



CHAPTER 42 NEWSLETTER

May, 2003

Anchorage, Alaska

Monthly newsletter from Chapter 42 of the Experimental Aircraft Association

FROM THE LEFT SEAT

This month is a big one for Chapter 42. This is the month that we have more exposure to the public than any other time of the year. This is the time of the year we have a booth at the Alaska Airmen's Trade Show.

The booth at the Trade Show is largely a result of Jim Moss, and we should all thank him for his continuing work to make it happen every year. If you have some time that you wouldn't mind donating, why not call Jim, 243-5151, and ask him if he needs some help. And while you have him on the line, remind him how much he is appreciated.

Spring is here. I know that is true because the other day I saw swallows for the first time since last summer.

Now that spring is here a lot of us start thinking about flying again after taking the winter off. I won't beat the old safety Mustang to death by telling you to do a "check up from the neck up" and see if your skills are still sharp. But it is a good idea and if you are thinking about that, you are probably safety-minded anyway.

Once you have the internals figured out and *you* are ready to fly, is your airplane ready? After all, if you are like most of us, your airplane has sat all winter and looks ready but is it? Lots of folks will just kick the tires and light the fires and blast off into the wild blue yonder but is this the right thing to do? Probably not, so ask your friendly mechanic to check out the old bird and perform their magic on it to make it safe for another flying season.

We are in the process of organizing a summer get-together. The summer picnic will be held at Birchwood Airport at Matt Freeman's hangar. We are going to ask the EAA folks from Kenai, Mat-Su and Fairbanks to attend so it should be a great event. The exact date and other details will be worked out soon.

I liked the Capstone presentation at last month's meeting. Did you like it? Did you find it useful? Would you like more meetings like that? Or would you rather our monthly meetings be at someone's shop?

Chapter 42 continues to grow and develop and you can help us steer it in the direction that you would like by telling us how we can serve you. We, the board members, would like your involvement and responses, we like your comments, and we like your complaints (well ok, maybe not the complaints). But the point is if you see where we can improve, please let us know.

See you at the trade show this weekend! Blue skies,

Mike

Alaska Airmen's Association General Aviation Trade Show

Saturday, May 15 from 9am to 6pm
Sunday, May 16 from 10am to 5pm

FedEx Hangar at Anchorage International Airport

Admission is FREE • Parking is scarce...buddy up!

STODDARDS AIRCRAFT PARTS CENTER PIPER CUB HEADQUARTERS

Parts & Supplies for other Aircraft
and Pilot Supplies in Stock
(Univair Stocking Dealer)

(907) 272-2327
(907) 272-5801 FAX

Mastercard
Visa

2550 East 5th Avenue, Anchorage, Alaska 99501

www.stoddairparts.com
stoddard@alaska.net

NEXT MEETING

Loads of activity going on in May, especially with the Alaska Airmen's Trade Show, so there will not be a regular meeting in May.

In June, we will have a special meeting at the home and RV building garage of John Davis. June 18th from 6pm until who knows!

See you at the Trade Show!

MAKING THE RIGHT CONNECTIONS... by Bob Spoo, EAA 715365

Ever stand around a big, busy, unfamiliar airport and wonder about the best way to get from terminal A to terminal S in the shortest time with the least hassle? I sure have. Ever stand around an EAA chapter meeting and wonder how to get from the plans stage to flight test with the least disappointment and the least hassle? Me, too! Sure would be nice to know who knows and did what, wouldn't it? Except for our venerable and respected walking chapter historians that I have learned to admire and run to, if you want to know where to go, you are going to have to ask around...or maybe not.

A sure way to get the most out of your EAA Chapter membership is to get connected with the folks who KNOW and DO. That means that many of our members have built, are building, or are going to build an aircraft or one of its many components. It also means that our members possess excellent skills and know-how in the critical builder areas of welding, metal work, fabric coverings, composites, wood construction, wiring, airframes, power, and avionics. Forget Ol' Chuck, these guys are the real "Right Stuff!"

Well great, you say, if all that is out there in Chap' 42 land, how do I get connected to it? A most excellent question, and so glad you asked! It is just the question we were discussing at our recent Board meeting...

The idea concerns creating a publishable listing of Chapter 42 members interested in sharing their skills and experience regarding aircraft building, fabrication, etc., in general, with other members of Chapter 42. The **Skills Connection** listing would add to the value of our unique chapter by helping better connect its members to one another when they are looking for particular experience, skill sets or advice. This listing would be published periodically in the Chapter 42 newsletter.

In respect to member privacy, we do not release member information without prior approval. So, if you are interested in sharing your skills, experience, and contact information with your fellow chapter members, please provide me with a list of

your specific skills and experience areas, and your respective contact information. I will gladly enter them into our fledgling Skills Connection list. Please enter or check among the following (remember, this information will be published periodically in the Chapter 42 Newsletter):

Name:
Contact Address:
Contact Phone:
Contact Email:

My skills include the following areas:

Welding Metal work Coverings
 Composites Wood

Wiring Airframes Power & Propulsion
 Avionics

Other: _____

You can email me at robspoos@hotmail.com, or fax the information to HQ, EAA Chapter 42 at 907-333-0437. You can also snail mail the info to:

HQ, EAA Chapter 42
1701 Greendale Dr.
Anchorage, AK 99504-2919

(If you send it before midnight we get it faster! ...Okay, not really, but it was worth a try!)

Looking forward to hearing from you! Smooth landings!

CAPSTONE: A recap of April's meeting by Mike Luther

Our last meeting was held at the UAA Aviation Complex auditorium. We were extremely fortunate to have this technology-focused safety program presented to us in a way that we could all understand. Special thanks to Elmer Webster, main speaker; Dennis Gerstung, technical expert; and Ellis McElroy, who provided the equipment for the presentation.

Capstone is not an acronym, but a program that stands for the "uppermost stone of a structure or the highest point of achievement." Phase I was in the Y-K Delta (Yukon-Kuskokwim). Phase II is in Southeast Alaska. The point of achievement keeps rising as the program heads towards Phase III (Nationwide). Capstone is an investment in safety that can not be overlooked. Capstone, according to Elmer Webster, "provides real world data to validate safety and efficiency benefits from modernization." In other words, the pilot will have a display to show the current weather, air traffic and terrain.

ATC (air traffic control) will have an ADS-B (Automatic Dependent Surveillance-Broadcast) to use instead of their current radar for traffic awareness. Pilots will have CDTI (Cock-

pit Display of Traffic Information) integrated in the MFD (Multi-Function Display) to use for their air traffic awareness. The UAT (Universal Access Transceiver) at assigned frequency of 978 megahertz will provide TIS-B (Traffic Information System-Broadcast) and FIS-B (Flight Information System-Broadcast) for communication air-to-air and air-to-ground. The pilots' location in the air will be determined through the use of GPS-WAAS (Global Positioning System -wide area augmentation system) to figure 3D (three dimensional) location within a few feet. So, thanks to the modern day computer gamers' desire to have better 3D graphics, we can prevent CFIT (Controlled Flight into Terrain) and avoid NMAC (Near Mid-Air Collision). In the not too distant future, assuming the pilot and plane are running efficiently, the question, "Where are we and where are they and where is it?" will have an accurate answer. The "Sierra Oscar Lima" kind of feeling should be reduced significantly.

More information about this truly excellent program can be found at www.alaska.faa.gov/capstone or check out the Capstone office at 801 B Street.

TRIP TO SEWARD FROM HOMER

The following is a letter sent to the FAA and NTSB following an aircraft incident. The letter is reprinted in original form and context. It is hoped by reading this letter you may learn from others adventures.

It was pretty smooth flying and, except for the ice that seemed to be forming here and there, especially on the windshield, there wasn't much to see. I will say that I handled the controls quite easily for a pilot with only 6 hours. My computer and pencils fell out of my pocket once in awhile but these phenomena occur sometimes, I am told. I don't expect you to believe this, but my pocket watch was standing straight up on its chain. That was pretty funny and I asked my friend to look but he just kept staring straight ahead with a glassy look in his eyes and I figured that he was afraid of heights like all non-pilots are. By the way, something was wrong with the altimeter, it kept winding and unwinding all the time.

Finally, I decided we had flown long enough to be where we were going, since I had worked it out on the computer. I am a real whiz at that computer but something must have gone wrong with it since when I came down out of the clouds to look for the airport there wasn't anything there except mountains. Those weather people sure had it wrong, too. The conditions were real marginal with a ceiling of about 100 feet. You just cannot trust anyone in this business except yourself, right? Why, there was even thunderstorms going on with the occasional bolt of lightning. I decided that my passenger should see how beautiful it was and how the lightning turned the fog all yellow, but I guess he was asleep, having gotten over his fear of heights, and I didn't want to wake him up. Anyway, just then an emergency occurred because the engine quit. It really wasn't such a big deal and I wasn't worried since I had just read the manual and I knew right where the ignition switch was. I fired up the other engine and we kept right on going. This business of having two engines is a real safety factor. If one quits the other is right there, ready to go. Maybe all airplanes should have two engines. You might look into this.

As pilot in command, I take my responsibilities very seriously. It was apparent that I would have to go lower and keep a sharp eye in such bad weather. I was glad my passenger was asleep because it was pretty dark under the clouds and if it hadn't been for the lightning flashes it would have been pretty hard to navigate. Also, it was hard to read the road signs through the ice on the windshield. Several cars ran off the road when we passed and you can see what they mean when they say flying is safer than driving.

To make a long story short, I finally spotted an airport that I knew right away was pretty close to Anchorage and, since we were late already for cocktails and dinner, I decided to land there. It was an Air Force base so I knew it had plenty of runways and I could see a lot of colored lights flashing in the tower so I knew we were welcome. Someone told me that you could always talk to these military people on the emergency channel so I tried but you wouldn't believe the language that I heard. Somebody should straighten out these people and I would like to complain, as a taxpayer. Evidently they were expecting someone to come in and land because they kept talking about some stupid son-of-a-***** up in that fog. I wanted to be helpful so I landed

CHAPTER 2 OFFICERS

PRESIDENT Mike Ice	344-4401 (hm) aurbo@ak.net
VICE PRESIDENT Gale Partch	345-4554 callme3@gci.net
CO-SECRETARY/TREASURER Rob Spoo	384-2021 robspoo@hotmail.com
Mike Luther	278-3222 luther@gci.net
NEWSLETTER EDITOR Tim Rittal	248-2249 tim@timrittal.com
TECHNICAL CONSULTANT Cliff Belleau Tom Lawhorn	333-2215 (hm) 248-7070 (wk) 333-7849 tomlawhorn@hotmail.com
DIRECTORS Jack Brown Jim Moss	248-1060 243-5151
MONTHLY MEETINGS	4th Tuesday of most months

on the ramp to be out of the way in case that other fellow needed the runway. A lot of people came running out, waving at us. It was pretty evident they had never seen an Aztec C before. One fellow, some General with a pretty nasty temper, was real mad about something. I tried to explain to him in a reasonable manner that I didn't think the tower operator should be swearing at the guy up there, but his face was so red that I think he must have a drinking problem.

Well, that's about all. I caught a bus back home because the weather really got bad, but my neighbor stayed at the hospital there. He can't make a statement yet because he's still not awake. Poor fellow, he must have the flu or something.

Let me know if you need anything else, and please send my new license airmail, special delivery.

Call Tim for all your real estate questions and needs.



RE/MAX Properties, Inc.
Independently Owned and Operated

Tim Rittal
Associate Broker

2600 Cordova, Suite 100
Anchorage, AK 99503
Mobile: 907/244-4472
Fax: 907/276-4429
Toll Free: 800/707-4472

tim@timrittal.com • www.timrittal.com

EAA CHAPTER 42 NEWSLETTER EDITOR
1701 Greendale Drive
Anchorage, AK 99504



A VOLUNTEER OPPORTUNITY

by EAA National

People from around the world come to EAA AirVenture Oshkosh for primarily one purpose: to look at thousands of aircraft that converge on Wittman Regional Airport. To protect these airplanes - and spectators - the POP (Protect Our Planes) Team monitors flight line activities to make sure visitors abide by the time-tested Oshkosh rules: no smoking except in designated areas, and no food or drink within 10 feet of any airplane.

POP now seeks volunteers to join its team from Monday, July 26th (the day before the convention) through Sunday, August 1st. POP patrollers must be at least 14 (ages 14-17 need a parent/guardian with them) and enthusiastic. No experience is necessary - all you need is a smile - and there's a place for people of all fitness levels. It's a great way for families and/or groups to enjoy EAA AirVenture "from the inside."

If you're interested in volunteering, e-mail ProtectOurPlanes@yahoo.com or visit <http://groups.yahoo.com/group/ProtectOurPlanes>.

Brenda Anderson
EAA Chapter Administrator
920-426-6867
banderson@eaa.org
www.eaa.org



5031 West 80th Avenue • Anchorage, Alaska 99502-4112
(907) 248-2249 or (800) 707-4472

Your Hosts: Ann & Tim Rittal

www.lakesidebnb.com • info@lakesidebnb.com

Fly in to Sand Lake! Open year-round. Special EAA member rates.



GALE PARTCH
Residential Sales
(907) 748-4488



Prudential

Jack White Real Estate
3201 C Street, Suite 200
Anchorage, AK 99503
Main Office 907-563-5500
Fax 907-762-3189
E-Mail: callme3@gci.net