



# CHAPTER 42 NEWSLETTER

March, 2004

Anchorage, Alaska

*Monthly newsletter from Chapter 42 of the Experimental Aircraft Association*

## FROM THE LEFT SEAT

How did you pick the aircraft you are building? Recently my wife and I took a trip to visit Van's Aircraft in Aurora, Oregon. We were greeted warmly by the staff at Van's and given a tour of the facility. It was quite an experience to see shelves full of the parts that build airplanes. The factory is quite impressive and it made me feel that if I decide on buying an RV that I will be getting a first class kit from a first class operation.

With the hundreds of kits available to us experimenters and builders, how does one make the final choice as to which one to build? One airplane will fly faster, one will fly slightly slower but will land shorter, one looks great sitting on the ramp but....

How did you pick the aircraft you are building? What was the process used in determining what vehicle would meet your needs? How did you figure out which aircraft would fit your mission specifics?

These questions that have been successfully answered by others are the ones I have been struggling with for some time now.

I have spent the last 3 years trying to answer those questions. Every time I think I have an answer something changes my mind. But this time I really think I am closer to making and taking the big plunge into building.

On Saturday, March 6th, I was at the Cactus Fly in Casa Grande, Arizona. There were between 20 and 30 RVs (do you see a pattern here?) and even though most of them had the tail wheel on the wrong end they were all beautiful. There were over 300 airplanes at the event. There were planes on the ground, planes in the air, and planes in the pattern; it kind of reminded me of Merrill Field on a Sunday summer afternoon.

Around 11:00 am under a clear blue Arizona sky the change of latitude between Anchorage and Casa Grande became very noticeable...it was hot. Surrounded by all of

the concrete and asphalt the temperature was climbing rapidly, and even though the Arizona folks were wearing coats, it was time for me to get out of the sun.

Last Monday in Phoenix it was 91 degrees, way too hot for me. Arizona may have numerous days of CAVU weather but there are still weather problems. Density altitude will make an under-powered airplane perform very anemically.

We returned on Tuesday the 9th to Anchorage during a light snow shower and it felt darn good to be home.

See you at the meeting Tuesday,

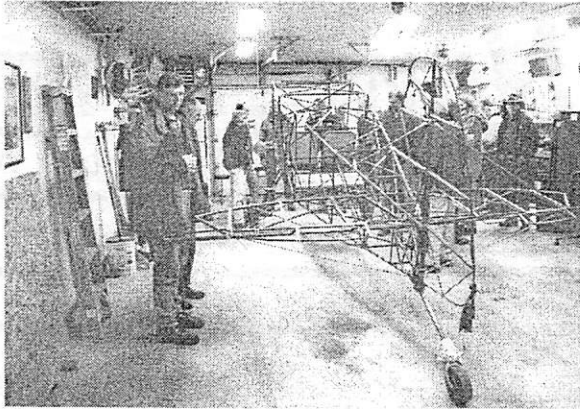
Mike

## NEXT MEETING

The next meeting of Chapter 42 will be March 23rd, 7pm at 7307 Hunter Circle in the Sand Lake area. This is the home and RV manufacturing facility of Bart Penney. Bart has graciously invited us to see his tricycle gear RV-8 project. I know there is a lot of interest out there for RVs so now is a great time to get a first hand look at a work in progress.

Directions: From the Raspberry Road exit off Minnesota, go west through Jewel Lake Road to Caravelle. Turn south (left) and then right on Hunter Drive and then, around the corner, turn right on Hunter Circle.

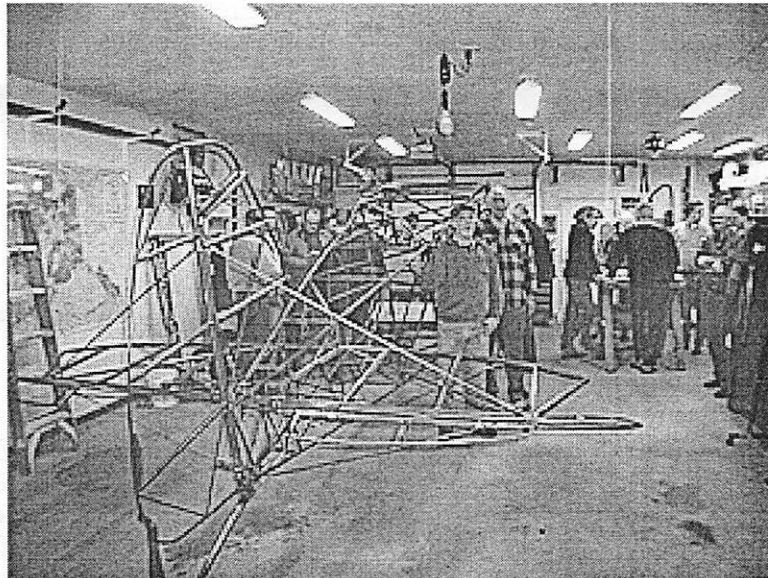
EAA Chapter 42's February 2004 meeting was hosted by Dan Schilling. Dan has spent the past few years assembling an AviPro Aircraft Bearhawk.



*Dan Schilling's Bearhawk project*

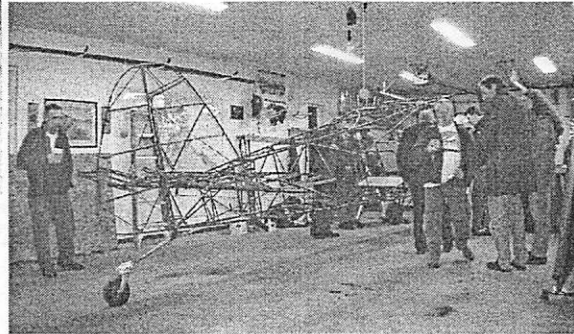
The Bearhawk is a tube and fabric four place aircraft that should be very much at home in the back woods of Alaska, which is where Dan intends to take his project when completed. According to the company's website, the Bearhawk should have an empty weight of approximately 1190 pounds, a gross weight of 2500 pounds, and a useful load of 1300 pounds. Take-off distance is listed between 200 and 500 feet, with a landing speed in the 40 mph range.

Dan purchased the plans for the Bearhawk and a pile of handmade ribs from another builder who had started the build but was unable to dedicate the time to finish the project. Dan estimated the previous builder had spent approximately two years forming the ribs for the wings and ailerons. For those with a need to get into the air quickly, the Bearhawk is now available in kit form which will drastically reduce the build time.



*Dan Schilling and partner Mark Barker with Dan's Bearhawk fuselage*

Since purchasing the project, Dan has come a long way towards his dream of flying into the wilderness. Working with his friend Mark Barker, Dan has the fuselage welded together and sitting in its gear. Inspection of the kit reveals a lot of high quality welds and attention to detail. Dan estimates he has invested about 680 hours on the fuselage to date and figures the total build will consume between 3000 and 5000 hours.



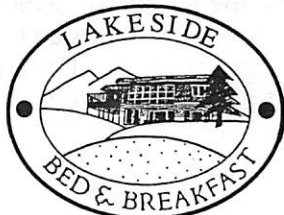
*Another view of the Bearhawk*

Continental choices. Possibilities on his list include some sort of rotary power plant.

Dan is researching engine options for his plane. Manufacturer's specification allow for 160 up to 260 horsepower. Dan is looking for an affordable alternative to Lycoming or

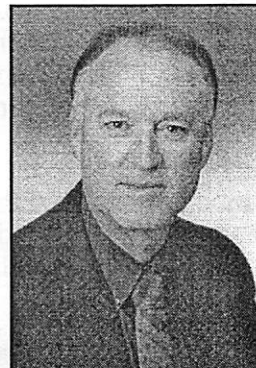
For those interested in more specifics on the Bearhawk,, information can be found at [www.bearhawkaircraft.com](http://www.bearhawkaircraft.com). AviPro Aircraft is located in Phoenix, AZ.

Thanks to Dan for hosting a fun and informative meeting.



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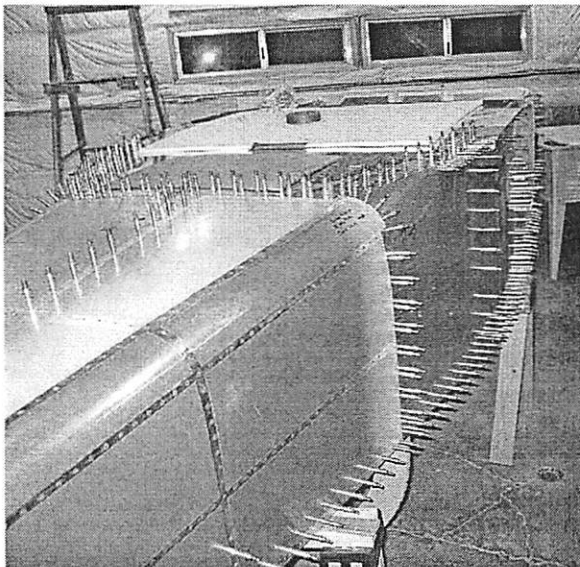
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## TECHNICAL COUNSELOR: PROJECT VISIT by Cliff Belleau

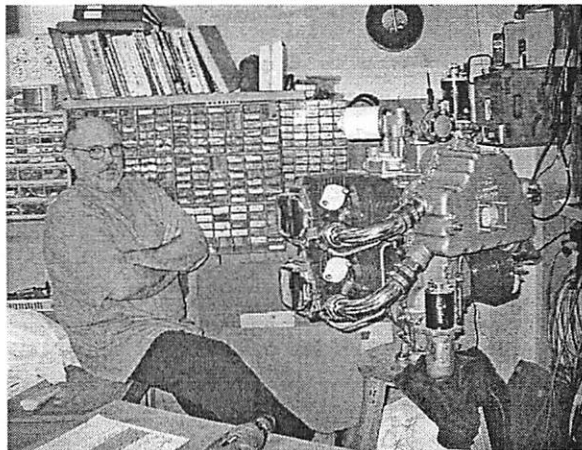
I recently had the privilege of viewing Craig Wolter's RV7 project. Craig has made excellent progress on his "slow build" kit. I visited him last March and he had completed building the empennage. He was beginning to build the first wing. When I visited him this February, he had completed both wings and gotten quite a way on the fuselage. Craig's workmanship is very good with an attention to detail that has left him with an airplane that will last for years to come.

Craig has also built the engine, an IO-360 kit from ECI. This is an experimental version of a Lycoming IO-360. Craig says that if he were given the chance to do it over he would not go this route; the "kit" did not contain all the parts needed and he ended up shelling out "a couple of thousand dollars" for components and hardware not included in the "kit".

The RV7 is a two seat cantilever low wing monoplane. The designed engine is a Lycoming O/IO-360. The RV series is manufactured by Van's Aircraft and they have the reputation of being very well detailed and complete kits with good documentation. Van's has a very detailed website ([vansaircraft.com](http://vansaircraft.com)) with specifications of each model and links to builders' web sites and builders groups.



*Lots of clecos make for a straight final product.*



*Craig and his kit IO-360*

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

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## CALENDAR OF EVENTS (bold are local events)

- April 20** EAA Chapter 42 meeting, 7pm
- May 1-2** Valdez Fly-in ; contact Bill Wilcox, 907/356-8585 or keystone@gci.net
- May 15-16** 2004 Alaska State Conference and Trade Show, Anchorage FedEx Hangar
- June 3-7 B-17 Flying Fortress Tour at Boeing Field, Seattle, Washington
- July 7-11 Northwest EAA Fly-in Arlington, Washington
- July 27-August 2 Airventure Oshkosh Oshkosh, Wisconsin

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## YOUNG EAGLES UPDATE FROM NATIONAL EAA

Dear EAA Chapter Newsletter Editor,

As you may have read, the Young Eagles program is pleased to announce our new Chairman Mr. Harrison Ford. I am hoping you can find space in your next newsletter to feature this information.

Mr. Ford has been an EAA member since 1996, an active pilot and a Young Eagles Flight Leader with over 90 Young Eagles to his credit and that of EAA Chapter 1049. He has a passion for aviation and sharing it with others, especially young people. We are looking forward to working with him as Young Eagles continues to launch the dreams of young people worldwide.

An interview with Mr. Ford will also appear in the May issue of Sport Aviation magazine.

In addition, we are also pleased to let you know that Gen. Chuck Yeager will assume the new post of Chairman Emeritus. We are grateful to the General for his support, leadership and guidance through the years as we strived to reach our initial goal of flying 1 million Young Eagles. The General will continue to be actively involved in the program, especially through his activities at EAA AirVenture Oshkosh.

If you would like to obtain a complete text of the news release and photos please visit the Young Eagles web site at <http://www.youneagles.org/>

Thanks again for your support of the EAA Young Eagles program,

Steve Buss

Executive Director  
EAA Young Eagles

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