



CHAPTER 42 NEWSLETTER

November, 2006

Anchorage, Alaska

Monthly newsletter from Chapter 42 of the Experimental Aircraft Association

FROM THE LEFT SEAT

Thank you for letting me be the President of Chapter 42 for the last three years. It has been a wonderful experience. I have met some great and talented people. I have seen some terrific projects and have even been allowed the honor of riding in a few really terrific airplanes. I am continuously amazed at the breadth of knowledge that the members of our group possess. I owe a debt of gratitude to all the members of this organization and especially to the Board members, because without your help I would have spun out and crashed a long time ago.

While I have enjoyed being the President of the Chapter, I have never been comfortable in the role. It has been a stretch for me to get up in front of the group each month and talk, it always makes me nervous. I do hope that I have provided more than just comic entertainment while you watched me squirm.

Nothing in life is constant. If you sit still too long you rust. I need a change and so does this Chapter. Change is essential for growth, for renewal, for excitement, and this election will provide that for our Chapter.

So after this month's election I will gladly give up the Left Seat to the new President/Pilot and take a seat back in economy class. I will support whoever is elected and I know you will as well.

So please come to the November meeting and show your support for our wonderful Chapter of "aero-nuts." You determine what you get out of this group by what you put into it, so show your support by attending and voting.

In addition to the election, Mr. Gene Bjornstad has a great meeting planned. More information is in the newsletter and on the website. See you there.

Blue Skies,

Mike

VOTE AT THE NOV. 28TH MEETING

As our esteemed president says, time to choose new leadership. Come to the November meeting and vote for your favorite. The Chapter 42 nominees are :

President Nominees: Gale Partch, Rob Stapleton, Mike Luther or Pete Marsh

Vice President Nominees: Rob Stapleton, Gale Partch

Secretary Nominees: Mike Luther, Gene Bjornstad

Treasurer Nominee: Gene Bjornstad

NEXT MEETING

The next meeting will be Tuesday, Nov 28, 2006 at 7pm. Our Treasurer, Gene Bjornstad, has arranged for us to use the room at UAA Aviation complex on Merrill Field. First order of business will be elections and then the main topic, "Panels." Gene has a short DVD for us to watch and the guys from Northern Lights Avionics will once again be on hand to show us the latest and greatest on glass panels from their shop. The Dynons I purchased through them are being installed in my GlaStar as I write these words. They are impressive. Should be an interesting and informative meeting.

I think everyone knows where the UAA Aviation complex is located. Just in case, it is on the East end of Merrill Field on the Southside of runway 7-25. Signs inside will direct you to the right room.



Pietenpol builder Mike Luther looks over Rob Stapleton's Pietenpol

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I wish I had a nickel for every time I heard that over the 10 years I have been building GlaStar N55XP. I'd probably have over \$100, enough to buy a spark plug and maybe a couple washers!!

For those of us building our first plane, we are naïve enough to even predict a date. Over the years, I had looked at other projects light years ahead of mine thinking, “surely they will be flying in a week or so.” I even asked “the” question of the builder myself. The newer guys would say something like “It should be flying by summer.” The Tech Counselors just chuckle and say, “Yeah, what year?” The more experienced builders pretty much like to avoid giving an answer altogether. I think it is an EAA superstition.



Ron Braun wiring Tim's Dynon

In my line of work, it is common to set goals and write down dates to accomplish the intended goal. I have done this with the GlaStar many times. I have missed timelines so many times I don't know why I even bother. I just do. Now I am shooting for December. For the Tech Counselors out there, I mean 2006! We will see.

Meanwhile, I have been scrambling around trying to get organized and gather up all the stuff I need to “fly that thing.” Listed below are a few things to think about if you are getting close yourself.

Panel labeling. One of the last things to go together for me is the panel. How am I going to label all those switches and breakers? I started a thread on the GlaStarnet and have gotten about 10 responses in less than 24 hours. Here are some of the ways builders have done this.

Several builders used Avery mailing labels printed on their Laser printers or laser jets. You can buy clear vinyl labels of different sizes. Our own Matt Freeman did his GlaStar this way.

One builder from Homer used “water slide” decals. He got his off e-bay. A simple Google search on the internet will find you companies who sell these. You create on your printer and apply to your panel. After they dry, clear coating with Krylon clear coat or similar is advised.

My panel guy has used ID-Mark industrial labels in shops

where he has worked. The labels are created on your printer, applied to the panel and exposed with ultra violet light. They are reported to be very professional looking and durable

A few more guys raved about the quality and ease of using a Brother label making machine. They advised to get the one with a keyboard and font choices. It prints on clear tape.

Take your pick or check with me later. I will probably have more responses.

Remember the FAA legal stuff. Did you get your N number and register your aircraft? The local FSDO has a very helpful package for registering and certifying your amateur-built aircraft. I accomplished this in just a few weeks thanks to an expediting service and the Internet.

In the package is AC (advisory circular) 20-27F- Certification and Operation of Amateur-Built Aircraft. After reviewing that, I discovered I must have the following:

Fireproof data plate with builder's name, N number, serial number and model. I found that Aircraft Spruce (ACS) has a compliant plate they will engrave for you. Costs \$10.95 and takes 2 weeks to ship.

Passenger Warning placard clearly visible in the cabin or cockpit. “Passenger Warning: This aircraft is amateur-built and does not comply with Federal safety regulations for standard aircraft.” ACS sells a vinyl transfer for \$1.95.

Each entry to the cabin or cockpit must have the word “Experimental” in 2”-6” high letters. ACS has these for \$4.95 for a set of 2.

Of course you will need your N numbers permanently installed. ACS has an option for about \$11 per side and needs 2 weeks to ship. I plan to call my local sign maker and see about having that done locally. I prefer to buy from local vendors but sometimes specialty items like those above are just easier to

order on line or over the phone versus searching all over town. I checked with one of our regular suppliers and they did not carry the items above.

And don't forget, we are fortunate enough to have *two* Technical Counselors who have traveled outside for training on doing FAA certifications, Cliff Belleau and John Davis.

That's it. I need to get back to the garage and my project. I have a deadline to meet.



Tim's panel, a work-in-progress

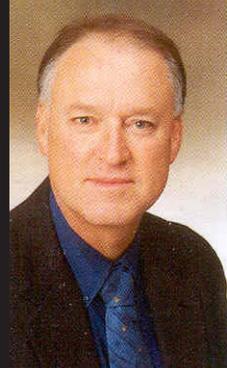
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NINETY-NINES' PROGRAM RATES ONE HUNDRED by Annie Rittal

I had been saying I'd go to the Flying Companion Seminar and there it was, on the Alaska Airmen's Association's website... one was coming up on October 21st at the Merrill Field UAA Aviation Technology Center. With a gentle push from my husband and an enthusiastic "let's go" from a girlfriend, we signed up. We found ourselves at the Tech Center that early Saturday morning with about 25 other people (both men and women), all with various degrees of flying comfort and different reasons for being at the class. I was there to learn more about the cockpit and what to do should something happen to the guy in the left seat.

First, let me say that the Ninety-Nines (NOT the "Niners" as some call them) is a very professional group of women whose passion for flying is evident in the instructors they had representing them that day. From 7:30 until after 5, they instructed, cajoled, explained, demonstrated, and helped us achieve whatever goal we had set for ourselves that day. They even provided a continental breakfast and a buffet lunch!

Lani Kile talked about and demonstrated the aerodynamics of a plane and the basic controls and Judy Foster spoke about navigations, charts, and how to read them. We had a fun time with Angie Slingluff and her hands-on emptying-of-the-pockets survival discussion. After lunch and a short passenger safety video, it was time to learn about radio terminology and communications from Brenda Staats. We then broke into groups, with one headed to the simulators and one staying in the room to do a radio game with assistance from the Kenai FSS.

I have to say I like those simulators. We worked a few minutes on the desk-top variety and then moved with another student to the two place real simulator. Roberta Degenhardt and Judy Foster were our guides there, and it was evident that the comfort level of being "in" a plane went up after being at the yoke for a few minutes. In fact it was so comfortable for me, I'm thinking I'll actually get my license! How much fun was that to be able to control the plane, even with a bit of turbulence thrown in, and then to go into the real simulator and practice flying over Beluga Point and Knik Arm? What a marvel of technology those simulators are!

The radio game was fun. We each had a script to read from so we could get used to the FSS patter back to us. The final activity was a "Radio Lost Game" in which we passed the microphone from one student to the next and we had to get ourselves out of a precarious situation that evolved with each turn. The Ninety-Nines were up there moving mock dials around

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MONTHLY MEETINGS	4th Tuesday of most months

and Lani was working the radio, trying to safely get us back to Merrill Field and on the ground in one piece. It was fun as students threw curve balls into the mix and we all got to make up a piece of information. Luckily the plane landed with nary a scratch and we whooped and hollered our joy!

It was one of the best days I have spent learning about something so foreign. The women did everything they could to help us be comfortable, to understand what they were sharing, and to let us practice with their help. We came away with a plethora of information, resource guides, and the history of the Ninety-Nines. The cost of \$80 was very reasonable for all we received, and the effort put out by the entire group was exemplary. I'd highly recommend it to any flying companion or anyone who's uncomfortable flying in a small aircraft. Now excuse me while I get back to reviewing my charts.

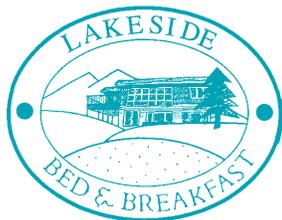
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FOR SALE: Bendix/King KY97A VHF Com radio. \$500. Call Mike Ice for details, 344-4401.



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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

→Pilot: “Albuquerque Center, this is United 372. I have an engine that just went out and I need to land. No panic, but I need a runway that’s close to my present location.” Tower: “United 372, this is Albuquerque Center. You are cleared to land at [Name of town I have never heard of] Airport immediately.” Pilot: (Who had obviously never heard of town either) “Hey, I’m not talking some crop duster airport here, Albuquerque Center.” Tower: “United 372, that runway is 6,700 feet long. Is THAT going to be enough for you, or do you want me to send someone up to help you land?”

→O’Hare Approach Control to a 747: “United 329 heavy, your traffic is a Fokker, one o’clock, three miles, Eastbound.” United 239: “Approach, I’ve always wanted to say this...I’ve got the little Fokker in sight.”

→Centre: “TWA 2341, for noise abatement turn right 45 Degrees.” TWA 2341: “Centre, we are at 35,000 feet. How much noise can we make up here?” Centre: “Sir, have you ever heard the noise a 747 makes when it hits a 727?”

→Taxiing down the tarmac, a DC-10 abruptly stopped, turned around and returned to the gate. After an hour-long wait, it finally took off. A concerned passenger asked the flight attendant, “What, exactly, was the problem?” “The pilot was bothered by a noise he heard in the engine,” explained the flight attendant. “It took us a while to find a new pilot.”



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