



CHAPTER 42 NEWSLETTER

November/December, 2007

Anchorage, Alaska

Monthly newsletter from Chapter 42 of the Experimental Aircraft Association

FROM THE LEFT SEAT

By now most of you know that valued member and esteemed president Mike Luther is running away from home. Yes, it is true, he and Donna are leaving Alaska this winter to be closer to family and warmer weather. Real estate professionals like Gale Partch and me love guys like them. They sell their home and leave Alaska and then remember why they came here in the first place and move back and buy a new house, thus creating 4 or more real estate transaction sides. Thank you, Mike and Donna, we love you. Seriously, a tip of the hat and much thanks to Mike Luther as outgoing president and to his supportive wife Donna. We will miss them.

At the November meeting we made several leadership changes prompted by Mike's departure. With board recommendation and member approval I agreed to take over the role as president of the chapter for the remainder of Mike's term. Rob Stapleton agreed to take over the newsletter beginning in January '08 and Mike Ice will step in as vice president so Rob has time to concentrate on the newsletter.

This month I am both president and newsletter editor. First, I apologize for missing the November deadline for the newsletter. I have a few excuses but they're lame so I won't bother you with them. I am sure the new editor will do a better job given a chance. We usually don't do a newsletter in December so this is a special edition!

The board members and I will meet this week to toss around a few ideas, old and new. I don't expect to make a lot of changes unless you, the members, want them. One thing you can be sure about, we will be asking you what you want in 2008 and beyond, so start thinking about it. A member survey is sure to come your way very soon.

Have a safe and fun holiday season.

Tim Rittal

NEXT MEETING

Remember, no regular meeting in December. However, Chuck May is hosting a Christmas season party Friday, December 28th at 7:00 p.m. to which we are all invited.

Food and wine, beer, and soft drinks will be provided. You may bring a dish to share only if you want to.

Driving directions to Chuck's House: take the Seward Highway south, exit on Huffman Road. Turn east (left), then turn right on Lake Otis, which changes its name to Westwind at the first 4-way stop. The

first street after the stop is Spinnaker; turn left and then left again onto Leeward. Chuck's house is second from the corner, 2811 Leeward Place. If you get lost, call Chuck at 345-4703.

Thanks, Chuck, for your hospitality!



Dick Reeve's Lancair then (2006, above) and now (Nov 2007, right, below)



*Merry Christmas
and
Happy New Year!*

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Last month I relayed the sad story about flipping my GlaStar and said I would be following up with more information and updates.

First, the GlaStar is being cared for by Wick Air of Palmer. The engine is off and into the shop for tear down after the prop strike. The prop, a Hartzell constant speed, is in the prop shop for similar exam. The wings are off and in the shop. Parts have been received from the factory. What appeared to be relatively minor damage is mounting up to be MAJOR cost when you factor in all the time, money and effort going in to make sure nothing unseen is damaged. Thank goodness for insurance. So far, I have had great service and treatment by the insurance company, Falcon Insurance Agency of Alaska, agent Dean Eichholz and their adjuster, Kevin Wyckoff of Alaska Claims Service. The shop says about 60 days to get her back. I remain optimistic.

So, what if this happened to you? What would you do? Who would you call? Think about it because few pilots truly do.

Since I was interacting with Deb Mosely, a local FAA Aviation Safety Inspector, I asked her for input. She consulted with John Steuernagle and David Karalunas of the FAA Safety Team Office and they offered the following advice based on my two questions repeated below.

Q: If you are on the ground and your aircraft is damaged and you have a way to call someone, who should you call first?

A: The best first option is to call the Alaska ROC (907-271-5936). ROC stands for Regional Operations Center. They have ties to all of the emergency services and standby duty personnel. They are one stop shopping for emergency notification and keep a communications log that can prove the contact was made. Even if you are in another region, the Alaska ROC could get the word to the right folks.

The problem is most pilots do not have the ROC number handy. Everyone remembers 1-800-WX-BRIEF (1-800-992-7433). That's the toll free Flight Service number. It will ring in the area code associated with the cell phone so if you call that number from an out-of-area cell phone number, you will not be directed to the nearest FSS, but to the one that is nearest your cell phone number. Another problem is you are likely to be on hold a long time before you can get to a human. Nothing like running out of battery while you're on hold. To avoid a long hold time you can utilize the Fast File Flight Plan option. To access this option, dial 1-800-WX-BRIEF, then press 3, then press 2. That way you will get your emergency information on tape and someone would hear it pretty quickly.

In any case, you want to think about getting the essential information into the first part of your message. Who you are (name and N-number), where you are, number of passengers, medical condition of everyone, survival situation, services required, and lastly who you want notified and their contact information.

Remember, depending on the extent of aircraft damage, you may have a legal obligation to immediately notify the NTSB (907-271-5001) of the accident per NTSB 830.5. NTSB 830.6 outlines the information that is to be included in the notification to the NTSB.

Q: If a friend or relative, e.g., is your flight plan, who should he call and after how long you are overdue should he call?

A: Your friend or relative should follow the same outline above with respect to whom to contact. The ROC or FSS will confirm it is a missing aircraft and that the aircraft is at least 1 hour overdue. If so, rescue efforts will begin.

If you decide to leave your flight plan information with a friend or relative (instead of FSS), be sure to be as specific as possible especially with regard to the intended route of flight, stops along your route and time en-route. Additionally you should give them all of the elements of an FAA flight plan and include the extent of survival gear in the plane. Be sure your friend or relative knows who exactly to contact when you are one hour overdue and can't be reached. Don't forget to give them the numbers to call ROC (907-271-5936) or FSS (1-800-WX-BRIEF) and tell them what exactly to tell the ROC or FSS. You may even want to practice an overdue scenario with your friend or relative to ensure they know what to do.

Good advice and much thanks to the FAA folks for taking the time to pass this our way. I plan to put the ROC and FSS numbers (including which keys to press with FSS) in with my satellite phone and survival gear. Maybe you should, too.

What if you don't have a sat phone or a working cell phone? I forgot to ask the FAA team this question. Maybe some of you alert readers have some ideas on this. Pass them along and we will put them in the next newsletter.

Chances are pretty good that your panel mounted radios won't work. But maybe you have a back-up hand held. Who ya gonna call? Send in your thoughts. We will talk about it in our next newsletter.

Meanwhile, I constructed a checklist based on the advice above. Cut it out and use it for your spouse, family or friends. Add to it or improve it as you see fit. If you want an electronic copy you can copy, print or manipulate let me know by e-mail and I will send one along. If you do improve it, send in a copy to be shared.

Aircraft Overdue Checklist

You have checked your message machine and your voice mail, no messages. Checked the tie down if able or appropriate. The pilot and plane are an hour or more overdue.

Call the **Alaska Regional Operations Center (ROC)** as first choice **1-907-271-5936**.

Second choice, **Flight Service Station (FSS) 1-800-992-7433**.

Report that the aircraft is overdue and who you are.

Basic Information:

- 1) Flight Plan filed? VFR? IFR? Don't know.
- 2) Aircraft Identification (N number)/Color _____
- 3) Type of Aircraft _____
- 4) Estimated True Airspeed _____
- 5) Point of Departure _____
- 6) Proposed Departure Time _____
- 7) Cruising Altitude _____
- 8) Route of Flight _____
- 9) Destination _____
- 10) Estimated Time Enroute _____
- 11) Alternate Destination? _____
- 12) Fuel Endurance _____
- 13) Pilot's Name _____
- 14) Number of persons on board _____
- 15) Survival Gear on board _____
- 16) Location of Aircraft Tie-Down _____
(Be very specific, eg, space number and location, N-numbers of adjacent aircraft etc)
- 17) Remarks: Anything pertinent which a rescuer should know.

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FOR SALE: Lycoming O-320-D2J Engine - \$6000. This 160 HP dyna focal engine was removed from a Cessna 172, now installed in my Experimental GlaStar. I'm still using this engine, but ready to replace it with a new engine. Approximately 2500 hours SMOH, good compression, does not burn oil, oil analysis records, still running strong. Email for a copy of the engine log. AlaskaMatt@hotmail.com for a copy of the engine logs, or call 907-351-1475.

EPA LOOKS AT LEADED FUELS by Rob Stapleton

A petition submitted by the Friends of the Earth last month has asked the Environmental Protection Agency to study the effects of leaded high octane fuels to humans used by general aviation aircraft. The petition states that the lead in high-octane fuels for reciprocal engines does not meet the standards of the Clean Air Act and that general aviation aircraft cause or contribute to air pollution that is a danger to lives. The EPA is asking for comments to be submitted to the agency before March 17 so that it can study the issue.

The petition asks the EPA to begin to study the issue if it feels that sufficient information exists to make a determination. Aviation groups nationally are monitoring the petition but are not sure if there is a sufficient amount of high-octane leaded fuel to worry about.

"Replacing today's avgas with a new fuel is a critical issue and must be carefully thought through by the agencies involved," said Andy Cebula, Aircraft Owners and Pilots Association executive vice president of government affairs. "Right now there isn't an unleaded fuel that would meet the needs of the entire fleet without requiring aircraft modifications or decreasing aircraft performance and utility."

Lead is present in high-octane fuels and acts as a lubricant to metals in power-plants during the combustion cycle of the engine's operation. Many commercial aircraft used for air cargo, and small air taxi aircraft are fitted with engines that use the higher-octane fuels.

Friends of the Earth's petition states that some "low performance" aircraft have received certification to be able to use non-aviation unleaded fuels. The group also mentions the use of 82UL, and ethanol based aviation fuels as alternatives. Both are difficult to obtain in Alaska. Currently the state has approximately 4,000 aircraft that regularly fly and fit into the general aviation category, according to officials with the Alaska Airmen's Association and the Alaska Air Carriers Association. Neither group has taken a stance on the issue, but is looking to the AOPA who will guide the rest of the nation's aircraft owners on this issue.

An EPA official said the next step after the comment period ends in March, will be a determination by the agency on whether or not to proceed with a Notice of Proposed Rule Making that could regulate the AvGas leaded high octane fuels from being used.



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MONTHLY MEETINGS	4th Tuesday of most months

CLOSING THE FILE by Annie Rittal

After 63 issues created and printed and distributed from our home on Sand Lake, we hand off the newsletter production to Rob Stapleton. When we signed on to take over the newsletter from Donna Law in October of 2000, we joked that this wasn't forever, five years max.

We've come a long way since then. We started the hotline, which lasted a few years. We went to color newsletters, printed on our own color laser printer. We stopped mailing over 80 newsletters by first class mail and switched to e-mail delivery for most everyone. We have our own website. And folks keep finishing their planes and projects and some start anew.

After seven years, we hand the stick to someone else, who may or may not have it forever! I'll miss it, in some ways. It's kept me abreast of what's going on locally as well as helped me learn the lingo of the airplane world. I've met lots of pilots and spouses of pilots, and have made many wonderful friends along the way.

Perhaps the most awesome experience to come of all my affiliation (so far) with EAA is the incredibly giving community you have created. After Tim's mishap with the tumbling plane, I have been surprised and impressed at the comraderie, the support and the tremendous care other pilots have for one of their own. For this I am truly thankful and appreciative.

"Clear!"



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and New Membership Application Form**

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