



# Chapter 42 Newsletter

October 2008

Anchorage, Alaska

## Calendar of Events

**October Chapter Meeting**  
Precision Airmotive Corp.  
7 p.m Morris Alaska  
301 Arctic Slope Blvd.  
Anchorage

**Fall Safety Seminar**  
Nov. 1  
Merrill Field  
UAA Aviation Technology  
Division

**Breakfast Gathering**  
Nov. 8-Village Inn  
720-Diamond Blvd-  
9:30 a.m.

**Chapter Board Meeting**  
Nov.4  
ReMax Office

**EAA Monthly Chapter Meeting**  
The November meeting is  
at Chuck May's House  
Nov. 25th @ 7 p.m.

**No Scheduled Seminar this  
Month!**

## Webster's Zenith Takes To The Sky



Elmer Webster's homebuilt CH-701 has been getting some real Alaskan flying. The aircraft has been seen on sandbars and dirt strips all over the Susitna Valley.

Chapter Member Elmer Webster who spent the last few years building a Zenith CH-701 flew his handbuilt aircraft for the first time this summer.

Once he was satisfied that it was ready he flew it, liked it and has put nearly 100 hours on the Rotax 912 powered aircraft.

Elmer said that "The plane doesn't fly like any other plane that I've flown. The best way that I can describe it, is that when I was 10 years old, I dreamed about flying my own plane. That's exactly how this plane flies."

Webster has been doing most of his flying across the inlet where in less than a month he put 32.2 hours on the tachometer and did 85 landings at Goose Bay.

While it is known that Webster has worked for the FAA and is employed by ADS-B Technologies, he seems to be somewhat of a recluse, and was pretty quiet about his first flights. Congratulations!

*Continued on Page -3-*

## From the left hand seat...

By Tim Rittal  
Chapter 42 President

**A**s I sit writing, ice is forming around the dock in front of the house here at Sand Lake. Jewel Lake is 95% skimmed over and the canals on Lake Hood & Spenard are iced up.

Yesterday, Lake Hood ATIS announced that the lake was closed to float plane operations. For Sand Lake, it's a little early this year by about a week. The global warming folks probably have a good explanation for this. I was hoping for an Indian summer which I thought Mother Nature might give us after the summer we were dealt. Doesn't look good. Bottom line, winter looks to be coming early so we might as well get ready for it.

For those of you building, this is the time when all those distractions of the warm months and ultra long daylight hours are gone. Now you have time to really get after your project. I hope we get to visit several of them this winter.

For those flying, time to get out the pre-heaters, wing covers, engine covers, snow shoes, shovels and upgrade your

survival gear' for winter flying. I started putting on my covers last week and when I went flying over the weekend I was pleased to see the frost peel off my flying surfaces with the wing covers and ready to go flying. Takes a few extra minutes but sure worth the trouble. I fired up the Red Dragon and with my insulated engine cover holding in the heat, gave the engine a little warmth. If you don't have covers and are thinking about it, be sure to check out Alaska Wing Covers. Their shop is located in Eagle River and they have a website at:

[www.alaskawingcovers.com](http://www.alaskawingcovers.com).

They have been serving Alaskan pilots for about 30 years. I initially called them after Chris Gill recommended them and have been very pleased with their product, their service and their attitude. Being home builders, we tend to want to "do it ourselves", however, this is one place I think it is time & money ahead to have the pros do it.

We are going to do some more "educational" seminars again this winter. They will be on the **2nd Tues.** of the month.

The schedule is still up in the

air. I just found out today that the FAA Flight Service guy who has volunteered to do some of our meetings can't start till Jan. Oops, I wasn't expecting that! Watch your e-mails and website for announcements on this. I plan to find other topics and presenters for Nov. 11th and Dec 9th. If you have specific areas you would like to have us cover, let me know. Or perhaps you have something to teach the rest of us. Jump in, we will be glad to have you. That's about it for now. Very interesting meeting coming up on Oct 28th thanks to Gene Bjomstad. Precision Airmotive is making a special trip up from the states to talk to us about their new fuel injection system and other related engine and fuel topics. Look elsewhere in this newsletter and on our website for more details, time and directions. Hope to see you there.

Safe Landings,

**Tim.**

*Editors Note: If you haven't flown in the winter lately, please consider attending the Nov. 1 Alaska Safety Foundation and UAA Fall Safety Seminar at Merrill Field UAA Aviation & Tech Center from 8 a.m. to 4. p.m.*

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## EPA Looking to tighten low lead use for GA aircraft

From EAA.org-

The EPA announced on Oct. 16 a broad-sweeping program of air-quality testing and monitoring to enforce newly adopted, and considerably more stringent, standards for allowable levels of lead. This program entails EPA scrutiny of numerous industries and commercial activities involving lead emissions. As part of this effort, the EPA will direct state governments to examine whether general-aviation activity at certain airports contributes to unacceptable levels of lead in the air. The new standards lower the allowable amount of lead to one-tenth of previously accepted levels.

"We're encountering on two fronts increased pressure on the availability of fuel for piston-powered aircraft," said Earl Lawrence, EAA vice president of industry and regulatory affairs. "For those whose aircraft may operate on unleaded autogas, we've had to fight on a state-by-state basis to try to preserve a supply that does not contain ethanol or other additives not approved for aviation use. Now, with today's EPA announcements, we're also seeing the potential for restrictions on aircraft running on leaded fuel in a given area."

"There isn't enough data to predict whether aircraft burning of 100LL in any airport region will cause lead levels to exceed the new limits there. That's why the EPA must do all this testing and monitoring first," Lawrence said.

**Classified Advertising Wanted**-Landis Skis for a GlasStar-Contact Tim: 248-2249

**For Sale** -New Mt. Goat fuselage, with seat frames, doors, landing gear legs. Tubing has tube seal oil inside. One piece doors on both sides with full windows. Large rearside windows. All 4130 steel. Heavy duty fuselage and rollcage structure. Top stringers are 5/8 tubing welded in place. All machined fits and expertly Tig welded. Painted with grey epoxy. Fits Super Cub wings and spars. Float fittings and lift brackets. Heavy duty landing gear with detachable bungee fittings. Bungees inside like Husky. Call 907-745-7597.

**Fast Build Lancair 320/360 kit**- In Anchorage 20% complete. Includes: hardware kit, Dynafocal engine mount, canopy front hinge kit, antennas, new epoxy machine and tools. Contact: David Hoffman-242-3752

**Wanted: Basic instruments**- altimeter, airspeed, compass, RPM, artificial horizon, turn and bank etc. 230-9425 Rob

**Don't Forget to support our advertisers!**

### **Merrill Field Instruments, Stoddards Aircraft Parts Center-**

Both are located at Merrill Field in Anchorage-Don't let the construction on Fifth Ave. stop you.

**Stoddards** has moved further east and the only access to the frontage road is at the intersection near **Take Flight**.

### **Chapter 42 Officers**

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**Monthly Meetings 4th Tuesday of most months**



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EAA Chapter 42  
**Monthly Breakfast**  
Second Saturday of every month  
9:30 a.m.  
**Village Inn and Pancake House**  
720 West Dimond Blvd.  
Anchorage

**EAA Chapter 42 Mission Statement:**

Promote, encourage and facilitate recreational aviation activities that provide educational opportunities. **Have Fun!**

**A tribute to the last NAC DC-6**

Photos by Rob Stapleton



Making its final haul of fish from Emmonak to Anchorage on Sept. 30, the Northern Air Cargo four engine DC-6 - with the tail number N6174C - did a low flyby over the runway at PANC, then returned to the pattern and made its last in-service landing.