



CHAPTER 42 NEWSLETTER

May/June, 2005

Anchorage, Alaska

Monthly newsletter from Chapter 42 of the Experimental Aircraft Association

FROM THE LEFT SEAT

Summer. Is it really summer? Alaska has been said to have four seasons, June July August and winter. That may not be true but the summers in Alaska are glorious. Alaskans tend to cram a lot of outdoor activities into the 12 brief weekends of summer and the members of Chapter 42 are not an exception.

Chapter 42 is about to enter summer mode. There will not be regular meetings or a newsletter for the next three months. This month's newsletter will be the last one until the September issue.

Other forms of communication will be used to get the word out concerning events. We will use emails and telephone calls to keep each other updated about when and where the summer fly-in and picnic will take place. Currently we are trying to schedule a picnic/BBQ in June and a fly/drive-in sometime in July.

The RV-9 project is progressing nicely. I just had another tech inspection from John Davis. John carefully inspected the work on the wings and found a few items that need attention and offered some thoughtful advice.

Our chapter is fortunate to have some great Tech Counselors, please use them.

I just looked at my logbook and checked out where I was in years past. Three Mays ago we had a Cessna 170B and we were flying it almost every weekend. This is where I was 3 years ago and I wish I were there now.

Hinchinbrook Island: A Large and fascinating island located off the coast from Cordova, Alaska.

Captain Cook named Hinchinbrook Island after the family seat of his patron, George Montague Dunk, which would also explain why the next island over is named Montague. And while Cook was an exceptional sea captain he wasn't very imaginative with place names. There are two islands off the coast of Australia with the very same names, which were discovered by Cook. But that's another story.

Marietta and I left in the morning of May 18th, 2002, a Saturday, headed for the outer islands of the Copper River Delta. We did not have to leave too early because our landing depended on us arriving on the out-going tide. So we took off headed east about 9:30 am headed for the delta, which is approximately 120 miles away as the Cessna flies. We encountered 15 to 20 knot head winds on the way and so our ground speed was down in the upper 60's. It took us about 2.0 hours to get there and then another ½ hour to find a good spot to land.

THE LEFT SEAT: con't on page 3

NEXT MEETING

In keeping with the tradition of no formal meetings in the summer, there are no formal meetings this summer!!! However, that is not to say there are no get-togethers. Elsewhere in this letter, Mike Ice informs us of an opportunity to hear a Sport Pilot presentation at the Birchwood airport on June 11th at 1pm. You can enjoy a BBQ at the other end of the airport as well.

Also coming up is the annual Chapter 42 BBQ at Matt Freeman's hangar once again. It will be July 31st starting at 1pm. For those of you with e-mail, we will occasionally post messages notifying you of any other events related to our interests. See you in Birchwood and have a safe and fun-filled summer.



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Richard Marson's Thorp T-18

TREASURER'S REPORT by Rob Spoo

Great news for our Chapter! This year's Tradeshow involvement turned up 31 new members and a returning member. Thanks for all the work, guys! These members are included in this issue's Treasurer's Report:

Major expenses:

\$ 200.00 - for Tradeshow costs
(total trade show returns \$446.00)
\$ 101.93 - for outstanding postal and BBQ expenses

Account Balance: \$2628.31 - as of 31 Mar 05

Additionally, surveying new member skills (haves and wants) at the Tradeshow turned up a healthy level of interest and scope. These types of surveys help the Board to better tailor activities to the needs and desires of Chapter 42's members. Please see page 4 if you'd like to fill out the survey and return it to Rob Spoo.

2005 ALASKA STATE AVIATION TRADE SHOW & CONFERENCE



Jim Moss turns our booth over to Rob Spoo and special guest Scott Spangler, Editor-in-Chief of EAA Sport Aviation Magazine.

UPCOMING EVENTS by Mike Ice

Two of Chapter 42's members have arranged what will prove to be an exciting and informative event.

On Saturday, June 11th, at Birchwood Airport in the old Arctic Sparrow Hangar (Al Hand's hangar) there will be a Sport Pilot presentation at 1 PM. The presentation will be handled by Tom Eldridge and Dan Billman from the FAA. Tom and Dan are two local FAA officials that are in charge of Sport Pilot information, examinations, and aircraft registration.

Also, the Ultralight Flyers of Alaska will be offering free introductory flights to all EAA members. These flights will be given in either a weight shift trike or the tri-axis Challenger.

This is also (yep, there is more) the same day as the Birchwood appreciation bar-b-que. The BBQ is held on the opposite side of the field and offers great food at a reasonable price (FREE).

Parking for the Sport Pilot presentation will either be along the access road behind the hangar or in front of the hangar on the ramp.

Directions to Arctic Sparrow's hangar are: Take the North Birchwood exit off of the Glenn Highway, drive west until you cross the rail road tracks, take a left turn just before you get to the airport onto the access road, and Arctic Sparrow will be on your right.

We owe a warm round of applause to Rob Stapleton and Pete Marsh for putting this event together for us. Drum roll, please.

Any questions? Please contact Rob at 907-230-9425 or Pete at 907-688-6699.

Please help get the word out to all of Chapter 42's members. Blue Skies...



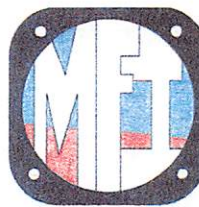
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THE LEFT SEAT (con't from page 1)

The best place to land an airplane on a beach is in the intertidal zone. That is the area between the high and low tide marks. That area of the beach is where there is the greatest likelihood that the sand will be firm enough to land without the wheels digging in and flipping the plane over. Also, it is a good idea to land when the tide is going out so that there is the maximum amount of time between tides so that you are not caught by the incoming tide. And as soon as you have the plane on the ground it is a good idea to find a way to get the plane up above the high tide line as far as possible.

What we saw was a stretch of beach about 8 miles long that looked to be deserted, just the way we like it. The beach looked wide and flat and the tide was out and the tidal zone was clearly marked by darker wet sand. We flew along the beach looking for a good place to land and checking the conditions of the sand, wind, waves, birds or what ever else might affect our possible landing site. We found a potential place and circled to do a closer check and test the hardness of the sand.

After lining up with the beach, I flew the plane ever so slowly in over the beach, gingerly trying to touch down with one wheel on Marietta's side and then take off. When I touched the beach Marietta said that there was hardly even a mark and that the sand appeared to be very hard. At that I applied power and we flew back around to look once again at the wheel marks in the sand checking for depth, water in the tracks or anything that could cause us to crash. The tracks looked good so we lined up once again and landed on the beach, taxied to a stop, shut off the motor and got out. It was an ok landing, we only bounced once, and when we were outside the plane realized that if we had landed into the wind rather than down wind the landing would have been better.

Still, we had a lot of work to do if we planned on staying at this beach for the next 24 hours and through 2 high tide cycles. We scanned the beach for an area that we could possibly get the plane up above sea level and not get flooded by the next high tide. Spotting a likely place, we walked up and checked it out.

I got back in the plane and Marietta directed me to the best spot to take a run at it and I added power and zoomed up over the soft sand right into the place where we planned.

We began to unload the plane. We first got out our beach clothes because it was hot. Did I say it was hot? Yes I did and I wasn't complaining. After a winter of being cold, it felt glorious. Into our beach clothes we went, which consisted of mainly lightweight shirts and pants with no footwear. Ah! Barefoot, just the way our feet were designed to be used.

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MONTHLY MEETINGS	4th Tuesday of most months

We then had time to sit back on a log and survey our surroundings. The beach from Hook Point to the east to the cliffs at the western edge of the beach was approximately 8 miles long. The sand of the beach was fine and white colored except in the tide zone, where in some places there was a gold color that sparkled in the sun. From one end of the beach to the other there was not one building, not one store, not one car or truck, nothing. Just us and our magic carpet, the Cessna 170B.

Oh well, reminiscing won't get the RV built. Out to the shop I go. Keep building those dreams.

Hope you have a safe and wonderful summer.

Mike

FLY MART

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



FOR SALE: 160 HP, fuel injected Lycoming, 23 hours SMOH, \$15,500; with/Sensenich Prop and Spinner, \$1,200; PITTS motor mount, \$350; PITTS fuselage, recovered in 1997, has some dry rot in lower wing - a nice looking bird, \$2,500. Dale Kenney 694-2206,

FOR SALE: Acrosport 1, an acrobatic bi-plane for REAL flying! \$60,000. Herb Williamson, 345-3431.

FOR SALE: EDO 1650-88A floats. Rigged for Cessna 150. Good condition. Overhauled from the step forward in 1999 with new bottoms, keels, etc. Paint is fair with the expected dings from floats built in the 60s. Located in Palmer. \$10,000 or trade for something interesting? Keith 907-355-2748

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If you are interested in participating in the Chapter's Skills Survey, complete the following list and return it to:

HQ, EAA Chapter 42, Attn: Skills Survey, 1701 Greendale Dr., Anchorage, AK 99504-2919
 Or fax it to: HQ, EAA Chapter 42, (907) 333-0437.

EAA CHAPTER 42 SKILLS AND KNOWLEDGE SURVEY

Name: _____ Contact Phone: _____ Contact Email: _____

IMPORTANT! I wish to share my skills and knowledge with other interested members of Chapter 42: () Yes
 () No (select one)

Place an "X" under the appropriate column for the skill or knowledge that you either "HAVE" or "WANT" to gain:

SKILLS	HAVE	WANT	SPECIFIC TYPE:
Welding			
Metal Working			
Woodworking			
Composites			
Mechanical			
Electrical			
Aircraft Paint			
A&P			
Other (specify)			



*** Thanks for helping to make our Chapter a viable resource for homebuilding! ***

THE THORP T-18 by Mike Ice

The Thorp T-18 is an historic aircraft. It was one of the firsts of the all metal home builds. The T-18 was the first homebuilt to fly around the world. It was also the first homebuilt airplane to fly to both the geographic and magnetic North Poles. Don Taylor completed all of these amazing feats in the early 1970's. His famous T-18 is on display in the EAA museum.

John Thorp designed the original T-18 around 1963; he designed it to be strong, light, fast and easy to build. The T-18 was designed to be built from twelve 4' X 12" sheets of aluminum of different thicknesses.


Richard Marson, a local homebuilder, finished building a beautiful example of the T-18 in 1996 and has it parked at Merrill Field. Mr. Marson's fine example of this model is the T-18C, which means it has the folding wings. Richard started the orphaned project in 1986 and worked on it when he could while still having a life. Richard's first flight in the T-18 "Flying

Tiger" was taken at Palmer and proved to be a little exciting. He reported that he had a slight rigging problem and a prop that was a "little" out of balance. Following flights after correcting the rigging problem and switching to a wooden prop cured the squawks and Richard and the T-18 flew off the FAA's mandatory 60 hours.


Richard, like most experimental builders, personalized his aircraft with some custom touches. He has the extended range fuel tanks, a true wet wing, a modified baggage compartment and a Scott tail wheel, to name a few.

Richard reports that the Flying Tiger's specs are:

Empty weight	953
Gross weight	1700
Cruise speed	170 mph
VNE	210 mph
Stall speed	63 mph



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