



CHAPTER 42 NEWSLETTER

February, 2006

Anchorage, Alaska

Monthly newsletter from Chapter 42 of the Experimental Aircraft Association

FROM THE LEFT SEAT

Last month's meeting at the Reeve hangar was very nice. Dick provided a special look at his project and gave an informative talk about his building process. There were lots of questions about the project as we played "stump the builder" and Dick answered them all. That fast glass is very cool; it will be a special day when that bird takes to the sky. Way to go Dick.

Last weekend we had the first monthly breakfast get-together and it turned out to be a great success. Mike Luther has floated this idea many times over the past year or so and we finally put it into play. The food at the Village Inn was delicious, the wait staff prompt and courteous and the conversations and company of fellow Chapter 42 members stimulating. When it came time to leave I was surprised that 2 hours had passed by so quickly. This is the start of a tradition for sure. Watch out, waistline.

This month's meeting is being put together by Tim Rittal and it will be slightly different. Tim has some great ideas and we hope you can make it. More details of this meeting are in the next column.

This year is looking to be a big one for project completions by Chapter 42 members. At least 3 more RVs should be taking to the skies and a GlaStar as well. What a feeling that must be, to actually fly your creation or watch it fly for the first time. I know that most folks don't want a crowd watching the first flight, but if you are one of those builders that wouldn't mind a cheering section, let the Chapter know. There are a number of us that would love to share in your special day.

The other day the air compressor quit compressing so I took it apart, like any of you would have, to see what was the matter. I had the tools, I have the time (since the project has stalled without the compressor), so why not? After all it is just an air compressor. So I popped the top off of the motor and no parts fell out. **Bummer.** I like it when parts fall out because then you know what broke. I disconnected the air line from the

pump to the tank and held my thumb over the line and no air pressure. So I took the head off of the pump and found out that the compressor had blown out a chunk of the cylinder wall. **Cool.** A broken part. Now, where do I get one of those for an old compressor? I went on to the Internet and in 30 minutes had the part ordered and paid for. What a concept. That is a first. Now I just have to wait for the cylinder assembly to get here and the compressor will be working again.

See you at the movies...

Mike

NEXT MEETING

Our next meeting will be Tuesday, February 28th at 7pm. We are going to do something a little different this month. I have reserved the conference room at RE/MAX Properties for a "Movie Night." We will have a selection of tapes and DVDs of some favorite kit planes and other shorts we think will be of interest. Also, our technical counselors will be on hand to answer any questions you may have on building or maintaining your project. We may even have a "Stump the Technical Counselor" session with some kind of wonderful prize, yet to be determined.

Anyway, it ought to be fun. Movies and popcorn and a few laughs. See you there.

Directions to RE/MAX Properties, 110 W. 38th Ave: From Tudor Road, turn north on "C" St. Go east (right) at first light at W. 40th Ave and an immediate left onto "B," followed by immediate left into the parking lot. Entrance is at the NW end of the building.

Mark your calendar for March's meeting: March 28th!

Fishing Season Opens in Alaska

(courtesy Safe Skies International)



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Step 1: Maintain a Builders Log (Begin at start of project) Every builder needs to maintain a builders log to document the construction of the aircraft. This will be your proof to the FAA that the aircraft was amateur-built. Simply record the date, time worked, and what was done each time you work on the project. Occasionally take pictures of you working on the project as visual proof.

Step 2: Request an Amateur Built Aircraft Certification Packet (Request at start of project) This packet is available from your local FAA Flight Standards District Office (FSDO). It will include all the forms you will need to complete to register your aircraft and receive an airworthiness certificate. Website to get phone number and address of FSDO in your area: www.faa.gov/about/office_org/field_offices/

Step 3: Reserve an N Number (optional; request anytime) If you don't care what N number is assigned, skip this step. If you're like most homebuilders, you don't want your custom built aircraft to end up with some meaningless N number painted on the side. So go ahead and reserve a personalized N number for \$10 per year. Visit the FAA Aircraft Registration Branch web site at registry.faa.gov/aircraft.asp for more information.

Step 4: Register your Aircraft (allow 90 days to complete) You will need to submit the following forms to register your aircraft:

1. AC Form 8050-1 Aircraft Registration Application (Not available online. Contact your local FSDO)
2. AC Form 8050-2 Aircraft Bill of Sale (Kit built aircraft only)
3. http://forms.faa.gov/report_new.asp
4. AC Form 8050-88 Affidavit of Ownership for Amateur Built Aircraft
5. http://www.faa.gov/licenses_certificates/aircraft_certification/aircraft_registry/media/8050-88.pdf

Step 5: Submit application for Special Airworthiness Certificate (allow 30 days to set up the inspection) You will need to submit the following information:

1. AC Form 8130-6 Application for Airworthiness Certificate <http://forms.faa.gov/forms/faa8130-6.pdf>
2. Enough data, such as photographs or three-view drawings, to identify the aircraft
3. AC Form 8130-12 Eligibility Statement Amateur-Built Aircraft <http://forms.faa.gov/forms/faa8130-12.pdf>
4. A letter identifying the aircraft and the area over which the aircraft will be tested. Go to eaa.org/home/homebuilders for blank program letter and a sample program letter.

Step 6: Apply for your Repairman Certificate (Apply at time of original certification) You will need to submit the following form to receive a repairman certificate:

1. AC Form 8610-2 Airman Certificate and/or Rating Application
<http://forms.faa.gov/forms/faa8610-2.pdf>

Resources: Advisory Circular 20-27F Certification and Operation of Amateur-Built Aircraft; Advisory Circular 65-23A Certification of Repairmen (Experimental Aircraft Builders); FAA Amateur-Built Aircraft Reference Material: <http://registry.faa.gov/aircraft.asp>

TOOL TIP by Tim Rittal

If working with fiberglass cloth is anywhere in your project and you expect to cut more than a few pieces, save yourself a lot of mess and aggravation with a rotary cutter and self-healing cutting mat. No, the self-healing mat is not a magical device to heal the nicks, cuts, gouges, punctures and bruises you inflict on yourself while building. It simply means a mat you can cut upon time and time again with a razor sharp rotary cutter with no apparent cuts in the mat itself. Self-healing.

Anyway, this super little tool/mat combination makes an accurate and clean cut on your fiberglass cloth without pulling out threads or distorting the shape of the piece you are cutting. You can find them at most hobby shops and for sure any quilting or fabric store. If your wife (or husband) is a quilter, they might have an extra mat or rotary cutter. Don't even think about borrowing their primary mat and cutter if you value *all* your digits. See photo below.



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LAST MONTH'S MEETING



Dick Reeve and his Lancair Legacy

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MONTHLY MEETINGS	4th Tuesday of most months

BITS AND PIECES by Tim Rittal

Last month I rambled on about engine choices. I am happy to report my AeroSport Power 0-360 was shipped on February 21st and is due to arrive in 7-10 days. I will continue to report on the progress of my "quest for power."

As I get closer to that initial flight, I started thinking about all the tasks left to complete. It occurred to me I hadn't thought about FAA paperwork and getting an N number since I started about 8 years ago. Off I went to the national EAA website where there is an awesome resource for everything from building to buying. Since several of you are also getting close to completion, I took the liberty of copying a piece on homebuilt registration (see article on Page 2). Credit and thanks go to the national EAA for this information. If you want the whole article with Internet links go to <http://members.eaa.org/home/homebuilders/registering/index.html>.



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FLY MART

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



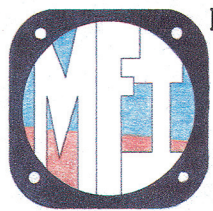
FOR SALE: Pietenpol Aircamper Project Substantial progress on wood fuselage and tail section. Approx. 13 ribs built, rib jig, spruce and ply on-hand. Numerous parts, hardware, cables, etc. Building for Corvair conversion (have engine also on hand to rebuild, etc; if interested, can include for no extra cost). Can also use other powerplants. Bought new plans set for it, including 3-piece wing plans, from Don Pietenpol—no marks or wear on plans. Bought to finish, but having to sell because of pending out-of-state move – breaking my heart. Acquired for \$1500, make decent offer and it's yours. Will consider delivering to local commute area. Contact Rob Spoo, 351-8581 (days), or 333-1808 (evenings).

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

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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