



CHAPTER 42 NEWSLETTER

November, 2005

Anchorage, Alaska

Monthly newsletter from Chapter 42 of the Experimental Aircraft Association

FROM THE LEFT SEAT

Another month has passed and it has been a busy one. I hope that you are enjoying this year's fall and the beginning of winter. The only thing usual about our weather is that it has been unusual. Is it global warming? With our temperatures, I don't think so. But who knows, perhaps this is just a trend that happens every 500 years or so.

I sincerely hope that all of you are getting some enjoyment out of your Chapter membership. We on the board of directors try to guide the Chapter in a way that provides something for everyone. But though our intentions are good I am sure we miss something or someone and that is regrettable. Please let us know how we can make the Chapter better for you and all of us.

OK! I know you are wondering if all I ever talk about is building an airplane and the answer is, "No". I am stoked, turned on, jazzed, and enthused about building this airplane and watching the parts accumulate. I had a chap stop by the other day and he remarked that it was really beginning to look like an airplane was being built here. I am used to the parts and so I just accept them but when he told me this I did stop to take a look around and was a little impressed myself.

I am really enjoying the building process of this RV-9 (RV stands for Richard VanGrunsven, the designer's name, usually just shortened to Van's or RV) that is being put together in my shop. The learning curve I am going through is interesting. Every time I build a component I am usually able to build the next component in much less time. And the second component is constructed more quickly and it is usually straighter, less dinged and just looks better.

I have been struggling with building a good trailing edge, straight and with no twist, on control surfaces. Van's uses a

triangular shaped piece of metal (AEX wedge) that is placed in between the top and bottom skins along the trailing edge.

The use of the AEX wedge and the riveting process caused me a lot of concern. I have read and researched and tried just about every method you can think of. I believe all of the methods have merits but they all present their own problems.

The components that use this trailing AEX wedge are the elevators, rudder, ailerons and flaps. The first piece I tried this process on was the rudder and I was not completely satisfied. The trailing edge came out wavy. Oh! It is within specs and is safe but it is just doesn't look right. I have considered rebuilding this at some time in the future.

Each of the following components got better and easier to construct and the trailing edges turned out straighter and has no waves in them. It makes me kind of wish that the airplane needed 3 or 4 flaps and ailerons.

I am now finished with all of the major components of the wings and will be turning my attention to the wiring and control rods. As soon as those are complete I will then rivet on the bottom skins and put the wings in storage.

Chuck May, Chapter 42 member and RV-7 builder, was kind enough to lend me his wing stand to use while I have been constructing the wings. Very soon I will no longer need this useful and huge device in my garage. Chuck and I have decided to lend this out to the next RV builder. Any takers?

Our local Chapter now has a website, www.eaa42.org. Check it out. Let us know what you think about it.

This month's meeting should be great. Elmer puts on a good show, and we will have a jacket to auction, and calendars and hats for sale.

See you there,

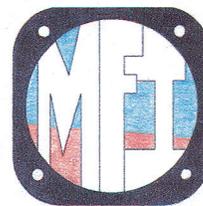
Mike

NEXT MEETING

Our next meeting is Tuesday, November 22 at 7pm at the UAA complex on Merrill Field. Our guest speaker, Elmer Webster, will update us with the latest on Capstone. Not familiar with Capstone? "Capstone is an accelerated effort to improve aviation safety and efficiency through installation of government-furnished Global Positioning System (GPS)-based avionics and data link communications suites in commercial aircraft." (*FAA website*) In my words, it is really cool tech stuff for your panel to help keep you out of trouble. Come listen to Elmer give us the real scoop.

Also, we will be holding our first silent auction for a nice leather flight jacket from EAA National. A picture is shown on page 2 and the jacket will be on display at the meeting. Members will be allowed to bid throughout the meeting. Naturally, all proceeds will go into the general fund.

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FIRST FLIGHT by Roy Glass

After 8 years of on and off building, my RV finally took to the air Saturday afternoon, October 22, 2005 (see photo at right). Flight characteristics were excellent. Just like an RV should. Lycoming O-320, Hartzell constant-speed prop, night VFR equipped, 1068 pounds with interior but no paint. More details later...

Thanks for all your help and moral support, especially Gale, who was always there to help buck the hard-to-reach rivets in the tail and fuselage and to help me decipher the plans.

Roy Glass
2005 NW Wheatfield Way, Portland OR 97229
503-629-2100 hm; 503-341-2070 cell



NEWS FLASH

EAA Chapter 42 now has an official website at www.eaa42.org!!!! This site should be a valuable tool for us on into the future. We can all thank new member and Web Master, Walter Yankauskas (w@waltery.com) for building and implementing this website. Thanks Walter, the site looks great.

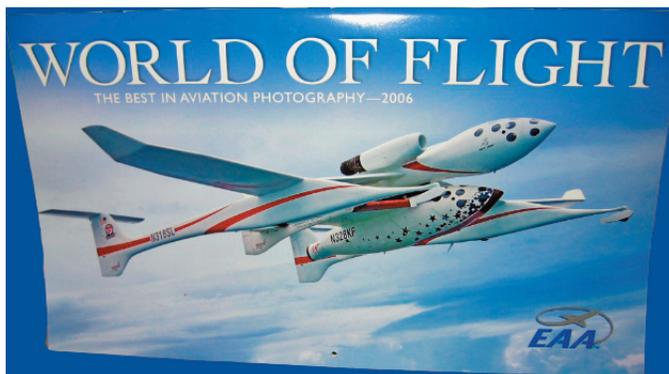
Dues, Dues, Dues again!! Yes, it is that time of year to once again remind you our chapter dues are \$24/year based on January to December. It is still one of the best deals going. If you try, you can probably eat more cookies and drink more soda at our meetings than \$24 can buy. On top of the goodies, you get the newsletter, annual picnic and great monthly meetings. Where else can you get value added like that for \$2 per month?

The ideal time to pay your dues is the November meeting since we do not do a meeting in December in honor of the many holiday commitments most of us have. Make checks payable to EAA Chapter 42. Our new treasurer, Gene Bjornstad (Bee Yorn stad) will gladly take your money at the meeting or you can mail your check to Gene at PO Box 729, Girdwood, AK 99587.

Calendars are here. That's right. Those beautiful EAA calendars are here and we will have a small supply at the Nov meeting for purchase at \$9 each. Please bring correct change. Supplies are limited.



Remember the bomber jacket above is to be auctioned at the November 22nd meeting in our first ever silent auction. Time will be given for you to get your final bids in after Elmer Webster and the Capstone discussion.



And then there are the HATS. Yes, we still have a few Chapter 42 hats for sale. Another reason to come to the meeting on the 22nd. Last I heard they were \$10 each. The hats have our own Chapter 42 logo on the front and the words "Anchorage, AK" on the back. Get 'em while they last!!

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FINAL FLIGHT by Jim Moss Jr.

Jim Moss Jr. brought to my attention that another old time Chapter 42 member passed away on April 5, 2005. His name was Joe Fechtner. It's been many years since he was active with our group. Some of you, no doubt, remember Joe. Here are a few words from Jim Moss, Jr. and an excerpt from Joe's obituary.

"Joe Fechtner was an avid hang glider enthusiast, moved into powered ultralights, then homebuilts. He built and flew a KR-2 in Alaska for many years. His job moved him to Reno, NV in the mid 1990s. He had recently completed a Barracuda with a Corvette engine, and a friend was conducting the flight testing, when Joe's battle with cancer ended his life. Many older Chapter 42 members will remember that Joe and Jack Fyfe were very good friends, and they flew their KR's together many times. We had chapter meetings to inspect both of their airplanes. While on a trip together from Anchorage to Oshkosh about 1985, Jack crashed in his KR and was killed. Joe was also a good friend of Wally Chapin, and spent a lot of time at Wally's workshop working on airplane and ultralight parts."

Joe Fechtner, 55, of Reno, Nevada, passed away at Washoe Medical Center with his loving wife, Deanna, at his side on Tuesday, April 5, 2005. Joe leaves behind his children Shawna, Jeff (Shannon), Sarah and step children Tracy and Mike; sister Judy Newnan (Owen); nephew Alex; 4 grandchildren, aunts and cousins. Joe was a loving husband, father, grandfather and friend. He brightened many lives with his love of animals, airplanes, hang gliding and classic cars. Joe recently completed his second home built aircraft, which he did not get to fly. Condolence messages for Joe can be placed in the Remembrance Registry Guestbook at the www.northernnevadacremation.com.

FLY MART



Free to members. Contact Tim to place an ad: tim@timrittal.com or 907/248-2249.

FOR SALE: 160 HP, fuel injected Lycoming, 23 hours SMOH, \$15,500; with/Sensenich Prop and Spinner, \$1,200; PITTS motor mount, \$350; PITTS fuselage, recovered in 1997, has some dry rot in lower wing - a nice looking bird, \$2,500. Dale Kenney 694-2206,

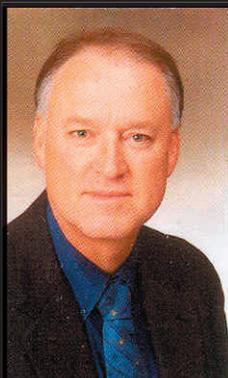
FOR SALE: Acrosport 1, an acrobatic bi-plane for REAL flying! \$60,000. Herb Williamson, 345-3431.

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MONTHLY MEETINGS	4th Tuesday of most months

FOR SALE: David Clark Headset (noise canceling) H10-13X ANR. Still under warranty. \$395. Call Brad Garland 907/317-0795

FOR SALE: GlaStar Floatplane. Tailwheel config, TTAF, ENG & Prop 440 hrs; Lycoming 10-360 180hp; lt wt. starter; lt. wt. alternator. McCauley 3 blade constant speed-black mac prop. Float - Aerocet 2200. 850 tires - Cleveland wheels and brakes; Scott 3200 tailwheel. Leather seats, Whelan strobes, long range tanks, digital avionics, vision microsystems. KX 155 TSO, GPS/COM Appollo SL60, Apollo Morrow II GPS Map; KT76A Bendex/King XPDR; 8 day clock; ADF Bendex/King; Datcon Hour Meter; Fishpole tube. Cruise 125-130mph indicated on floats, 135-140 mph indicated on wheels. Hangered in winter. Located in Anchorage. \$89,500 without floats, \$105,000 with floats. Call Randy Moss, 907/230-2408 (cel); 907/346-8033 (hm); 907/562-6224 (wk).



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EAA CHAPTER 42 NEWSLETTER EDITOR

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LAST MONTH'S MEETING by Tim Rittal

I enjoyed having the chapter at my garage/workshop last month. Lots of ideas, suggestions and war stories are swapped at these “hangar visits.” In my mind, it is one of the reasons I belong to Chapter 42. Thanks to all of you who came and participated.

My GlaStar has been patiently waiting to become a real airplane for almost 8 years now. Most of that time “The Plane” has taken a back seat to family, career, building a house and life in general. That is okay. Most of you can relate. The plan was always to build and pay as I could afford the time and money. I just didn’t realize how much time and money when I started. That’s okay too. I am getting there. I am now at a point in time when “The Project” moves to center stage. It is a priority. It has to be if I plan to fly this creation more hours than I spent building it. So I think 2006 will be the year my GlaStar takes to the air. Watch for it. I’ll keep you posted. Meanwhile, keep on building.



Tim Rittal's GlaStar in progress



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