



# CHAPTER 42 NEWSLETTER

January, 2007

Anchorage, Alaska

Monthly newsletter from Chapter 42 of the Experimental Aircraft Association

## FROM THE LEFT SEAT

**Happy New Year** to all of our wonderful Chapter 42 EAA members and family!!! Thank you for allowing me to lead as your new President.

**New Officers:** I am happy to welcome Rob Stapleton to his new position as Vice President. Rob is now a C.F.I. so congratulations are in order. I would also like to welcome Gene Bjornstad to his new position as Secretary/Treasurer. Gene is our newest A&P and is working to keep our membership rolls in order. If you have any membership application changes to report, please let Gene know.

Special thanks to Shannon Garry. She stepped up to the plate and took responsibility for the election committee. Also this month she is hosting our monthly meeting at her place of business: Aero Recip Alaska. We are looking forward to seeing what these folks have to offer the aviation community.

Congratulations to Tim Rittal!!! His GlaStar has emerged from the confines of a garage to an airplane hangar. This airplane builder is really jealous.

**Membership Renewal:** Everyone is on a membership cycle that expires on December 31st of each year. You can renew your membership at any meeting or send your check for \$24.00 to Gene Bjornstad, P O Box 729, Girdwood AK 99587. A membership form is provided on page 4. Could you please include your National E.A.A. number on your check? It will be required for the 2007 EAA Chapter Renewal Information packet. The following is a quote of the events that EAA Chapter 1 has planned for this year:

“Young Eagles Rallies January thru November, monthly membership meetings (membership meeting/Christmas Dinner 12/08/07), Open House (09/22/07), Flabob’s Veteran’s Day Celebration (11/10/07), four SportAir workshops (2 in March and 1 in September and 1 in October), and an all Southern California chapter Pre-Oshkosh Picnic (06/02/07). Also, they

are working on getting AOPA and FAA Safety Seminars in their hangar. There are two airplane projects in their hangar that need volunteer help to complete (one is 85% complete).”

All groups, associations, clubs, chapters, etc. have a long history of allowing a dedicated few to wear themselves out taking care of the members’ needs, while the majority merely come and enjoy the fruits of these labors. Ask yourself if now is the time for you to pitch in and take your turn. Jump in anywhere, all effort of any shape or form is greatly appreciated. For starters, this President thinks we need our own Chapter hangar .

See you at the next meeting.

**Mike Luther**

## NEXT MEETING

The January meeting will be at 7pm Tuesday, January 23rd at Aero Recip Alaska. They are located near the southwest end of Lake Hood at 4451 Aircraft Dr # B (243-3133). Our own Shannon Garry works for the company and will be on hand to give us the scoop on what they do. Among other services, they overhaul light plane piston engines and governors, and the rest you will need to show up to find out. This should be a great opportunity to see the inner workings of a local aviation enterprise. See our chapter website ([www.eaa42.org](http://www.eaa42.org)) for more info and maps.



*GlaStar N55XP didn't make December 1st flight but February looks good for Tim Rittal!*

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While thousands of spectators enjoyed the Sebring U.S. Sport Aviation Expo Jan. 11-14 in Florida, we here in Alaska have yet to realize much interest in Sport Aviation, at least here in Anchorage.

The Sebring Expo showed the best of the best, what's new, and how some of the older former Part 103 aircraft have been licensed into the Special Light Sport Aircraft category.

The idea of light sport aircraft and the Sport Pilot License was a long time in coming in my case. Five years to be exact.

Those of us who were flying ultra-lights in the late 1990s balked at the idea that we should turn over the privilege to fly, build, or buy Part 103 aircraft into the hands of the FAA.

But signs of compromise with EAA and other organizations that had two place exemptions for Part 103 gave some of us confidence that maybe this could work.

In general, it would be up to the Light Sport Industry and organizations like EAA to infuse energy and market the category and its aircraft types to encourage new pilots into aviation. Evidence of this are the expos like Sebring and Oshkosh far outside of Alaska.

It doesn't look like anytime soon that Special Light Sport Aircraft or Sport Pilot licensing will catch on here like it has in the southern latitudes.

According to the local FSDO, there are only six Sport Pilots in Anchorage, and 13 in Fairbanks. This includes one SP Instructor in Anchorage and two in Fairbanks.

Why? There are two Designated Pilot Examiners (DPE) and two Designated Airworthiness Representatives (DAR) in Alaska qualified to deal with Sport Pilot in the whole state of Alaska. And half of these have been told not to progress with Sport Pilot.

That means no powered parachute and weight shift types (the two new aircraft added by the FAA to the regulations) can get certified or their pilots get check rides or proficiency checks.

Again you may ask, "why?"

The local FSDO Sport Pilot representative DPE and DAR have been told that General Aviation, Sport Pilot and some Part 135 operations are no longer an FAA priority.

In fact, one FSDO representative stated, "that until you can convince Congress to give the FAA more operational capitol for its budgets, there will be little or no hope of FAA service to these categories. They don't want to spend the money."

To further cloud the road of optimism, there is the issue of insurance. At this writing there is no carrier or underwriter that

will write a policy for Light Sport Aircraft instruction or liability insurance required by state law in the State of Alaska.

While Pete Marsh and I transitioned into being Sport Pilots last year, and passed our CFI Sport Pilot Knowledge tests to be able to get our Sport Pilot Instructor ratings, we are forced to go Outside and take our practical flight tests in the Lower 48.

We do have last minute hope that the local FSDO officials will change their minds and allow us to be tested here so that we can start instructing new pilots. Still, I can't help but envy all my fellow Chapter 42 members that are flying with private licenses or better.

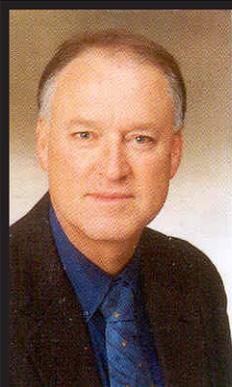
Our hopes of attracting new young and old pilots into flying more reasonably priced Sport Aircraft are not dashed, but are on hold for a while.

In the meantime it makes the homebuilt Pietenpol project in my garage look more and more attractive everyday.

Maybe we should just go flying for fun!

## FLIGHT STORIES

While taxiing at London's Gatwick Airport, the crew of a U.S. Air flight departing for Ft. Lauderdale made a wrong turn and came nose to nose with a United 727. An irate female ground controller lashed out at the U.S. Air crew, screaming: "U.S. Air 2771, where the hell are you going? I told you to turn right onto Charlie taxiway! You turned right on Delta! Stop right there. I know it's difficult for you to tell the difference between C and D, but get it right!" Continuing her rage to the embarrassed crew, she was now shouting hysterically: "God! Now you've screwed everything up! It'll take forever to sort this out! You stay right there and don't move till I tell you to! You can expect progressive taxi instructions in about half an hour and I want you to go exactly where I tell you, when I tell you, and how I tell you! You got that, U.S. Air 2771?" "Yes, ma'am," the humbled crew responded. Naturally, the ground control communications frequency fell terribly silent after the verbal bashing of U.S. Air 2771. Nobody wanted to chance engaging the irate ground controller in her current state of mind. Tension in every cockpit around Gatwick was definitely running high. Just then an unknown pilot broke the silence and keyed his microphone, asking: "Wasn't I married to you once?"



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## SPORT PILOT GUIDELINES by Rob Stapleton

If you are still asking questions about the guidelines for the (Experimental) Light Sport category, here are the main differences from a Private Airmen's Certificate:

- FAA Knowledge Test
- FAA approved Practical Test
- 20 hours total time logged in an N-numbered Light Sport Aircraft, dual and solo (combined time)
- A valid drivers License, or third class medical
- No nighttime flying or flights above 10,000 MSL
- Log book endorsements by a SP/CFI for skis, floats, Class B, C, D airspace, and aircraft with a speed over 83 knots

A Sport Pilot may fly aircraft that meet these specifications:

- Two place aircraft with a stall speed of 45 kts. (51 m.p.h.) and 120 kts. Vh (138 m.p.h.) at maximum continuous maximum power in level flight
- A fixed pitch or ground adjustable prop
- Fixed landing gear
- A reciprocating power plant, including rotary and diesel engines

Experimental and Special Light Sport Aircraft are certified for a maximum of 1320 lbs. gross, with an exception for floats or amphibian type aircraft certified for 1430 lbs. gross.

So, if you have a reason, and you want, you may certify your homebuilt as an Experimental Light Sport Aircraft if it fits these parameters, and later fly it using the privileges of a Sport Pilot License.

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

## FLY MART

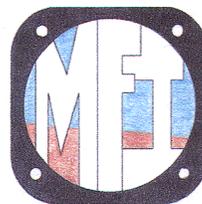
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**EAA Chapter 42  
Monthly Breakfast  
2nd Saturday of each month  
Pipers, 3333 W. Int'l Airp Rd  
9:30am**

**JOIN OR RENEW...IT'S TIME TO PAY YOUR MEMBERSHIP DUES!**

**EAA CHAPTER 42  
2007 MEMBERSHIP RENEWAL FORM  
and New Membership Application Form**

Date \_\_\_\_\_ Local Chapter Membership \$24/individual \_\_\_\_\_ \$25/ family \_\_\_\_\_  
Name \_\_\_\_\_  
Address \_\_\_\_\_  
E-mail address \_\_\_\_\_ Work phone \_\_\_\_\_ Home phone \_\_\_\_\_  
Aircraft Project \_\_\_\_\_  
Tail Number(s) \_\_\_\_\_ Pilot Ratings \_\_\_\_\_  
Total Time \_\_\_\_\_ National EAA # \_\_\_\_\_  
Areas of interest \_\_\_\_\_

Please return with check or money order to  
Gene Bjornstad, EAA Chapter 42 Treasurer  
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