



CHAPTER 42 NEWSLETTER

January, 2004

Anchorage, Alaska

Monthly newsletter from Chapter 42 of the Experimental Aircraft Association

FROM THE LEFT SEAT

A New Year is ahead and it promises to be an exciting one with all of the changes and transitions taking place. The celebration of 100 years of powered flight was last year. What will the next 100 years produce?

What makes up an EAA member? Mechanics, tinkers, inventors, folks who are just never satisfied with the way something is. We look at an airplane and think, if the designer had just "changed this" or "done that". We are free thinkers and willing to take on a project of huge proportions. We are project managers, Quality Control monitors, Shipping and Receiving departments. We are sheet metal benders and tubing cutters, riveters, painters, welders, upholsterers, and fiberglass layers. We work on electrical wiring, radios, instruments, brakes, cables, and lighting. We do it all and we are experimenters.

When our airplanes are finally finished and ready to fly we are required to display a sign "EXPERIMENTAL" on the door. I think we should be proud of that sign. Yes, it is experimental but that doesn't mean it is substandard. This product that we have created has passed critical safety inspections at every step of the building process by the one most interested, us, the pilot, the owner, the builder.

I plan on painting "EXPERIMENTAL" on the side of my aircraft in big bold letters. I will be proud to be labeled an Experimental Aircraft Builder.

Other issues in the news: Honda and Continental have teamed up to develop an aircraft engine that makes over 200 horsepower while burning car gas. Burt Rutan and his group, Scaled Composites, down in Mojave, California, just broke the sound barrier while continuing the testing of their space ship. Also at Scaled Composites, they rolled out the Global Flyer, a single engine jet that will attempt to fly non-stop around the world. The Sport Pilot ruling has passed another major hurdle and is now at OMB, Office of Management and Budget.

Lots of exciting news and projects ahead of us. Hope to see you at the meeting next Tuesday!

Mike

NEXT MEETING

The next meeting of EAA Chapter 42 will be Tues, Jan 27th at 7pm. We will meet at the UAA Aviation complex, Room 128, located at Merrill Field. This will be a chance for us all to get together and meet the new board and brainstorm ideas for upcoming meetings, workshops, activities or whatever else you have in mind. We will have lots of blank paper, colored markers and an open mind. Please make it a point to attend. This is your chapter. Your input is important and needed to keep the chapter alive.

Directions: The Aviation complex is at the end of runway 6 (or beginning of runway 24) on Merrill Field. Easiest access is from Airport Heights and turn west onto Merrill Dr. The building will be to your right. Look for EAA signs for the particular room.

Coming soon in 2004 is an RV8 project visit, a couple of GlaStars, some composite workshops, a control tower visit and ??? Let's see what we can dream up!

DATE TO REMEMBER: Valdez fly-in May 1 and 2, 2004. Contact Bill Wilcox at 907/356-8585 or keystone@gci.net for more information.



New GlaStar's Sportsman 2+2

- Just remember, if you crash because of weather, your funeral will be held on a sunny day.

- Advice given to RAF pilots during W. W. II. When a prang (crash) seems inevitable, endeavor to strike the softest, cheapest object in the vicinity as slowly and gently as possible.

- The Piper Cub is the safest airplane in the world; it can just barely kill you. (Attributed to Max Stanley, Northrop test pilot)

- A pilot who doesn't have any fear probably isn't flying his plane to its maximum. (Jon McBride, astronaut)

- If you're faced with a forced landing, fly the thing as far into the crash as possible. (Bob Hoover - renowned aerobatic and test pilot)

- If an airplane is still in one piece, don't cheat on it; ride the bastard down. (Ernest K. Gann, author, aviator)

- Never fly in the same cockpit with someone braver than you.

- There is no reason to fly through a thunderstorm in peacetime. (Sign over squadron ops desk at Davis-Monthan AFB, AZ, 1970)

- The three best things in life are a good landing, a good orgasm, and, a good bowel movement. The night carrier landing is one of the few opportunities in life where you get to experience all three at the same time. (Author unknown, but someone who's been there)

- Basic Flying Rules: Try to stay in the middle of the air. Do not go near the edges of it. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there.

- You know that your landing gear is up and locked when it takes full power to taxi to the terminal.

COMPOSITE CLASSES

EAA Technical Counselor Tom Lawhorn announces the first in a series of composites classes. **Fiberglass 101** will cover the basics (types of resins, material, basic lay-ups). The date is Saturday, February 21 at 9am. This will be a hands-on class (you will be mixing resin, doing lay-ups).

The cost is \$50 for Chapter 42 members, \$60 for non-members, with the difference going to the Chapter. All materials will be provided. Cotton work clothes should be worn. The class will last 2-3 hours and is limited to 8 people. If there is a lot of interest, there will be another class. Call Tom for reservations at 240-6712.

We have been talking about running ads in our newsletter for a couple of years and have finally decided to give it a try. Starting in this issue, you will see our "business card" style ad. The cost is \$50/year per ad and can be aviation related or not. This is the same type and cost the Fairbanks chapter has been doing for years and it does help to cover the cost of the newsletter and other club activities. It also gives us all a chance to do business with fellow members thus contributing to the progress on our projects.

If you or a business you know wants to give this a try, contact Tim Rittal, Newsletter Editor at 907/244-4472 or tim@timrittal.com.

We can also do larger ads on a case-by-case basis. The newsletter goes out 10 times per year with a break in the summer. We mail or e-mail to about 100 subscribers. Not a big circulation but at less than \$1 per week, it's a deal. Ads must be "camera ready" as they say in the business. Scanned business cards in .tif or .jpg will work. We can also get the ad built for a one time charge of \$30. Confused? Call me and I will help you out.

New Membership Form: Included in this newsletter is a new membership form for updating current members and adding new people. Please take a minute to fill one out and return to the Secretary/Treasurer. If you haven't paid your 2004 dues, this would be a great time to kill two birds with one stone. Mail forms and dues to Rob Spoo, 1701 Greendale Dr, Anchorage, AK 99504. (Make checks to EAA Chapter 42.)

TREASURER'S REPORT

Rob Spoo and Mike Luther will be taking over the Treasurer and Secretary duties in January. If you have yet to get current with your 2004 dues get with these guys at the next meeting. Dues for the year are \$24.

Calendars: 2004 World of Flight Calendars have arrived and will be available during our January meeting for those that pre-ordered this year. If you can't wait, give outgoing Treasurer Chris Gill a call at 227-9352; he'll arrange to get you your calendar before the meeting.

Call Tim for all your real estate questions and needs.



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NEW GLASTAR, LLC INTRODUCES THE SPORTSMAN 2+2

Arlington, WA - New GlaStar has introduced an all-new aircraft: the "Sportsman 2 + 2". This design complements the original and highly popular GlaStar that was rolled out in 1995. The 2 + 2 designation indicates that with optional rear seats the Sportsman can accommodate two adults and two other people up to 5' tall. As compared to the GlaStar, the Sportsman has a roomier cabin in height and length and a generously sized third door to accommodate back seat passengers or bulky cargo.

The aircraft has been designed to fly with tundra tires, with floats or skis. It can be built with fittings that will allow quick, easy conversion from tricycle to taildragger or floatplane. Skis can be used in either the trike or taildragger configuration.

With significantly beefed up landing gear, wings, wing struts, safety cage, and fuselage it has a gross weight increase of 340 pounds over the original GlaStar. This gives the Sportsman a useful load of nearly 1,000 lbs or half a ton!

As its name implies, the Sportsman is intended for pilots who want to explore backcountry areas or pursue other areas of recreational flight requiring a large baggage area and high useful load.

Designed for STOL performance, the Sportsman gets off the ground in 300', climbs from sea level at 1,300 fpm, cruises at 160



Rear seats of the Sportsman 2+2

mph/140 kph, with a max speed of 171 mph/145 kph. Enlarged flaps provide positive control in slow flight. Landing speed is 49 mph/43 kph. and rollout is a mere 300', which can easily be accomplished in an open field, on a shoreline, dirt road, or river. Paved runways are also acceptable.

"The Sportsman is the GlaStar's big brother," said Ted Setzer, V.P. of Research & Development at New GlaStar, and the project manager of the Sportsman. "The Sportsman has almost a half-ton useful load, and, with two pilots, full fuel, the aircraft will not only haul over 300 pounds of gear, cargo or extra passengers, but it will easily handle all of the bulky stuff you never thought you'd take with you in your airplane. It can accommodate 2 sets of golf clubs, snow skis, 9' fishing rods, folding tables, chairs, aluminum framed backpacks, all kinds of camping, hiking and scuba gear, and lots of it!" said Setzer. "And you can haul that load 600 miles in four hours and still have a half

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MONTHLY MEETINGS	4th Tuesday of most months

hour's fuel reserve."

Available as a Jump Start Kit, the Sportsman comes with all critical alignments and basic structure having been assembled at the factory. A redesigned wing structure has increased strength, provides excellent access for ease of riveting and a significantly lower build time. Expanded overhead windows enhance visibility.

"This is a kit intended for the builder who wants to get out to the flight line as quickly as possible," said New GlaStar President Mikael Via. "The kit conforms to the 51 percent ruling, yet a tremendous amount of the tedious labor has been eliminated by the factory. When completed, the Sportsman offers performance and versatility superior to anything in its class. While it can be flown cross country, this is a machine that really delivers adventure."

For more information on the new Sportsman 2 + 2, contact the company at www.newglasair.com, email them at info@newglasair.com or phone 360/435.8533, ext. 232.



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EAA CHAPTER 42
2004 MEMBERSHIP RENEWAL FORM
and New Membership Application Form

Date _____ Local Chapter Membership \$24 _____
Name _____
Address _____
E-mail address _____ Work phone _____ Home phone _____
Aircraft Project _____
Tail Number(s) _____ Pilot Ratings _____
Total Time _____
Areas of interest _____

Please return with check or money order to
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