



# CHAPTER 42 NEWSLETTER

February, 2007

Anchorage, Alaska

Monthly newsletter from Chapter 42 of the Experimental Aircraft Association

## FROM THE LEFT SEAT

The following is a quote from the Valentines' Day card that I gave to my wife: The front page of the card says: "The birds do it ! The bees do it! This Valentine's I wish we could do it, too!!" The inside of the card says: "It must be wonderful to be able to fly!"

While we are talking about things that fly, I want to thank Chuck for setting me straight on the subject of the V.L.J. For those of you that do not know the specifics, a V.L.J. is a Very Light Jet. It is typically less than 10,000 lbs, has seating for less than 6 people and typically has no more than two engines. So now, thanks again to Chuck, the first thing that pops into my mind is not the Honda Jet, the Eclipse 500, the Cessna Citation Mustang or even the Spectrum 33 but the one-of-a-kind, record holding, form follows function...Cri Cri.

On a business note: As of January 30, 2007 we had \$3,384.62 in our account with a paid membership of 32 people. 100% of the 32 people are members in good standing. When Gene gets back to Anchorage (at the beginning of March) and has a chance to look at the books and bank account, I am relatively certain the numbers will change significantly. I am hoping for 74 members in good standing. Good standing means local chapter dues paid and a National EAA Chapter membership number submitted to Gene.

A very special thanks to John Davis for becoming a DAR (Designated Airworthiness Representative). This designation will allow him to help in the ELSA (Experimental Light Sport Aircraft) category. Thanks also go to Rob Stapleton for explaining how all of this will or will not work for the Alaskan aviator. I am looking forward to reading his article in this newsletter.

Somebody please volunteer to step up to the plate and work with Walter to start the newsletter takeover process from Tim and Ann. I am sure that Tim could use the time to do the final testing and first flight program for his GlaStar. You would have everything to win and nothing to lose by taking this opportunity to work with these three accomplished, creative individuals.

Hope to see you at our next meeting at Air Traffic Control Center Tuesday, February the 27th.

**Mike Luther**




Julian Smith's (Chapter 42 alumni) RV8- Kit Built Outstanding Workmanship Winner at AirVenture 2006 (built in his Birchwood hangar)


## NEXT MEETING

The February EAA Meeting will be held Tuesday, February 27th at the Air Route Traffic Control Center (ARTTCC) at 7:00 PM. The Center is located on Boniface Blvd, north of the Glenn Hwy, on the left side just before you enter the Elmendorf AFB gate.

**Because of security, if you plan to attend the meeting you will need to e-mail Chuck May at [chuckm1046@aol.com](mailto:chuckm1046@aol.com) your name, your state and drivers license number by Tuesday, February 20th.** If you are not a US citizen, let Chuck know. If you have any questions please contact Chuck May at 345-4703.



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About 2 months ago I began to wire the airplane I am building. I began by not knowing very much about wiring and being very intimidated with the process but stubborn enough to try.

At first I thought I would take the easy way out and order a pre-made wire harness from Van's and just follow the plans and install it and everything would be fine. But as I did this I was still researching and expanding my knowledge of electrical systems. I began to see and experience what I thought were serious limitations to the "old" way of wiring airplanes. The final straw was when I was about to install one more inline fuse holder to limit the power supplied to an instrument. I thought this was tacky and, besides that, it looked bad.

So I took a hard look at a web site, [www.aeroelectric.com](http://www.aeroelectric.com), which is a site run by Bob Nuckolls and is dedicated to "The Theory, Operation, Design, and Fabrication of Aircraft Electrical Systems."

Mr. Nuckoll has four (4) basic laws of aircraft electrical design. They are:

1. Things break;
2. Systems will be designed so that when things break, no immediate hazard is created;
3. Things needed for comfortable termination of flight require backup or special consideration to insure operation and availability; and
4. Upgrading the quality, reliability, longevity or capability of a part shall be because you're tired of replacing it or want some new feature, not because it damned near got you killed.

After looking at the website, I ordered the book, read it and formed a plan of action. I completely removed the pre-made wire harness, ordered new parts and started wiring all over again.

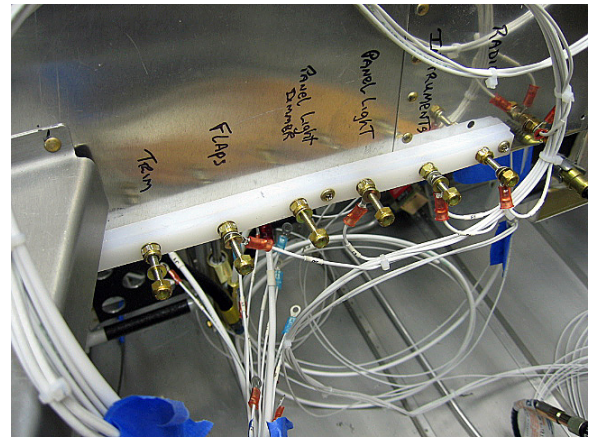
With this "new" idea of aircraft wiring, upgrades and additions are very simple and the right amount of power can be supplied to them easily. There are safeguards built into the system for failure of any and all possible electrical parts.

For instance: If the alternator fails in flight, (LAW 1) I can now simply pull one circuit breaker, flip one switch and the electrical system switches from the main bus to the endurance bus (Law 2). The endurance bus has only the required items attached to it that allows for successful termination of flight under battery power alone (Law 3).

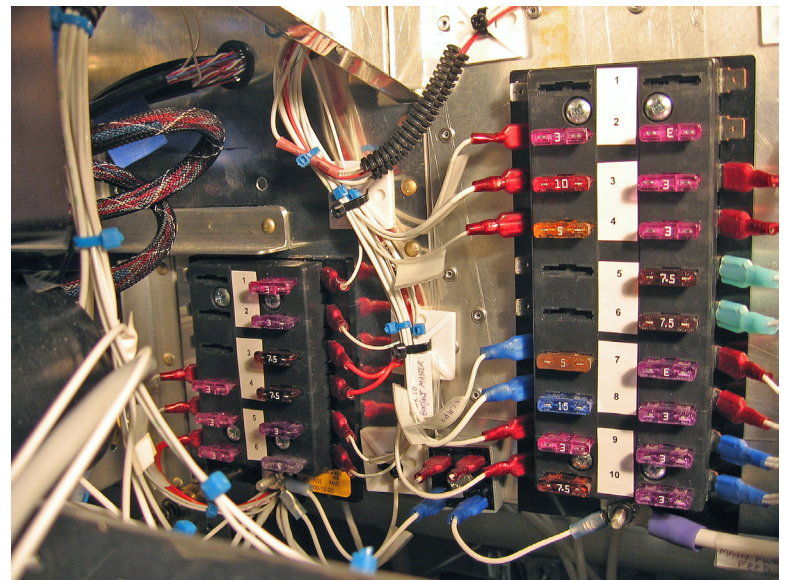
So in a possible stressful situation, over the mountains at night in bad weather (Law 4), I don't have to worry about what to shut off and what to leave on. All of that has already been determined ahead of time so now I just have to fly the plane.

Here are a couple of picture to show the difference between the old and new.

This is the "old style" power distribution terminal strip.



Below is the "new style".



Wiring has been an interesting and rewarding experience. I am about through with the panel wiring now and I am glad I decided to use this new method. I feel like it will provide years of trouble free electrical service. If you have any questions or comments, please see me at the next meeting.

I am about to begin the next phase of building, which is the canopy. Let the games begin.



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The Birchwood Airport Association received recognition from AOPA and other airport users statewide at the Aviation Expo North workshop on Airport Associations in Fairbanks on October 20th, 2006.

"Its great to hear first hand how an airport association is working, and how it has combined the interests of the users and affected change for the positive," said Stacey Swigart, director of the AOPA Airport Support Network.

Swigart hosted the Expo workshop with panelist Carol Scott, Fairbanks International Airport Association, and Rob Stapleton who represented the Birchwood Airport Association during the Saturday workshop titled: "Airport User Groups: Getting Our Voice Heard."

Swigart was impressed at how the Birchwood Airport Association had formed, met and solved the different users' challenges and interests, built a pilot briefing center, and works with the State and the community to improve the airport.

While Birchwood has had it share of challenges among the users, with twins, experimental aircraft, Light Sport, ultralights, gliders, helicopters, flight instruction and commercial activities, the airport's problems seemed small compared to those shared by Scott from Fairbanks International.

"We found out that the airport designed a new taxiway and a ski strip but forgot to include access for those of us on skis to get to it," said Scott. "We later found out that the engineer who was responsible wasn't a pilot and had no idea that we need snow to get to the ski strip."

Swigart was quick to relay that problems like this are numerous among other airports in the US and encouraged the group to form associations to address the needs of the users.

"If you want to safeguard your airplane and the privilege to fly you better form an association to have a say in what happens to your airports," said Swigart.

As a result of the workshop Stapleton volunteered to be the AOPA Airport Support Volunteer for Birchwood Airport.

"Alaska airport users can all benefit from each airport association," Swigart said. "After all, remember that you use each other's airports."

AOPA's Airport Support Network is responsible for trying to save Meigs Field in Chicago as well as other airports nationwide that are threatened by non-airport users. The AOPA Airport Support Network grew out of these efforts.

Look for more information about what your AOPA Airport Support Network Volunteer can do for Birchwood Airport and the Association in upcoming issues of the newsletter or contact Rob Stapleton at: [rob@alaskasportpilotcenter.net](mailto:rob@alaskasportpilotcenter.net)

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| <b>MONTHLY MEETINGS</b>   | 4th Tuesday of most months  |

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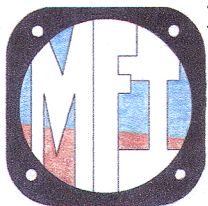
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**EAA Chapter 42  
Monthly Breakfast  
2nd Saturday of each month  
Pipers, 3333 W. Int'l Airp Rd  
9:30am**

## **ELSA WORKSHOP OFFERED BY EAA CHAPTER 42 by Rob Stapleton**

To address the impending deadline for the registration of two place Ultralights into Experimental Light Sport Aircraft, EAA Chapter 42 will sponsor an ELSA workshop on April 24. As part of the regular Chapter meeting in April, FAA representatives have promised to be on hand to answer any Sport Pilot related questions. The meeting workshop will be held at 7 p.m. at the Morris Alaska building at 301 Arctic Slope Ave. in Anchorage. The concept for the workshop is to help owners of Part 103 air vehicles transition them into Experimental Light Sport Aircraft before the January 31, 2008 deadline.

The FAA set a national deadline of Jan. 31, 2008 to transition all two place ultralights referred to as "fat ultralights" into the Experimental Light Sport Aircraft category with N-numbers and airworthiness certification.

"This is exactly what is needed to get the Anchorage weightshift group up to speed with the regulations and to meet the deadline," said Sport Pilot and instructor Pete Marsh, a Chapter member who also will be signing up for an inspection.

Chapter 42's board of directors approved the workshop at the February Board Meeting to help former UL owners transition into the ELSA category, and to expand both the EAA and Chapter membership.

EAA nationally has designed and provided a kit for the transition, and helped craft the Sport Pilot initiative which went into affect on September 1, 2004. By helping these pilots and ultralight owners formerly covered by a DOT waiver to fly a

heavier-two-place ultralight, it will also help John Davis, the only non-FAA DAR for Light Sport Aircraft in Anchorage, identify potential ELSA airworthiness inspections. John has asked that each owner provide the paperwork to him in advance on an individual basis so that he may schedule their aircraft inspection as he has time.

"I don't want to make this a group inspection," John said. "Each owner will have to schedule their inspections, one-by-one, after they fax me their completed paperwork."

This workshop will help owner/pilots learn how to fill out the FAA forms provided in the EAA ELSA transition kit, provide an operation limitation, weight and balance, and how to ready their aircraft for the inspection.

The kits may be purchased for \$19.95 by non-members of EAA and \$12.95 for members. The Chapter board also agreed to purchase 20 kits for the workshop. Vice President of Chapter 42, Rob Stapleton has agreed to purchase any leftover kits, which he will sell to those who miss the workshop and are trying to meet the January 31, 2008 deadline.

The workshop will also include FAA representatives Tom Eldridge, one of the first Sport Pilot/Instructor Examiners in the U.S., and Dan Billman also an FAA Light Sport Aircraft DAR. Both are tasked at the local Anchorage FSDO with Sport Pilot details and will explain the regulations and what owner/pilots can expect from Sport Pilot and the local FSDO and the FAA in the future.