



# CHAPTER 42 NEWSLETTER

October, 2006

Anchorage, Alaska

Monthly newsletter from Chapter 42 of the Experimental Aircraft Association

## FROM THE LEFT SEAT

Gale Partch's RV-6 and Eggenfellner Subaru engine were the centerpieces to last month's great meeting (see photo page 3). The Eggenfellner engine is a real jewel. It looks good just sitting there. I can hardly wait to hear it start up. I bet Gale feels the same way. Gale's RV project has really been progressing quite rapidly lately and it looks great. Gale and Cindy were great hosts and fresh homemade pies (see photo) were there for us to snack on.

This month, October, the meeting will be held at Mr. Rob Stapleton's house where we will get a chance to look at his Pietenpol. What is a Pietenpol? Well I am glad you asked. Here is a short description from The Buckeye Pietenpol Association:

*We're a worldwide organization that promotes the building and flying of airplanes designed by Bernard H. Pietenpol and*

*We know of no failure of a Pietenpol ship that can be attributed to its design. Naturally, with the hours flown in designs as popular as the Air Camper and Sky Scout, there have been injuries, even fatalities. But in every case we know of, the mishaps can be attributable to factors other than the original design of the airplane.*

*In short, we have found Pietenpols to be real honest-to-goodness airplanes, built simply and inexpensively by honest-to-goodness people.*

I hope that stirs your interest enough to come and take a look at this very interesting project and meet with Rob.

Also at the October membership meeting, the Nominating committee will present to the Chapter membership the nominations that they have gathered. In addition, open nominations will be accepted from the Chapter members in attendance at the October Membership meeting. Once all of the nominations have been received, they will be published in the next newsletter. Voting for Chapter officers will take place at the November meeting.

See you at the meeting Tuesday.

Mike



*the recognition of Mr. Pietenpol's contribution to the world of sport aviation.*

*Pietenpol airplanes built to the plans of Bernard H. Pietenpol are straightforward, no-nonsense airplanes. They're great for puddle jumping or even long cross-country trips. They fly low and slow, the same way they have for over six decades, almost seven.*

*Pietenpols are low in cost, durable and FUN. Probably the biggest reason they are inexpensive to build is that almost no aircraft-rated materials are required by the design. They are durable because designer Pietenpol went out of his way to make every part of the ship stronger than necessary.*

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The aircraft electrical system has been compared to the nervous system of the human body. It is easy to see the likeness of this comparison. Electrical signals in both will cause the systems to operate correctly when everything is working properly. But if there is a malfunction, then the system can and does produce problems. A miss-fire in the human body's electrical system can be as serious as a stroke or epilepsy or it can just be an annoying tic of your eyelid when you get tired. A miss-wire of an aircraft's electrical system can cause annoying problems such as instruments that do not work properly or, in a worse case scenario, an in-flight electrical fire, which can cause a stroke or heart attack in the pilot and passengers. So you can see the similarities.

Electrical systems in any form (house, boat, or airplane) have always been mysteries to me. Sure, I have the simple ideas figured out: electricity is like water and it flows through wire like water through a hose but that's not really all there is to it. Is it? So I have taken a cautious approach to this stage of the project with a little nervousness. I have walked up and looked into the vast pool of electrical theory information and have stuck my toe into the pool of electrons and stared in fascination. But now is the time to dive in and quit being a spectator.

As with any project, the Internet can be a boon or a bane. A person can find information about any subject and experts in every field extolling on and on about almost everything. For instance, to research information for this article I did a search on "aircraft electrical systems" and came up with 1,390,217 results. I am quite certain that somewhere in that mountain of data there is exactly what I need. But where does one start? If I read them all it will take a long time and I still won't do any wiring.

My solution has been to use our Chapter's resources and ask one of our Technical Counselors for advice. I had Mr. John Davis stop by for a few minutes and help me decide what course to take. Mr. Davis is great at cutting through the self-induced fog or delusions that I get from reading way too much babble from the Internet. He suggested that I stick to the basics and keep it simple, then helped me look through a catalog and pick out some parts to order. Thanks John.

As you probably know by now, I am building a Van's RV-9. The Van's philosophy is to build a very simple airplane as quickly and inexpensively as possible. This is easily accomplished as long as you stick to the plans. But every time you deviate from the plans you add complexity cost and time. So, once again I have been reminded to stick to the plans and get back on track and keep building.

Van's aircraft factory is also the supplier of all the systems necessary to get your airplane into the air. The point here is that, with my airplane, as long as I keep it stock I can order a wiring harness from Van's that contains all of the wires necessary to make the airplane work and fly. The wires will be the right size, the right type, they will have proper ends on them, etc.

Thanks to John's suggestion and Van's aircraft my PFD disappeared quite quickly. I ordered the parts online on Sunday and they were at my house Thursday afternoon. I opened the box with some trepidation, not quite knowing what to expect. You know how some times you buy something and, when you get it, only have buyers remorse? Well, let me tell you, it was the exact opposite this time. It was buyer's elation! In the space of about 15 minutes I went from not knowing if I could ever figure out the electrical system to knowing I could.

Tim Rittal suggested that I take a picture of the wire harness, but it isn't much to look at. If you have an interest in the electrical systems and wiring of an airplane and would like to take a look at mine, give me a call at 344-4401 or drop me an email at [aurbo@ak.net](mailto:aurbo@ak.net).

On another note, Mr. Bob Nuckolls of the Aeroelectric Connection ([www.aeroelectric.com](http://www.aeroelectric.com)) has stated that he would love to travel to Alaska and give a seminar on all things electric for airplanes. All he needs is a firm commitment for a number of folks to attend so that it makes it worth his while. If you are interested, let your Chapter leaders know.



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## NEXT MEETING

Our next meeting will be on Tuesday, Oct 24th at 7pm. We are going to see Rob Stapleton's Pietenpol project and Rob will be bringing us up to date on Light Sport Pilot. It will be nice to see another project in its early stages and interesting to hear what is happening in the world of Light Sport Aviation.

Rob's address is 1497 North Heather Meadows Loop and his phone is 336-9425. Directions are as follows:

Dimond to Vanguard which is at Dimond's far east end where it becomes Abbott Rd. There is a Tesoro on the corner. Follow Vanguard to the right on Academy, straight to Brayton and right (north) to 4th right turn on N. Heather Meadows Loop to address of 1497.

## YOUR HELP NEEDED by Frank Richardson

You may or may not know that Gil Scheff passed away on March 23 of this year. We had a funeral here and he is in the military cemetery at Fort Rich. The Glassair and hanger are for sale by his daughter, Robin Scheff.

And now to the news. Person or persons recently broke into Gils hanger and unbolted the prop and spinner and took off with them. It was a white three bladed Ivo Prop Magnum, 70", variable electric pitch. The spinner was a Predator special made for that prop. They left behind the instructions, wiring harness, constant speed regulator, and the thick washer that bolts onto the prop hub on the Northwest Aero PSRU. They also don't have the mounting kit for the spinner. If you hear anything concerning this theft, I would appreciate a heads up (frichardson@anch.net). I don't have the serial number at the moment, but plan to get it. Thanks for your help.

*EAA members and Gale Partch with his 6 cylinder Subaru engine. Note the yummy pies in the background! Thanks, Cindy and Gale!*

## CHAPTER 42 OFFICERS

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





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**EAA CHAPTER 42 NEWSLETTER EDITOR**

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

**PILOT SIDE-SPLITTERS**

A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?" Student: "When I was number one for takeoff."

A DC-10 had come in a little hot and thus had an exceedingly long roll out after touching down. San Jose Tower noted: "American 751, make a hard right turn at the end of the runway, if you are able. If you are not able, take the Guadalupe exit off Highway 101, make a right at the lights, and return to the airport."

From an unknown aircraft waiting in a very long takeoff queue: "I'm f...ing bored!" Ground Traffic Control: "Last aircraft transmitting, identify yourself immediately!" Unknown aircraft: "I said I was f...ing bored, not f...ing stupid!"

Tower: "Delta 351, you have traffic at 10 o'clock, 6 miles!" Delta 351: "Give us another hint! We have digital watches!"

There's a story about the military pilot calling for a priority landing because his single-engine jet fighter was running "a bit peaked." Air Traffic Control told the fighter jock that he was number two, behind a B-52 that had one engine shut down. "Ah," the fighter pilot remarked, "The dreaded seven-engine approach."



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