



Chapter 42 Newsletter

March-April 2010

Anchorage, Alaska

Calendar of Events

Breakfast Gathering
April 10 -Pipers Lounge
Lake Hood
9:30 a.m.

-Upcoming Events-

Young Eagles
Presentation by Ed White
EAA Chapter 42 Regular
meeting at the Alaska
Aviation Museum
April 27th
7 p.m.
Lake Hood

April 17th AASF-Spring
Seaplane Seminar@
Lake Hood

Alaska Airmen's
Association
Tradeshow & Conference
May 1-2
FedEx Hangar
Anchorage Int'l Airport



Left Jim Moss, Chuck May, middle and John Davis at the 2008 Trade show.

President Dick Reeve along with the EAA Chapter 42 Board of directors recently discussed how to improve the organization's quality and outreach into the aviation community.

An outgrowth of the meeting is a committee that will assist in helping with the Alaska Airmen's Association annual Tradeshow and Convention booth.

The board felt that we needed to make some changes to the presentation that we are making at the tradeshow in our booth. "This is an effort to encourage more membership, and to show interested parties just what we do...build aircraft," said Webmaster Walter Yankauskus.

To meet this agenda the committee members Jim Moss, Rob Stapleton, and Walter Yankauskas and John Davis have agreed to "spruce" up the booth with a multi-media presentation and real aircraft parts built by us.

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Left Seat...

By Dick Reeve, EAA Chapter 42 President

Did you folks know that in Anchorage the difference between a "project" and an "airplane" is \$75.00? A few years ago, when L2K-233/akaN233RV was still a project I got a Muni Personal Property Assessment for Lancair N233RV. I called the tax folks and explained that this here N233RV was a homebuilt airplane KIT in the process of being MANUFACTURED, yes, it had an FAA REGISTRATION, but still wasn't AIRWORTHY; heck, the wings weren't on it yet, nor had the engine ever been run! Much to my pleasant surprise, the tax lady agreed: it ain't an airplane 'til it gets a Certificate of Airworthiness! Geeze, what fun to win one, once in a while!

In the last newsletter, our TEST PILOT took a trip south and got 12 hours of professional advice on how to fly the prototype Lancair Legacy N199L. Full of renewed vigor, I spent the fall and winter of 2006-2007 picking up odds and ends that were part of the 63% of work left to do on my 85% completed "project." That 63% was a lot of picky stuff that I mention only for those of you who are building but never really thought about some of the details. Believe me, there are a LOT of details. Here we go: Aug-Sep'06 was spent installing the rear windows and working on the radio rack. Oct'06 still working the radio rack and chasing an autopilot control stick steering disconnect problem. Nov'06 installing wheel well seals around the aileron and flap tubes to keep inbound freezing air from causing great distress to my old, previously used breeding parts, chasing a hydraulic system seep, installing the fresh air vents, fitting a homemade windshield defroster assembly, installing safety belts and shoulder harnesses, and photographing all this stuff for the builder's log. The Dec'06 log shows misc. paperwork, measuring seats for upholstery and cutting foam, installing and testing the ELT, upgrading the CH Product control stick grips, installing headphone hangers, and the rear bulkhead cockpit air outflow valve,



and building an annunciator display for the Apollo GX-60 GPS NAV. Lastly, the autopilot control stick steering disconnect switch problem got fixed (this was really vexing: the switch would work, but only if I also keyed the COM transmit switch on that stick at the same time. Huh? Aha!). The cause of the problem finally surfaced: the wire to ground was on the wrong side of transmitter switch-Bah!) The log shows no work Dec 25th. On 12/31/06 the builder's log showed 3,453 man-hours. Jan'07 showed only 54 hours more, but included installing the exhaust stack expansion joints, cutting a hole in the lower cowling for the fuel filter sump drain (got it right the third time), working the rear bulkhead remote compass mounts, installing the EFIS OAT probe, installing the RMI ADC remote compass calibration switch, installing the landing gear airspeed (pitot) safety switch bypass in order to retract the gear at speed less than 70kts (very handy when the bird's on jacks doing 0 kts), installing test leads to the B&C voltage regulator overvoltage test function, installing the brand new, homemade GX-60 annunciator, and taking more pics. Feb'07 was slow: assembling the bird's electrical system "Wirebook," got the hangar door open long enough to get a GPS lock and verify that the autopilot "tracking GPS" annunciator worked, and, Joe at Merrill Field Instruments checked and certified the pitot/static system, altimeters, and transponder. Finally something's legal! Mar'07 was starting to get busy: took 27 hours

--EAA 42 Tradeshow Display--

To do this the "Tradeshow Committee" is asking for member's project photographs, whether or not your aircraft is complete, flying, or you just have a rib-or-rudder to show. Please submit photos to Walter or Rob, either as digital files, or in-person at the upcoming meetings.

Or e-mail to: w@waltery.com, or akfotoman@gmail.com

Reeve Continued-

to mask and paint the N-numbers on the fuselage (too fast for the little numbers, gotta' have the 12 inch ones), certification paperwork, airframe measurements, the required three-view drawing, labels, the application forms themselves, and on 20 Mar John Pratt weighed the bird and all of a sudden we had a preliminary weight and balance - one small step in the certification process, but a giant leap for the TEST PILOT! The rest of March was spent researching and working on a pre-certification and Annual /100 Hour Condition Inspection Program. Apr'07 continued the inspection program paperwork, working the seat upholstery, developing a Program Letter (the PLAN) to accompany the certificate APPLICATION, and prepping for the first ENGINE RUN. May'07: Cinco de Mayo happened once again on May 5th. By then it was clear that the 10:1 pistons in the bird's IO-550 needed more than a 15 amp hour battery to crank reliably so once again, back into the bowels of the fuselage behind the baggage compartment to reach the too-small battery behind the rear bulkhead and to replace it with a 28 amp hours battery and, of course, a larger battery box. I swear that I have spent as much time hunkered down, squatting, groaning, sweating, and cursing in the baggage compartment as I have in any other place in the bird, including both wells and the cockpit. Add a touch of flatulence, and the baggage compartment becomes an unpleasant workplace. A lot of people

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Left Seat- Cont. from Pg. 3-

didn't see my face during those times, but many recognized me. The usual comment was, "Hey, Reeve. I saw your butt sticking up in the baggage compartment the other day." About now, George Pappas was starting to fret. George has rebuilt a Globe Swift into a Pappas 201 by clipping three feet off each wing and beefing things up for the expected (and realized) higher airspeeds. The original Swift got by with 125hp, George put in a 210hp IO-360. He offered to help me get the engine running and immediately accepted the offer with sincere gratitude and intense relief. On May 7 we did the FIRST ENGINE RUN, wow! Some time was spent rigging the governor, throttle, and mixture controls, and tightening down the #6 rocker box cover to stop an oil leak. The second engine run showed neither fuel nor oil leaks. George was still nervous: it finally became clear that he was nervous about the TEST PILOT, not the airplane. Bless his heart, he plopped me into his Swift and made me fly down to Kenai for lunch. Apparently lunch was OK and my flying too, because he let me fly the Swift back MRI, too. What fun! The Pappas 201's a scooter - 7.5gph gets 155KIAS! The rest of the month was more ad nauseum stuff that I will relate in great detail. Items addressed included rigging a fuel drain apparatus off the boost pump in order to calibrate the fuel tank sensors, COM1/COM2 tests, tweaking the ELT ground plane for max output, engine run#3, fabricating a GPS antenna bracket and installing

it and the GPS antenna in the left wingtip, install rubber (forehead) trim on the instrument panel glareshield, filled the fuel tanks to capacity (33.5gal/tank), noted that the fuel vents worked (overflowed), and that there were no leaks. I then filled and drained and filled and drained and filled and drained the fuel tanks while trying to calibrate the gauges. Finally got both of them to say "0.0" when Empty (numbers more than 5. 0 are green, less than 5.0 are yellow, and 0.0 is flashing red - very disturbing). During Jun'07 the bird was taxied around a lot to condition the new brake pads and then the engine up was run up to somewhat less than full power. It became apparent that even the conditioned brakes would not hold at high power so a set of runup chocks were built to keep the bird in one place. Then, after also chaining the bird to a tiedown ring, we ran the engine up and set fuel flows to the IO-550N specs. Some time was also spent adjusting the B&C voltage regulators. I then went fishin' and caught a king at Clear Creek. Jul'07 started with some puttering and prepping the bird for an official weigh-in. On 13 Jul, John Pratt returned and weighed the ready-to-go bird: OWE 1488lbs, one of the lightest Legacy's around, but it will probably put on another 20lbs with interior, paint, and god knows whatever else. After the weigh-in I published an official Weight and Balance Form with weights, arms, cg fore and aft limits, etc. The bird is quite flexible.

To Be Continued in next month's
EAA Chapter 42 Newsletter

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



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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.

EAA Chapter 42 Newsletter Editor
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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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