent EAA meeting. Thanks to all for such a warm response.

As both a flight instructor and the Chief at Take Flight Alaska, I hope to get you excited and to motivate you to keep your flying skills sharp, to continue your pilot training, and maybe to even get your flying companion involved with some hands-on flight training.

As many of you have already been told and may have read, one of the best things you can do to become a better pilot is to get an instrument rating (if you don't already have one). I've often been told that the reduction in aviation insurance premiums for an instrument-rated pilot, over the course of a couple of years, will often more than pay for the training. Even if you elect for only liability coverage, or for no insurance at all, the numbers should speak for themselves.

Have you considered getting formal mountain-flying

training? Our flight school offers a structured mountain checkout which includes watching a video on mountain flying, completing a written test, and flying in mountainous terrain.

Take Flight Alaska also offers instruction to non-pilot flying companions, which prepares them should the pilot become incapacitated. The course utilizes AOPA's Pinch-Hitter video and training syllabus to enable a flying companion to effectively communicate with ATC and to successfully land an aircraft.

Additionally, Take Flight Alaska's full-service maintenance facility does offer owner-assisted annual inspections on all aircraft, including experimental certified aircraft.

It is often said a pilot's license is a license to learn. Keeping an open mind to getting additional instruction from an FAA-certified flight instructor is a good policy for keeping it safe!

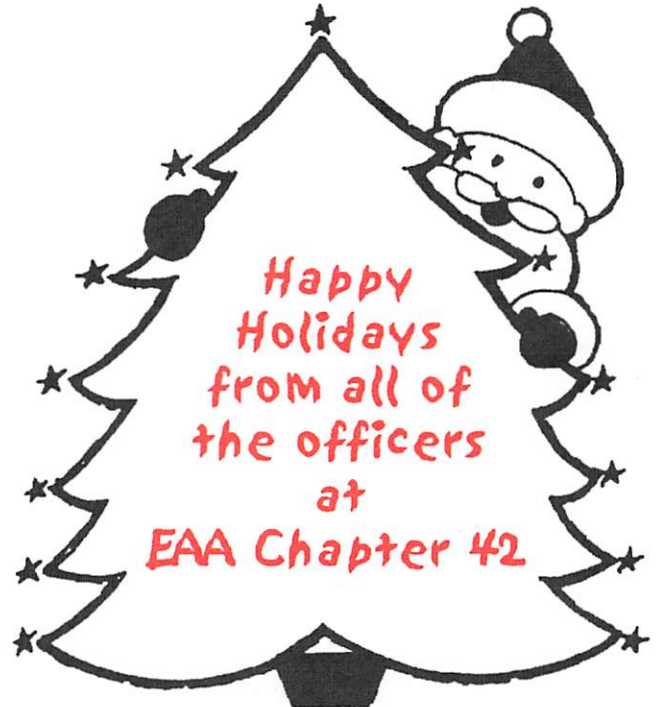
**FLY SAFE!**

## TREASURER'S REPORT

**Last chance to order 2004 EAA calendars!** November's meeting at the UAA Aviation Complex will be your last chance to put your name on the list to purchase **2004 EAA World of Flight calendars**. After this meeting we will be placing an order for calendars, and unlike past years, spare calendars will not be ordered. Calendars are \$10 each.

**Dues for the 2004 season** will be accepted at the November meeting. Dues are only \$24 for the year. If you can't make one of the next few meetings, dues can be mailed to EAA Chapter 42, Club Treasurer, 2618 E. 20th Avenue, Anchorage, AK 99508.

**Elections:** As our esteemed President discussed in his article on the front page, we will be holding elections during the November meeting. The position of Secretary/Treasurer, which I have held for the past 4 years, will be up for grabs. Please consider volunteering for this position (or the opening for President) and do your part to support Chapter 42. The Secretary/Treasurer position involves only a couple of hours of work each month and no special skills are required. I will be available next year to help in the transition with whoever assumes this position.



## TECHNICAL COUNSELOR: PROJECT VISIT by Cliff Belleau

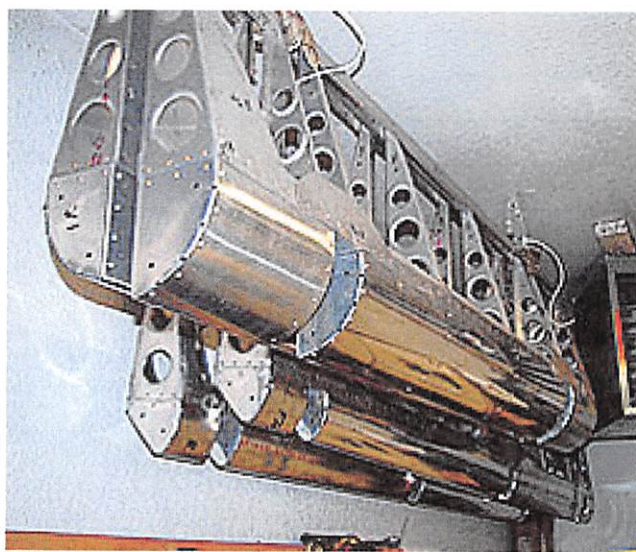
I recently had the privilege of viewing Dan Shilling's Bearhawk project. Dan has done quite a lot of work in the year he has been working on the project. He has had to learn to TIG weld to do the project. He had welded with stick and oxy-acetylene before. He described the process of learning as not too difficult once he realized that the two were related in their technique.

The Bearhawk is four seat strut braced high wing monoplane. The cabin size is larger than the photos that I had seen in Sport Aviation and others had led me to believe. You can view some articles on the Barrows Bearhawk at Budd Davisson's [www.airbum.com](http://www.airbum.com).

As you can see from the pictures Dan is proud of his work, and has every right to be. He has done a nice job.



Dan Shilling's "Bearhawk"



Bearhawk wings standing by

## CHAPTER 2 OFFICERS

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<b>MONTHLY MEETINGS</b>	4th Tuesday of most months

## FLY MART

Free to members. Contact Tim to place an ad: [tim@timrittal.com](mailto:tim@timrittal.com) or 907/248-2249.



**FOR SALE:** New Scott 3200 tail wheel with cub spring. Call Jim at 907/696-3435.

**HELP NEEDED:** I'm looking for someone to identify "Bushmaster" parts and place a value on them. Call me at work between 6am and 2:30pm at 907/272-3581, after 3:30 at 907/594-5950. Ask for Art Langley. Or e-mail [arthurl@mtaonline.net](mailto:arthurl@mtaonline.net). Thank you!

**FREE:** Mike Ice called with a line on wooden storage/tool/parts bins. About 6' long and 3' tall. Lots of compartments and some doors. Call Mike 907/344-4401 (evenings).

**FOR SALE:** Engine/prop, Lyc 0 320EA2, 422 SMOH with accessories and a brand new Skytech starter and newly reconditioned Sensenich 74x56 prop. \$10,000 OBO. Call Herb at 907/345-3431 or e-mail [expflyer@gci.net](mailto:expflyer@gci.net).

**BUILDING MATERIAL:** As you may have read, we tore down most of our house to build new. I have a few old wood windows, remnants of 2-6' patio sliders and misc. old doors to give away. Maybe you need some glass for a shed or cabin? Call before we haul it to the landfill. Tim Rittal, Editor, 907/244-4472.

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## THE SEAWIND by Jack Brown

Dean Rickerson and Margaret Ibbotson's beautiful "Seawind" was the center of attraction for our October 28th EAA meeting. Take Flight Alaska at Merrill Field graciously opened their hangar for us to view the unbelievably beautiful kit built amphibian.

Dean and Margaret hosted the meeting and provided refreshments (champagne) and eats for the 20-30 EAA members and guests that attended. The staff at Take Flight Alaska briefed our members of their many available maintenance and flight programs.

Dean gave an in-depth presentation about the Seawind and some of the construction and flight related characteristics of the project. Dean explained in detail the problems encountered and solutions that resulted in the many changes and modifications made to the aircraft during construction and following initial flights. Dean's Seawind is truly an example of near perfection and beauty.



Take Flight Alaska generously provided their hangar for our October meeting and the Seawind