



CHAPTER 42 NEWSLETTER

August, 2004

Anchorage, Alaska

Monthly newsletter from Chapter 42 of the Experimental Aircraft Association

FROM THE LEFT SEAT

As summer winds down and some of the outdoor activities begin to wane, more of us will be spending time on our flying projects and becoming Hangar Hermits. Don't hide out, invite us over to share in your experience, let us help keep your enthusiasm peaked; we might even have a few good ideas to help speed you along.

If anyone has a great idea for a monthly meeting, please share it with us. We are always open to suggestions and we, the board, sometimes find it difficult to come up with something new.

This is the beginning of election season. Yep, even for Chapter 42. By now someone from the Nomination Committee may have contacted you, asking if you would like to run for a Chapter 42 office. Or if you don't want to or can't run for an office right now, would you care to nominate someone.

There is a set procedure on how elections are to be held in EAA. This is basically how it is done: in July, a Nomination Committee is formed. Craig Wolter, Chuck May and Brent Davidson are the folks brave enough to take on that task for Chapter 42. The Nomination Committee canvases the members seeking nominations. The nominees will be announced in the October newsletter. In the October newsletter will also be a ballot with which you can vote. The voting may be done in a variety of ways. You will be able to fill in, cut out, and mail in the ballot. Being able to vote electronically is being investigated and may be a possibility.

The Nomination Committee will tally the votes and the winners will be announced in November. In December, the elected persons will go through transition and then assume office January 1.

I would like to encourage involvement by any interested Chapter 42 member to run for an office. The Board positions are President, Vice President, Secretary, Treasurer and 2 Directors. New faces and new ideas are always welcome. If you're interested, contact someone from the Nominating Committee.

Mike

NEXT MEETING

The next meeting of Chapter 42 will be on Tuesday, August 24, 2004 at 7pm. We will meet at the new Merrill Field tower for a tour. This is one we have wanted for a while but September 11th put it off limits. Chris Gill arranged this event with the tower manager, Jack Schomer. We will go up into the tower in small groups of 5 or 6 while the others hang in the conference room. Thanks, Chris, this should be a very interesting meeting.

NEW DIRECTORS

At the last board meeting, three of us were officially dubbed "Directors," all in keeping our Chapter organized in a legitimate fashion. The new designated directors are:

Tim Rittal- Director of Communications

Chris Gill- Director of Public Relations

Chuck May- Director at large(no new title yet)

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A while back I received the following from Ed Wilson, Federal Aviation Administration, Assistant Manager for Automation, Anchorage Flight Service Data Processing System.

The FAA Alaskan region has started the process of updating and replacing the automated systems used by our flight service stations and automated flight service stations here in Alaska. One of the features we would like to include with the new equipment is a portal to the Internet that pilots in Alaska can use to access the databases that our FSS specialists use.

Some of the functions we want to include with the design of the portal would be:

- Flight plan filing
- Weather briefing along a specified route of flight
- Interactive online briefings with FSS specialists
- Alaskan aviators forum
- Links to weather cams
- Charts

In other words, those kinds of things necessary for the safe conduct of flight here in Alaska.

Because the system is in the design stage, now is the time to specify features that we want included in the system. In our effort to design something that will be useful to all of our FSS customers in Alaska, we are reaching out to the various flying groups around the state. EAA is one of the groups that we would like to hear from. If you have the time and would like to provide input, let me know what features and functions your members would find useful in the internet web portal. I can't guarantee that we will be able to include everything that is suggested but the input we receive from the user groups will help us to design a web site that meets the needs of the majority of aviators in Alaska.

At a monthly meeting, Michael Clark volunteered to go to the meetings and help with the design process of this interesting project. But here is the story in Michael's words:

August 5, 2004: Some of the folks at the Alaska's FAA are trying to develop a one stop web site for filing flight plans and such. They asked for volunteers from the various aviation groups for their input, including each of the EAA chapters in the state. As a measure of his desperation, Mike Ice asked me if I would mind attend the meetings. With some trepidation, I agreed to do it. I've now been to two of the meetings, (the first and third Thursdays of each month).

Today's meeting was rather sparsely attended, just Ed Wilson who is the project leader, 2 FAA programmers and me. They are working on Phase One of the Project, called Odyssey. The intent is to be able to get weather briefings, NOTAMs, view weather cameras and satellite pictures, and file flight plans all online at the same location. They are even looking at having a chat feature so folks might do a bit of "Hanger Flying" online if they like.

I feel like I'm in way over my head, as I have never done any of those things before. Heck, I only have 2.9 hours in my new logbook, and still no word on when my kit will get here. I need to try to get the word out to the REAL pilots in the group, to see what, if any, suggestions they might have as to what they might like to see on this web site. The folks who are building this web site will also probably need some folks to test it out before it goes public. I will need to get some idea of who might feel comfortable enough with computers to take a crack at the system.

I was going to write something up for the newsletter (guess I already have), but I hate to fill everybody's inboxes with technical stuff they may or may not be interested in. If anyone is interested in following along on what they are doing with the web site, please let me know at maclark@gci.net (you might want to use Odyssey as the subject, so I don't delete it as junk mail). I could gage the interest, and know whether to just e-mail the few folks who are interested, or publish more reports if there are a bunch of us want to hear what is going on. ~Michael Clark



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WHAT YOUR MOTHER NEVER TAUGHT YOU ABOUT BUGS by Rob Spoo

There has to be some things in life that you just have to learn about all on your own, like what Hot! means, or why you should never put your fingers in light sockets, or what the color yellow looks like. And then there are bugs. Not the kind you swat at or spray for, but the kind you wear, or feel, or taste...the bugs of open air flying.

The closest thing the non-flying population (and pampered, closed-canopy pilots) will ever come to experiencing open air flying is motorcycle riding. You don't actually experience open air flight, you encounter it. The collision of air against your body as you speed through its stubbornly yielding mass chills you and provides a direct sensation of what it really means to fly, and then, too, there are the bugs. In open-cockpit aircraft, with windscreens to crouch behind, you don't have to worry much about bugs, unless you like to lean out a lot. But in an unprotected, open-framed, pusher style aircraft, you're hung out to dry—so to speak. Get bold and decide not to wear a helmet, face shield or goggles, and you just made an appointment with destiny...Mr. Bug, meet Mr. I-Never-Knew-It-Could-Hurt-That-Much!

The interesting thing about bugs are that they have mass, and the interesting thing about mass is that its affect tends to increase with speed. If you happen to be accelerating when you make your acquaintance with Mr. Bug, you find that you have just contributed a crucial component to the development of Force... $Mass \times Acceleration = Force$. What's that mean? Oh, just that a quarter ounce bug becomes a golf ball's worth of pain if it hits you in the face, neck, chest, orwell, you get the picture. High speed face-to-face bug encounters (anything over 50 miles an hour) tends to give new meaning to close encounters, and delights some of the more callous optometrists. After all, push an eye back far enough in its socket and you are bound to give birth to a whole new line of ocular prosthetics, or looking inside yourself.

I learned pretty quickly not to do too much talking during early morning or evening flights. You know, the times when our diminutive friends tend to be their most active. Dare yawn at dusk in spring with a face full of wind, and your tonsils get machine-gunned with hordes of whatever little creatures you happen to slam through. Ummm...tasty, too! *Not!*

Of course, bugs don't really pose as big a problem as the birds that chase them. Sometimes birds, graceful in flight as they are, are just in the wrong place at the exact wrong time. We all make stupid mistakes, birds are no exception. Meeting a bird head on with nothing between you and it but that cheap, sixty-percent polyester blend, I-wanna-be-a-Top-Gun flight suit, has proven to be a truly singular experience. Imagine the pure exhilaration of realizing that your head is still attached after the back of your helmet had to have been smacked back between your shoulder blades. It is something that folks just seem unable to adequately express. I remember having my finger hit with a sledge hammer during a weekend landscaping project. That was bad enough. If getting hit with a bird at speed is even remotely similar, I don't want to know about it.

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MONTHLY MEETINGS	4th Tuesday of most months

Maybe there should be a national Bug-Free day. There could be a Presidential Proclamation. Why, with enough sanctions and chemical applications, we could create a day when we can fly, unfettered and unmolested, by nature's sand blasters. It might even take care of the birds, too. Without bugs, birds would leave for thicker skies, or have to just sit around waiting for something to drop out of the sky unexpectedly, like a BD-5, or maybe they would have to take up farming. But while watching farming birds might be interesting for an afternoon or two, what fun would a bug-less sky really be? What would we do without the splattered tattoos of bugs gone by to give proof to our exploits and provide pause for one more war story? Better to keep one's mouth closed and brace for impact than to invite disaster. I say keep the bugs.

FLY MART

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



FOR SALE: PITTS S-1-S, Fuel injected 160 hp Lycoming with 23 hours SMOH (a Mike Patterson rebuild). Inverted oil system. A/C recovered in Stitts in 1997. A/C failed annual due to some dry rot in lower wing. Fuselage and upper wing in good condition. Easily over 30K in parts, Engine alone worth 14K. I called Aviat about parts cost: If you want a shock, call them. I am not a builder so am selling this A/C as a project and do not want the hassle of parting it out. This is a good buy at a reasonable price for a builder. A/C located by ultralite hanger at Birchwood. \$20,000. Dale at 694-2206.

WANTED: Sheet metal tools for aircraft building. Old, used, dusty, I just ordered the empenage kit and need to buy some tools. Mike 344-4401



THE WOLTER WRANGLER by Rob Spoo

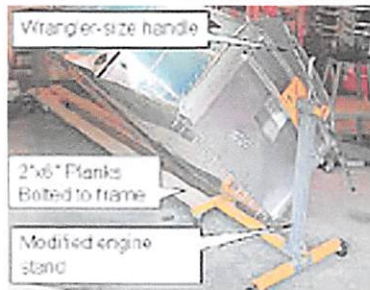
A few gatherings ago, Chapter 42 critics, uh, members, gave thumbs up to the workmanship of Craig Wolter's fine RV-7 project. Craig, like many EAA members with active projects on their hands, is always looking for ways to help make things go a bit smoother and cheaper - make that "for less cost"!



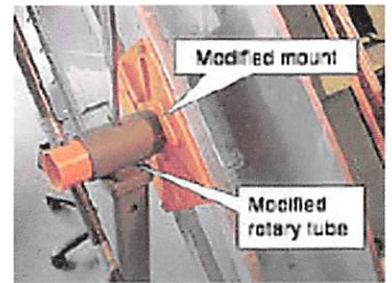
fuselage stand.

Actually, you could say stands. The two modified engine stands (picked up for relatively few bucks at any local auto parts store like Shucks, etc., or the classifieds, if you're in dutch with the boss), are joined together with two 2 x 6 planks (length as needed), and configured to allow numerous points of stop across the 360 degrees of rotation.

Craig pointed out a couple of things that would likely be of interest to most members. For this article, I will concentrate on one that is not necessarily new, but is good to share, and there may be a twist or two that you could apply to your own setup. Ladies and gents, the Wolter Wrangler



arrangement, or the use of a fixed wheel chock set to keep the stand from wandering, although in Craig's case it really isn't needed.) The extra-long handles help minimize effort in rotating the fuselage. Craig thinks that the Clecos would cause a lot of parasitic drag and is seriously thinking about replacing them with the less drag inducing flat head rivets he received as the project proceeds...got you!



All in all, it was a fine afternoon, and a convenient way to get a few odds and ends at the garage sale next door. A few folks even seemed interested in what Craig might have for sale. Sorry folks, no RVs!

Smooth landings!