



# CHAPTER 42

## NEWSLETTER

February, 2004

Anchorage, Alaska

Monthly newsletter from Chapter 42 of the Experimental Aircraft Association

### FROM THE LEFT SEAT

Fellow members of Chapter 42, Experimental Aircraft Association:

**This is your club.** Your involvement dictates the direction in which we go. Our club is a collection of folks just like you that share a common bond. That bond is we like aircraft, we like to talk about aircraft, we like to build aircraft, we like aircraft stories, and we like aircraft jokes. We like anything to do with aircraft. Oh, I know we all have one or two flying machines we favor and some we don't understand but in general we like them all.

What do you want from this club? Do you want your club to be active in local activities? Do you want your club to provide you with help on your project? Do you want us to just be quiet and send you a newsletter each month? Do you want us to not send you a newsletter each month? Would you like the club to grow in size? Do you like the size it is now (we have approximately 100 members)?

What type of meetings would you like to go to? Do you like meetings at a member's shop looking at their project? Do you like meetings at UAA in a classroom with guest speakers? Would you like a movie night? Would you prefer to not even go to a meeting? Would you like to have meetings of a more technical nature?

How about our newsletter? Does it serve your needs? Would you like to see it changed? Would you like to see more technical articles? Would you like to see more pictures? Do you like more human-interest stories? Would you like to see more jokes? How about more "For Sale" ads?

The point is: this is your club and you are in charge of how it is operated. We on the Board of Executives serve at your pleasure and we want to see the club deliver what you want.

Chapter 42 has a deep wealth of talented individuals. We have members that can help you with all sorts of problems with your current project. If you as a member have a need for some help with your current project even if it is just someone to push, lift, or hold something,, I am sure we can provide that assistance. I know I will help, just ask.

I know we all like to build aircraft but let's get them flying.

*Mike Ice*

### NEXT MEETING

Our next meeting will be Tuesday, February 24th, 7pm at 4305 James Dr. in East Anchorage. We have been given the opportunity to see **Dan Schilling's Bearhawk** project in the works. You may recall our Technical Counselor, Cliff Belleau, sent us photos and a "Project Visit" piece in the November newsletter. Cliff described the Bearhawk as a "four seat, strut braced, high wing monoplane." Now we all get to see this project up close and personal next Tuesday. Promises to be interesting. See you there.

**Directions:** Take Tudor Road and turn north on Patterson. Go to Madelynne Dr. and turn right (east) and go straight ahead to James Dr., go right (south) to address at 4305.

### TREASURER'S REPORT by Rob Spoo

Unlike the cost of living, and the value of that old '72 Pinto, the cost of your Chapter membership remains an unchanged and worthwhile value. The annual chapter dues are \$24 per year. **Dues are collected for the calendar year, January-December only.** That breaks down to only \$2.00 per month! An amazingly low price for our members' return on investment. For no more than the cost of a bag of chips and a soda, or a gallon of AVGAS, you receive a wealth of social, technical, and learning opportunities. The combined years of building experience, skill and knowledge alone that members can draw from is mind-boggling!

Dues may be sent to: Rob Spoo, EAA Chapter 42 Co-Treasurer, 1701 Greendale Dr., Anchorage, AK 99504.

As always, dues will be warmly accepted at our chapter meetings. January's Summary Report:

Chapter members: 102  
Period Transactions: 1  
Period Expenses: \$54.02  
Balance: \$665.98

## JANUARY MEETING WAS TOP FLIGHT by Tim Rittal

The new President did good by cornering not one but two guest speakers for last month's meeting.

First, in order of appearance, was **Mac Burrell of Eagle Enterprises, Inc.**, appropriately dubbed "Your Neat Stuff Headquarters." Mac did a great job in talking about safety and survival equipment. He brought along a trunk load of very definitely "neat stuff" from rescue laser flares to survival vests and loads of other useful items you would want to have in a survival situation or just on a camping trip. I have carried their filter/water bottle for years and it is at the top of my list for all time favorite pieces of equipment. My bottle holds about 16 oz of water. It has a wide mouth opening on one end you simply dip into a lake or stream to fill. Screw shut. Pop open the other end and drink filtered water. The brochure says it filters giardia and a very long list of other bad boys. After several years, my filter still works great.

Two items on Mac's must have list are the Greenland Laser's "Rescue Laser flare" and a splint called the "Sam's Splint." The laser has an incredible range and the splint is versatile enough to be used as an actual splint plus dozens of other uses where a moldable support is needed. If you were at the meeting, you know what I mean.

We can all thank Mac by stopping by the store and sending your friends. If nothing else, buy one of the water bottles. They also make super gifts for your outdoor buddies. You won't be disappointed. Eagle Enterprises is just east of Arctic Blvd. on the south side of International at 700 W International Rd., Building B. Mac's e-mail is



Mac Burrell and his "neat stuff"

mac@eaglesafety.net; his cell is 440-0617 and the store phone number is 562-2331.

Second in order was **Ernie Walker of FAA Flight Standards Office.** His presentation was informative and pertinent to those of us building an experimental aircraft. Ernie is not just some bureaucrat without a clue. He has years of experience as a pilot and owner of his own flying services. I would welcome an inspection by a guy like him any day for my own good and the safety of others.

Ernie brought some useful handouts and talked about what it takes to get an amateur-built aircraft inspected, registered and certified for flight. He gave us some great websites for FAA Advisory Circulars you can download for free.

Two of the most useful to us are AC No. 20-27F "Certification and Operation of Amateur-Built Aircraft" and



Ernie Walker, FAA Flight Standards

AC No. 90-89A "Amateur-Built Aircraft and Ultralight Flight Testing Handbook." You need to have a good printer if you decide to print the latter as it is about 100 pages long!

Ernie's message overall was "SAFETY." He reminded us several times of the grim statistics on amateur builders who spend years building their dream and then jump in and fly their creation without proper training or type experience. Don't do it. Get trained or better yet, hire a pro. You will be a lot happier if you get to fly your plane more hours than you spent building it.

Ernie Walker can be reached at 271-2000. The FAA Flight Standards Service Aviation Information Website for loads of information, including the circulars named above, is [av-info.faa.gov/](http://av-info.faa.gov/). Go to the "Aircraft Information" section and click on "Amateur Built Aircraft." The rest is up to you.

Many thanks to these fine gentleman for their time and sharing and also to Prez Mike Ice for recruiting them.



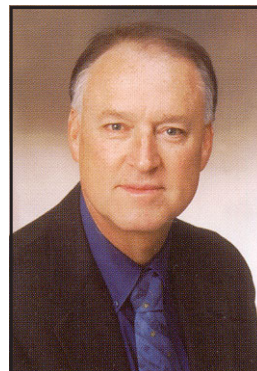
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## TECHNICAL COUNSELOR: PROJECT VISIT by Cliff Belleau

I recently had the privilege of viewing Tim Coalwell's Zenith CH801 project. Tim has just gotten started on his kit, and is building the empennage. He is about to close the vertical Stabilator and horizontal stab. The CH801 uses a flying vertical fin in that there is no separate vertical fin and rudder, the whole thing moves, saves some weight and reduces the parts count. The Zenith website is [www.zenithair.com](http://www.zenithair.com) with photos of the aircraft and an article about STOL aircraft design that I found interesting.

The CH801 is a four seat strut braced high wing monoplane. The designed engine is an O-360 Lycoming, as opposed to the Rotax used on its little brother, the CH701 two place of almost identical design. The plans appear to be very well detailed and are clearly drawn on a CAD program.

Tim has done a nice job of the work. He had a slight scare when the horizontal stab shifted while he was drilling the top skin onto the rear spar; he ended up with some figure eight holes. He will be able to go the next rivet size up and still have his two diameter edge margin. I have noticed that some of the kits out there do not utilize jigs to secure the assemblies but rely on the pilot holes in the pre-punched parts to assure alignment on a flat surface. Tim is not the first one to have a part creep or shift on assembly. I would consider clamping the part down to prevent shifting and also to keep from having to chase it all over the bench as you rivet it together.

Tim has offered to share his experience with this kit with others, you may contact him at [coalwellt@aol.com](mailto:coalwellt@aol.com).



Tim Coalwell with his Zenith CH801 project

## CHAPTER 42 OFFICERS

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

## Call Tim for all your real estate questions and needs.



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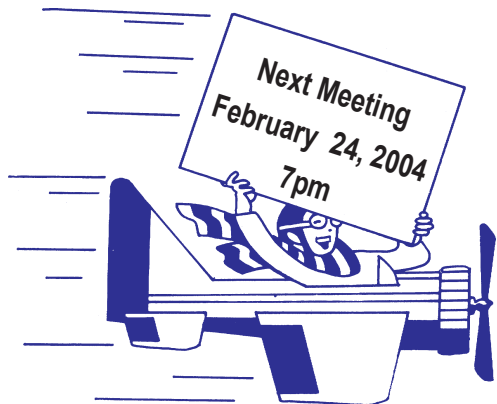
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## CALENDAR OF EVENTS (bold are local events)

- March 23 EAA Chapter 42 meeting, 7pm
- April 13-19 Sun n' Fun EAA Fly-in  
Lakeland, Florida
- April 20 EAA Chapter 42 meeting, 7pm
- May 1-2 Valdez Fly-in ; contact Bill Wilcox,  
907/356-8585 or [keystone@gci.net](mailto:keystone@gci.net)
- 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



## OUR EAA UNIVERSITY by Mike Luther

A very talented member of our organization sent the following to me and I pass it along to you for your enjoyment. ~Mike Ice

### Our EAA University

Maybe we could talk about our very own university of aviation, that all EAA members could potentially have at their fingertips. My little university has taught me the following:

- Research and development
- Engine rebuilding
- Auto body work and painting
- Plexiglas forming
- Steel welding
- Aluminum welding
- Aluminum work with the English wheel
- Aluminum riveting
- Upholstery with leather
- Aluminum polishing
- Woodworking
- Electrical wiring
- Reading plans

Another reason for being involved in building: Roll the project outside on a nice sunny day and see how many people drop by to take a look. It's amazing who you meet and how encouraging they are. I met one fellow named Ed Sweeney who had one of the few and very rare Taylor Aerocars.

If it weren't for my Pietenpol project, I would probably not have a pilot's license. The project was first and helped provide the incentive to complete my ticket.

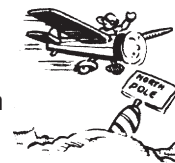
Lot and lots of reasons to be proud and enthusiastic. The pride and enthusiasm just needs to be rekindled every once and a while.

"Elmo knows what it's all about."

Take care.

## FLY MART

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



**FOR SALE:** Engine/prop, Lyc 0 320EA2, 422 SMOH with accessories and a brand new Skytech starter and newly reconditioned Sensenich 74x56 prop. \$10,000 OBO. Call Herb at 907/345-3431 or e-mail [expflyer@gci.net](mailto:expflyer@gci.net).