



CHAPTER 42 NEWSLETTER

September, 2006

Anchorage, Alaska

Monthly newsletter from Chapter 42 of the Experimental Aircraft Association

FROM THE LEFT SEAT

Termination dust on the mountains and crisp mornings with leaves falling from the trees hearken the beginning of another season. Could it be Fall that I am referring? Why, no. I am referring to another season of getting back to the airplane project that has been neglected because the weather or other summer priorities kept us away from building. No more excuse that the weather is too nice to be inside, or that the grass needs mowing, or you fill in the blank. Anyway, I am sure looking forward to a great winter's worth of massaging the RV-9 into a real flying machine. With any luck it should fly next summer.

I just returned from a beautiful vacation in Scotland. What an amazing country and, surprisingly, so familiar. I think Scotland is so very much like here, the people, the country side, the customs, the food, but just a little bit different. Of course, driving a car was a stimulating experience. The cars have steering wheels on the wrong side, shifting is accomplished with the left hand and you are expected to drive on the wrong side of the road.

The roads are single lane roads with a white line painted down the middle, dividing them into two lanes, rock walls are a foot or two from the shoulder and traffic is blasting along at 60 mph (yes, they use mph). Just a soon as you get used to this experiment in terror, in the opposite direction appears a bus or a lorry (18 wheeler).

General Aviation in Scotland is very sparse, the sad fact of legislation and expensive everything. Here is an excerpt from a fellow experimental builder from Scotland. Ian Gorse (www.iansrv6.co.uk) is building an RV-6 and writes to me:

*The problems over here for GA are as follows:
Firstly cost, fuel is averaging £1.40-£1.50 a litre (approx.*

\$2 per £)= £6 a US Gallon approximately. Then there's landing fees which range from £10 at a small airfield such as Perth, Fife, Dundee, Cumbernauld, or Oban; £30 for medium sized places such as Aberdeen or Inverness; and £70+ for Edinburgh and Glasgow when you add the compulsory handing agent charges, and that's if they let you in.

Secondly there's the weather. For the last week it's been crap, 2000 foot cloud base or less. Roll on the winter when it's frosty and the skies clear.

Thirdly, hire of a PA28 Warrior or C172 from Dundee is £130/hr wet, even a clapped out 152 is £120/hr (this includes base landing fees). You have to join the club, which is another £78 per year. Dundee is one of the least expensive.

A PPL (private pilot license) costs about £6500 to get, and a full IR (instrument rating) is £10000. Medicals run between £100 and £200 every 2 years for the 30-49 age group. Yearly after 50. Need I go on? There is a newer national PPL, which is slightly cheaper (£4000), and the medicals almost free as any GP can do it. There is also word of a reduced IR for PPL's along the lines of the FAA IR. We do currently have an IMC rating (UK only) which allows flight in IMC (not Class A) and to shoot approaches to IR minimums (+ 200ft on average, which is over simplified).

And finally there's the British factor multiplied by 10 with Europe whereby if someone is seen to be enjoying themselves, they either legislate against it or tax the crap out of it so you can't afford it.

Oh and don't forget the Nimbys. There's always someone who complains about noise or who thinks it's dangerous. If they thought we build these things they'd really go to town. Better go for now, I'm off out to the garage to get a bit done on the RV.

(con't page 3: LEFT SEAT)



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Like many of you, I live in Alaska because I enjoy so many of the outdoor activities. I particularly like hunting, fishing and floating rivers of all kinds. On a recent float trip on the Alagnak River, I was content in thinking about how comfortable we were despite the weather, which was predictably warm, cold, dry, wet, calm and windy. No snow this time. I thought about the gear we had and that it might be a good idea to share with others some of the "stuff" we have come up with over the years to make our trips more enjoyable. I left out the obvious gear like a good rain coat, sleeping pad, ditty bag, etc. and tried to think of items I found very useful but may not be on everyone's checklist. Here goes:

Gortex socks—Indispensable!! My experience is there is no such thing as a waterproof boot unless it is made of plastic or rubber. After 2 or 3 days tromping in rain and snow, my expensive "waterproof" hiking boots were as wet inside as they were out. Same with my light weight "waterproof" hikers. Wet, wet, wet. No problem for me. Inside, over my normal moisture wicking socks, I wear a Gortex sock. Since I started wearing these, about 10 years ago, I have kept my feet dry in all kinds of very wet conditions. Works well inside your golf shoes as well, my friend Frank says. About \$40 and worth every penny. REI & Cabela's both sell them.

Water filter bottle—I never leave camp without this handy bottle. Simply dip the wide mouth end into a stream or lake, screw shut and squeeze filtered water out the other end. No pumps, no chemicals. Simple and easy. My bottle is a "Safe Water Anywhere" I bought about 8 years ago at Eagle Enterprises on International Airport Road. Absolutely one of the best pieces of equipment I own.

LED Headlamp—Craig Medred recently wrote in the Anchorage Daily News extensively about these super new products. Batteries last many times longer than in the old bulb sets and the light elements are very durable, unlike bulbs. I find a headset about 10 times more useful around camp than a flashlight since it frees up your hands and is always pointed where you are looking.

Butane lighter—We have experimented with lighters of all kinds over the years, both cheap and expensive. If you want a dependable lighter, which works in windy and wet conditions, try the Brunton Helios. There are other good lighters out there but this one has stood the test of time. I bought several for outdoor buddies for Christmas by finding them on the Internet.

Compression Bag—These ingenious bags were added to the list of "must have" about 3 years ago. Think stuff sacks on steroids. They come in many types and sizes but the typical bag is like a heavy-duty sleeping bag stuff sack. Mine has 4 straps running top to bottom and is zipped at the top. You stuff your clothes or sleeping bag in, close the top and then compress the bag by tightening the straps down as you push the air out. Ideal for reducing the size of a sleeping bag to about 1/3 its normal bulk and so much easier to pack.

Surveyors Tape—That bright colored plastic roll can save you lots of grief by marking downed game or simply helping you find the spot where you left your boat after you hiked away from the river. Be courteous, pick up your tape on the last trip out. Don't litter up the landscape.

Rubber Gloves/Small Towel in a Ziplock—This is primarily a hunting item. We each carry a pair along with a small towel or wet wipes in a quart ziplock bag. Use medium to heavy weight gloves (not disposable) thickness. The gloves keep your hands clean while dressing out big game (or fish) and offer a measure of protection against small but aggravating knife nicks while cutting blind. When done, tidy up your hands with the towel, roll the gloves up bloody side in and with the towel, back into the ziplock. You can



clean them up later when you get to a stream or lake.

Wilderness Medicine Book—Self-explanatory. Often overlooked but worth its weight in gold if you need it. We like "Wilderness and Travel Medicine" by Eric Weiss, MD, published by Adventure Medical Kits.

Blister Kit—Great addition to your normal First Aid kit. Nothing can ruin a good trip like a burning blister on your foot. Several kits are available. Can be used for treating a "hot spot" pre-blister to a flaming open wound. Good insurance.

Eggs in a Bottle—We have been taking whole eggs on trips for more than 30 years without ever creating a mess. Simply break the eggs at home into a wide mouthed bottle. For extended trips we can get about 21 eggs into a 1 quart bottle. Obviously, you need to keep them cool but that has never been a problem. To use, pour them out one or more at a time as they stay relatively whole unless you really shake them up.

That's it! Look these ideas over, use what you like. Happy camping!

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LEFT SEAT *(con't from page 1)*

I saw many times more general aviation aircraft on the first day I was back in Anchorage then I saw the entire time I was in Scotland. If we need a wake up call to protect our chosen form of recreation then all we need to do is look at our friends across the pond. Fight each and every governmental attempt to further legislate or regulate aviation, become active in protecting what we have to the further erosion of the freedoms we so casually take for granted.

On the other hand I saw many more Gliders than we have in Alaska and it really fired me up. That is a sport I want very much to try. Maybe a vacation to Arizona is in store for this winter to get that glider fix. I saw one self-powered glider that was spectacular and managed to get a picture of it (see below). It has 60 feet of wing and the motor folds back in and down after take off. The other picture (on the front cover) is of the welcome sign to the airport on the Isle of Skye, which has to be one of the most beautiful airports in the world. But this airport, like so many others, was deserted and disused, which is sad.

I will leave you with a quote from Wolfgang Langewiesche out of his classic book, *Stick and Rudder*: "Most of the time, the aeroplane flies not because of the pilot's activity on the controls, but despite it."

See you at the meeting next Tuesday.

Mike

Motor Glider in Scotland



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MONTHLY MEETINGS	4th Tuesday of most months

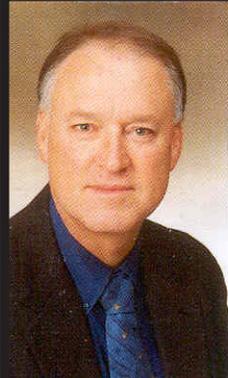
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**EAA Chapter 42
Monthly Breakfast
2nd Saturday of each month
Pipers, 3333 W. Int'l Airp Rd
9:30am**

PILOT HA-HA-HA

A Pan Am 727 flight waiting for start clearance in Munich overheard the following:

Lufthansa (in German): "Ground, what is our start clearance time?"

Ground (in English): "If you want an answer you must speak in English."

Lufthansa (in English): "I am a German, flying a German airplane, in Germany. Why must I speak English?"

Unknown voice from another plane (in a beautiful British accent): "Because you lost the bloody war."



One day the pilot of a Cherokee 180 was told by the tower to hold short of the active runway while a DC-8 landed. The DC-8 landed, rolled out, turned around, and taxied back past the Cherokee.

Some quick-witted comedian in the DC-8 crew got on the radio and said, "What a cute little plane. Did you make it all by yourself?"

The Cherokee pilot, not about to let the insult go by, came back with a real zinger: "I made it out of DC-8 parts. Another landing like yours and I'll have enough parts for another one."

NEXT MEETING

Our next meeting will be Tuesday, September 26th at 7pm at the home of our esteemed Vice President, Gale Partch. Gale is building an RV-6 and installing an Eggenfellner H-6 (6 cylinder) Subaru engine. The main attraction will be Gale's new Subaru engine, which he is pulling out of storage just for us to ogle. Gale has his RV in one garage and the engine in another. He promises we can look at both.

Directions: 12701 Atherton—Get to Huffman Rd and go eastward up the hill. First street after Elmore is Atherton. Turn right and go to 12701, which is on the left.



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