



CHAPTER 42 NEWSLETTER

October, 2004

Anchorage, Alaska

Monthly newsletter from Chapter 42 of the Experimental Aircraft Association

FROM THE LEFT SEAT

I have finished the horizontal stabilizer of the RV-9 and last night hung it on a wall in the guestroom. It is easy for me to see how someone can become a Hangar Hermit now that I have started building the RV-9. I have found that I look forward to each building session and especially look towards the weekends when I can put in some good long hours working on the project. I am surprised how the time just slips away. I realized the other night that I REALLY like building an airplane.

Elections are upon us. The elections for officers of Chapter 42 are scheduled to take place next month. Positions that are open for election are President, Vice President, Treasurer, Secretary, and 2 seats on the Board of Directors.

At the October meeting, open nominations will be accepted from eligible members. Once all nominations have been received, a slate of nominees will be published in the November newsletter.

Earlier this year we had discussed sending out ballots attached with this month's newsletter but that idea was scrapped. Now the procedure for election will be a simple majority of those members eligible to vote that are present at the November meeting.

This month's meeting and featured aircraft should provide some really fine entertainment and education. I hope to see you at both of them.

Happy Halloween,

Mike

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/UPCOMING EVENTS

Chapter 42 has secured two events for your enjoyment this month.

The first event will take place on **Saturday, October 23rd**. Our featured aircraft of the month, Jim Shorthill's Chinook, will be on display at the open house/hangar. Jim will be there answering questions and proudly showing us his work. (See page 3 for more information about the project.)

Directions to Jim's house and shop are as follows: Go on the Glen Highway and take the South Birchwood Exit. Turn uphill to the Old Glen Highway, then turn left just past The Mini You Do Storage. Make a right on Laughlin and right on Division St. (about 180 deg. right turn). Go to Kabob Cir. on the left, turn uphill to 20109 at the end and a little to the left.

This month's **general membership meeting will be at the UAA Aviation Complex on Tuesday, October 26th**. It will be in the auditorium and the meeting will start at 7 PM.

There will be a brief membership meeting and then the floor will be turned over to our guest speakers. This month we have the special pleasure of having the tag team of Ted and Brian Marcinek from Merrill Field Instruments. Ted and Brian will be introducing us to the wonderful world of instruments that we can put into our aircraft.

Ted and Brian want us to know that, as homebuilders, we do not have to order from out-of-state to get what we need for our airplanes. Merrill Field Instruments has exactly what we "need" to put in our instrument panels and if not, they can get it.

Some of the items they will have on hand and display will be the Dynon EFIS, JPI instruments, and Truetrak autopilots.

REMEMBER:
**Daylight savings time ends at
2am on Sunday, October 31st. Turn
your clocks back one hour before
going to bed Saturday night!**

A WORKING TOUR OF AEROCET by Tom Lawhorn

For those of you who don't know about Aerocet, let me give a little history. Aerocet is a composite float manufacturer, and another successful company from the creative genius of Tom Hamilton. Tom, of course, is the designer of the Glasair line of aircraft and the original GlaStar.

My association with Aerocet began about 4 years ago when Matt Sigifrens came to Anchorage to repair a set of floats that had been damaged in an accident. I helped him do the repair, and ever since then I have been their local repair representative.

Mid-September I got a call from Matt, asking me about gelcoat repairs. He said that they had a problem with one of their new floats. He wanted to know what my procedure was. Did I do anything special? He thanked me, and hung up. Five minutes later he called me back and asked if I would be interested in going to Idaho to fix their problem. I was pretty excited that they asked me, and I jumped at the chance. Compensation was discussed, and a travel date was set.

Day 1: The morning of October 4th, I caught the red-eye to Spokane. Rented a car and drove one hour northeast to the scenic mountain setting of Priest River, Idaho. Matt introduced me to Brian, the shop foreman, who showed me the project float.

The problem with the float was that the gelcoat had pre-released from the mold. The trick with laying-up in a mold is that it needs to be waxed enough so that the gelcoat will come out of the mold when you want it to, and not before.

Aerocet, being a manufacturer, doesn't have people trained at repair, but with the work that they have done, the float actually didn't look too bad. The low spots had been filled with gelcoat and it had been block-sanded smooth. You could still see the outline of the repaired areas, and there were still some sanding scratches.

The plan was to spray the entire side of the float with gelcoat, then sand and polish, so it looked new. The prep work involves sanding with 120 grit paper and masking. The gelcoat additive that I needed wouldn't be delivered till noon the next day. With nothing to do until tomorrow, I had a great opportunity to check the place out.

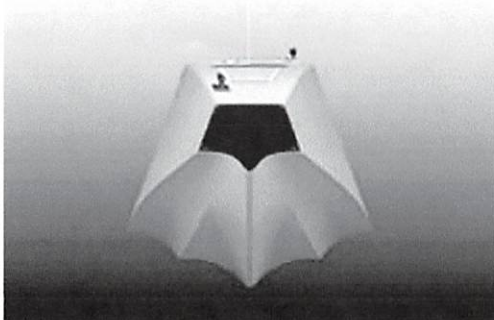
The first thing that you notice when you walk in is that there is no overpowering smell of fiberglass. All their big lay-ups are vacuum bagged. That is the wonderful thing about closed molding, no fumes. They currently are making 3 different float models, the 3500, the 3500L (light version), and the 3400 (amphibian). They will soon (6 months to a year) be making a float large enough for a Beaver and the 2200. The thing that will make the new floats cost effective to manufacture is vacuum infusion molding. Aerocet has a CNC mill and lathe and make all the amphibian parts in-house, everything but the tire, wheel, and brakes. The work force consists of about 30 people, about 10 of them women.

Day 2: The hi-gloss additive arrived, and I showed Brian how to spray it. We left the float in the spray booth and turned up the heat so it would be well-cured for tomorrow. Looking for something to do, I drove to Sand Point to check out Tom Hamilton's latest project at Quest aircraft. (Look for a story in next month's newsletter.)

Day 3: The work began today. A whole lot of sanding and polishing. Started with 220 on a DA to take the orange peel off, then block sanded with 320, 400, 600, and 1000. The polisher then got a good workout. 9 hours later my arms had had enough, I could finish in the morning.

As I was finishing up the next morning, Tom Hamilton wanted to know how to dull the freshly polished side so that it matched the other. I didn't know how to do that, so he would just have to live with it. It was time to pack up my tools and head for Spokane.

The best part of the whole thing was my compensation. A slightly used float for that amphibian project that is on the drawing board. I am still trying to convince my wife that it was a really good deal.



Profile of Aerocet float



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.

FEATURED AIRCRAFT by Jim Shorthill

Our featured aircraft this month is another fine example of what our talented builders are constructing.

In Jim Shorthill's own words:

The Chinook Plus 2 evolved from the Birdman Chinook ultralight. ASAP of Vernon, B.C. Canada has been building and improving the design for over 15 years. It is an aluminum tubing airframe with Ceconite fabric covering, parts are pre-cut and mostly pre-drilled. It is a tail wheel design and with options of floats and skis. A pusher design with 2 or 4 stroke power options, good visibility and ease to build with very complete builders manual and kit. With a low stall speed and ease to fly and excellent support from the manufacture made it my choice.

Come and check it out Saturday, October 23rd from 1 till 5 PM. Directions to Jim's hangar/shop are on page 1 of this newsletter.



Chinook Plus 2

CHAPTER 42 OFFICERS

PRESIDENT Mike Ice	344-4401 (hm) aurbo@ak.net
VICE PRESIDENT Gale Partch	345-4554 callme3@gci.net
TREASURER Rob Spoo	384-2021 robspoo@hotmail.com
SECRETARY Mike Luther	278-3222 luther@gci.net
DIRECTOR OF COMMUNICATIONS Tim Rittal	248-2249 tim@timrittal.com
DIRECTOR OF PUBLIC RELATIONS Chris Gill	272-7427
TECHNICAL CONSULTANT Cliff Belleau Tom Lawhorn	333-2215 (hm) 248-7070 (wk) 333-7849 tomlawhorn@hotmail.com
DIRECTORS AT LARGE Jack Brown Jim Moss Chuck May	248-1060 243-5151 345-4703
MONTHLY MEETINGS	4th Tuesday of most months

NEW MEMBERS

Rod and Ellie Elg joined Chapter 42 this month. We'd like to welcome them!

Rod first joined EAA with Chapter 43 (Wisconsin) in 1964-1965, then with Arizona Chapter 883 in 1991.

Rod has approximately 40,000 hours. They are also thinking about constructing some permanent hangars out at Birchwood, just up past where Matt Freeman's is located. They have a T-style hangar there now, but of the portable type. They are interested in partnering up with some folks on the hangars. If you are interested, please call them at 907-250-1327 (cel) or 928-685-2660 (Arizona).

Call Tim for all your real estate questions and needs.

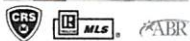


RE/MAX Properties, Inc.
Independently Owned and Operated

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



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

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



FLY MART

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



FOR SALE: Williams Bi-plane (see photo at right). Similar to Mong Sport. Cont. A-75 (125 hr SMOH). Aircraft recovered with Stitts fabric, always hangered, never damaged. Asking \$11,900. Contact Rod or Ellie (907) 250-1327 (cell), or (928) 685-2660 (AZ number).

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 empennage kit and need to buy some tools. Mike 344-4401



FOR SALE: Williams Bi-plane