



# Chapter 42 Newsletter

February 2010

Anchorage, Alaska

## Calendar of Events

**Feb. 23 Club Meeting:**  
7 p.m.-REMAX Office

**Breakfast Gathering**  
**March 13 -Pipers Lounge**  
**Lake Hood**  
**9:30 a.m.**

### -Upcoming Events-

**Tuesday March 3rd**  
**Chapter 42**  
**Board Meeting**  
**Piper's Restaurant 7 p.m.**

**Alaska Air Carriers**  
**Association**  
**Convention & Tradeshow**  
**March 1-4**  
**Capt. Cook Hotel**

**Alaska Airmen's**  
**Association**  
**Tradeshow & Conference**  
**May 1-2**



The Magoffin Grumman Widgeon donated to the Alaska Aviation Museum water taxis on Lake Hood at dusk.

### **Speak up or else lose out!**

As members of Chapter 42 we have a variety of aircraft projects underway. Some will fly this year, and others may fall by the wayside. That wayside is the road to good intentions, dreams of accomplishing the joy of building our own aircraft that we will eventually fly.

Some of these dreams are dashed by financial challenges, other builders loose interest, sometimes careers eat up time that would have been spent piecing wooden parts to make wings, bucking rivets, or wrenching on an engine. Whatever the reason--un-built aircraft and the dream to fly them end up collecting dust.

The past two-years have shown us a number of efforts by our government officials and departments to limit our privilege to openly fly privately owned aircraft where and when we want.

For example the Large Aircraft Security Program, most recently the TSA proposed rules to oversee Part 145 repair stations, of course the 51 percent construction rule, and the expiration of Experimental  
Continued on Pg.3-

## **Left Seat...**

By Dick Reeve, EAA Chapter 42 President

As ended in the January, 2010 Newsletter, L2k-233 would become an airplane "soon." Arrangements were made in August, 2006 for the bird's TEST PILOT to train in the factory prototype, N199L at Redmond, Oregon. flaps will slow the airplane to 140 KIAS which is the max landing gear extended speed. The landing gear slows the airplane to 120 KIAS which is the max 40° (full) flap speed. Reduce the MP to 12" and the bird descends at 500-800. That's it.

One of the first things that I noticed when entering the Lancair Factory/HQ/Parts Store/Build Shop complex was a large poster ad for the Legacy's predecessor, the Lancair 360. It showed three objects: a 360, a sport car, and a healthy, leggy chic wearing a bikini. The caption said, "Until Lamborghini builds an airplane, THIS IS IT!" Old habits are hard to overcome: I found myself examining those three objects in reverse order. The HPAT (High Performance Aircraft Training) IP that was assigned to me was Capt. Ernie Sutter, a Continental Airlines pilot who retired as their Director of Training.

To this day (2010) races his own Legacy at Reno each September. I figured that we would get along OK because he was a semi-OF too and had made a living in the same environment as I. Besides, I don't readily take instructions from the younger generation because my mind's too slow and usually already made-up.

Ground school was brief. Ernie said that there are two power settings to remember: reducing power to 15" MP will slow the airplane to 170 KIAS which is the max speed for 10° flaps, 10°

Hey, come on now, by definition this is a COMPLEX AIRPLANE; the FAA sez so! Virtually no time was spent on aircraft systems simply because no person knows his aircraft systems better than the person who installed them: RIGHT?! That said, we went out to FLY.

It was August in Redmond, 3,300ASL, and 90°F. You figure the density altitude. We were lined up on the runway, ready for takeoff. This Alaska boy had heard a lot of the horror stories about high density altitude performance, but the airplane had so much power that up we went at about 2,500 fpm. We went 'round & 'round and did a lot of things between 260KIAS and 60KIAS for 12 hours.

I came back home with the realization that the airplane was everything I expected, I could fly it OK, but really still didn't have a clue about the stuff that must be included in the Performance Chapter of the airplane's Pilot's Flight Manual. That said, it was great to be back in the saddle again and Hoo, Boy! This rig's a Rocket! Back to building with renewed vigor!

**Part Two: Spring/summer 2007: Flesh out getting the engine running, taxi tests, and condition inspection.**

## **-Government Affairs Corner-**

This corner is published in order to offer Chapter 42 members the opportunity to express their opinions about legislation that affects aviation in Alaska.

Information on how to comment on this can be obtained from Lars Gleitsmann or Government affairs officer.

HB 3176, titled AN ACT Relating to increasing state revenues to preserve funding for education, public safety, health care, and safety net services for elderly, disabled, and vulnerable people by preventing abusive tax avoidance transactions, narrowing or eliminating certain tax preferences, and providing equitable tax treatment, has been introduced in the House of Representatives.

A portion of the Airplane Excise Tax was duplicated in a previous notice.

These are the legislators that are supporting HB 3176 to levy an Excise Tax on your aircraft. Please contact them and tell them what you think....

Rep. Hunter, Prime Sponsor (360) 786-7936 e-mail: Hunter.Ross@leg.wa.gov  
Representatives: Bob Hasegawa, Mark Ericks, Steve Conway, Larry Springer, Sam Hunt, Jeannie Darneille, Brendan Williams, Dave Upthegrove, Scott White, Helen Roberts, Sherry Appleton, Sharon Nelson, Reuven Carlyle, Timm Ormsby.

**Speak up--Cont from Pg. 1-**

Light Sport Aircraft airworthiness certificates that allowed flight instruction in this category of aircraft all required extraordinary efforts to hold the line.

In many cases aircraft builders save, scrounge and survive criticism from our families for undergoing the impossible, to build and fly our dreams. As if this were not a big enough challenge we as builders and pilots will need to continue to speak up, and be heard.

While many of us complain that our parent organization the Experimental Aircraft Association is not doing enough to thwart misinformation, and misunderstandings by lawmakers we all need to doggedly continue to monitor, and comment to continue the privilege to build and fly our aircraft.

Rob Stapleton-Chapter Secretary and Newsletter Editor

**Which Topic do you prefer for the next chapter meeting?**

- How to pass your homebuilt aircraft inspection.
- Winter Flying Presentation
- Mountain Flying Presentation
- Seaplane Rating/
- How to decide on the right plane for you?

**Suggest one of these topics for the next month's meeting to our president.**

•Pilots who have not yet traded in their paper pilot certificates have until March 31, 2010, when the paper certificates are set to expire. If you're still using paper, don't delay. Pilots can no longer exercise the privileges of their paper pilot certificates after the March 31 deadline. Student certificates are not affected and certain non-pilot certificates, such as those issued to AMTs, are still valid for three more years before they need to be replaced.



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

**Time to pay Chapter Dues!**

\$24 individual/\$25 family  
Please have your checks ready at the next monthly meeting, or contact John Davis 248-4360.



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EAA Chapter 42  
**Monthly Breakfast**  
 Second Saturday of every month  
 9:30 a.m.  
**Piper's Lounge--Lake Hood**  
 Anchorage

**EAA Chapter 42 Mission Statement:**  
 Promote, encourage and facilitate recreational aviation activities that provide educational opportunities. Have Fun!



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