



CHAPTER 42 NEWSLETTER

May, 2007

Anchorage, Alaska

Monthly newsletter from Chapter 42 of the Experimental Aircraft Association

FROM THE LEFT SEAT

I would like everyone to take a moment to think positive thoughts about one of our members that could use some encouraging words. Jack Brown is always there when we need him to help, never misses any meetings and always has a positive attitude with all of the members in our Chapter. We are all wishing him the best with his latest fight with cancer. If you would like to offer your support, he can be reached at 351-4451.

I would like to use this article to say hello to Shawna. Shawna called me one morning and left me a message. She heard from her mother that there was an article in one of our newsletters that was about her father who passed away in April, 2005. After a search on Google, I found the article about her father in our November 2005 issue. What an amazing man Joe Fechtner was. The homebuilt airplane of his dreams was a Barracuda with a Corvette engine. Joe finished this masterpiece of wood and steel only to have his life cut short from the deadly side effects of Agent Orange used during the Vietnam War. I was truly touched and honored to talk to the daughter of such an accomplished man.

Congratulations to Tim Rittal for getting nine hours of flight time in an airplane that is very similar to the GlasStar that he just completed. I think it is every homebuilders' dream to fly an already proven airplane before he tries his first flight in his own aircraft. It is hard to imagine a more beautiful flight than the one Tim took around the Valdez/Cordova area.

Speaking of beautiful flights, I am really looking forward to the flight that Will Tipton and the NPS (National Park Service) will take me on from Gulkana to Chelle Lake. The date is set for July 14 and 15. All I have to do is show up at the Gulkana airport, park my motorcycle in the hangar and off we go for a day of volunteer work with my friends in some of the most gorgeous country in the state. If that date does not work out due to weather, the alternate dates would be July 21 and 22. The alternate location would be Peavine with ferry flights from McCarthy. Hope you can attend.

I am happy to announce that John and Sue Davis will be hosting a picnic for us at their place on Friday, July 20th. I betcha this one will undoubtedly be as good as the last one!

Second Saturday of the month EAA Chapter 42 breakfast at Piper's is cancelled until probably October. It is a "we are too busy with the tourists" kind of thing. Actually, it is the same thing I heard at the Village Inn last year at this time. Say good-bye to the locals and the ravens, say hello to the geese, seagulls and tourists.

Mike Luther

WE TIP OUR WINGS...



Thomas R. Belleau, father of Technical Advisor Cliff Belleau, and EAA Chapter 42 member, died April 22nd at Providence Alaska Medical Center in Anchorage, with his family at his side. He was 81.

Tom was born January 28, 1926 to Lena (La Roy) and Thomas Belleau in Kalispell Montana. He attended school in Cle Elum, Washington.

Tom joined the Army Air Corp and proudly served as a tail gunner in Europe with the 34th Bomb Group of the 8th Air Force during World War II. After the end of hostilities in

Europe, he served in the Philippines as a maintenance sergeant with the 18th Fighter Group of the 13th Air Force.

After his honorable discharge in 1946, Tom obtained an FAA Engine Mechanics Certificate and went to work for Boeing Airplane Company in Everett, Washington. While working the swing shift at Boeing he also completed flight training and obtained his flight instructor ratings. Tom would later spend many years training young pilots in the art of flying safely in the Alaskan bush.

In 1948 he married Madeline Mills in Seattle, Washington. In 1953 Tom took a job in Kodiak with Kodiak Airways as a pilot/mechanic. In 1959 he began working for Reeve Aleutian Airways. He would pilot a number of aircraft but the Grumman Goose was one of his favorites. In 1971 he began working for the

Continued page 3: Tom Belleau



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A FIRST FLIGHT by proud wife, Annie Rittal

Yes, it's true!!!! Tim Rittal's ten year project, building a side-by-side single engine GlaStar, has come to fruition. N55XP had its maiden flight May 3, 2007, piloted by Bob Edison as Tim and Ann watched from the Birchwood airport. And what a sight to behold!

The day was chilly, but with just light clouds in the sky. Tim had hired Bob to come do the first flight based on the success Bob has had over the years with others in Tim's Experimental Aircraft Association local chapter. Turns out he was just right for the job.

After going over the plane the night before and then



Tim and N55XP

doing the pre-flight check with Tim for an hour, we rolled the plane out of its hangar for another good look. Finally, we were ready. Bob got in, turned on the engine, checked out the flaps, ailerons, and horizontal stabilizer, turned on the strobe lights, and taxied down the tarmac. He did some run-ups on the apron and taxied about, did a run down the runway just lifting the tail, and then he radioed that he was ready to take her up. With Ann on a video camera and Tim taking photos, we watched her lift off and start to climb up, up, and away! She was airborne!!!!!!

Bob put her through her paces for about 45 minutes before bringing her back to Earth. He landed so smoothly, and then it was time to hoof it back to the hangar for

hugs and debriefing. The best part was that the plane was built well with very few adjustments called for. What a huge relief! After more photos, we put the plane back in the hangar and Tim started his post-inspection process.

The factory that produces GlaStars doesn't even make this model anymore, having gone to a sportier Sportsman model. They have a program there called "Two Weeks to Taxi," where you can buy your kit and with the help of the factory have it taxiing out to the runway in two weeks.

This was a "Ten Years to Taxi" program for Tim, one fraught with much frustration, head-scratching, research and learning new building skills. There were months that the kit just sat in the garage as it awaited someone's attention. But Tim continued to persevere and to see her fly so beautifully, with the Chugach Mountains behind her, was well worth the effort.

Tim's goal now is to get flying her regularly, to learn how she handles, and to learn all of the new electric panel instruments and the constant speed prop. After he flies off his 40 hours



Bob takes off for the first time

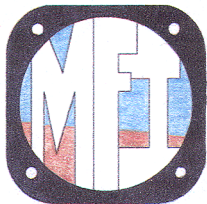
he'll be able to take passengers up with him. And he'll move the plane to Anchorage so he doesn't have so far to commute to enjoy his new vehicle. Eventually we'll start listing and selling remote properties that we can reach with the plane. But for now it's a beautiful flying machine that will dot the skies of Alaska for many years to come.

You are all invited to attend our "Ten Years to Taxi" celebration June 16th from 11:30am to 2pm at Matt Freeman's Hangar on the Southeast Apron Road at Birchwood Airport. Follow the Tim Rittal signs. A Barbeque lunch from A.J.'s Rib A-Go-Go will be hosted. See you there!



Tim and Bob Edison, test pilot

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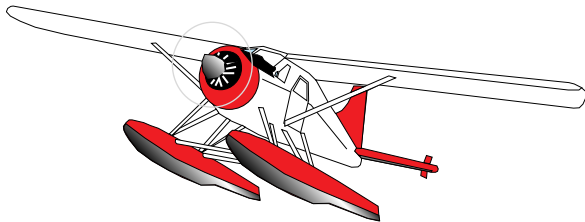
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SUMMER CALENDAR

- June 16** "Ten Years to Taxi" BBQ Celebration hosted by Tim and Ann Rittal (see article to the left)
- July 14-15** Chelle Lake volunteer opportunity for National Park Service
- July 20** EAA Chapter 42 Picnic at John and Sue Davis' house
- July 21-22** Alternate dates for Chelle Lake
- July 23-29** EAA AirVenture Fly-In, Oshkosh, Wisconsin



FLY MART

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



FOR SALE: Early Rotorway EXEC Helicopter Kit, un-assembled, all fiberglass parts, landing gear, skids, fuselage frame, seats, windscreen, tail boom (unassembled), assembly instructions, new undrilled main rotor blades, no engine, drive train or rotor head. Located in Wasilla, Asking \$1800 OBO. Richard Walker at 529-5291 cell.

FOR SALE: Bushmaster project: M4 Maule fuselage with interior, doors, seats, etc. Atlee Dodge heavy landing gear - no engine, no avionics. Piper (D&E) wing kit with spars. Fits Maule experimental project. Kitfox project: Raven tackwelded fuselage, kitfox wings needing repair, miscellaneous parts, (532 engine and prop, gas-tank, IP in Missouri). 20 inch Cincinnati Lathe with converter and several chucks and extras. 15 inch Falcon Gunsmith lathe with many extras. Vertical milling machine with power feed and lots of extras. 10 hp Air Compressor. 15 speed drill press. 6 inch belt sander. 6 inch horizontal band saw many hand tools and cutters, drills, reamers, taps, etc. Call Ed Ashby at 314-753-8587

CHAPTER 42 OFFICERS

PRESIDENT Mike Luther	278-3222 (hm) pietenpolpapa@yahoo.com
VICE PRESIDENT Rob Stapleton	336-9425 foto@alaska.net
SECRETARY/TREASURER Gene Bjornstad	783-2682 eugene.bjornstad@acsalaska.net
DIRECTOR OF COMMUNICATIONS Tim Rittal	248-2249 tim@timrittal.com
DIRECTOR OF PUBLIC RELATIONS Chris Gill	272-7427
TECHNICAL CONSULTANT Cliff Belleau Tom Lawhorn John Davis	333-2215 (hm) 248-7070 (wk) 333-7849 tomlawhorn@hotmail.com 248-4360 (hm)
DIRECTORS AT LARGE Jack Brown Jim Moss Chuck May	248-1060 243-5151 345-4703
WEB MASTER (www.eaa42.org) Walter Yankauskas	w@waltery.com
MONTHLY MEETINGS	4th Tuesday of most months

Tom Bellieu (con't)

was an FAA Designated Pilot Examiner, and was awarded the FAA's Charles Taylor Master Mechanic Award in 1995.

Tom enjoyed restoring aircraft and antique cars. A member of the Antique Auto Musher's, his 1936 Cadillac, 1935 Ford pick-up and 1939 Ford Coupe were frequently seen in Anchorage parades. His Starduster Too home built biplane won a Craftsmanship award at the 2001 Experimental Aircraft Association Arlington, Washington fly-in.

Tom is survived by his wife Madeline, sister Jenny Byers of Renton, children and in-laws: Thomas and Dorothy Belleau, Clifford Belleau of Anchorage, William Belleau of Portland, Cynthia and Jim Baker of Seattle, grandchildren Carmen Belleau, John Phauth-Belleau, and Lena Baker.

Tom was preceded in death by his sister Molly Loftstrum and infant son Christopher.

A memorial service will be held June 23 from 5:30 PM to 8:30 PM at the Alaska Aviation Heritage Museum. In lieu of flowers, the family requests memorial donations be made to the Experimental Aircraft Association Young Eagles program or the Alaska Aviation Heritage Museum.

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EAA CHAPTER 42 NEWSLETTER EDITOR

c/o P.O. Box 729


Girdwood, AK 99587




AIRMAN'S PRAYER submitted by Chuck May

I hope there's a place way up in the sky,
Where airmen can go when they die.
A place where a guy can buy a cold beer,
For a friend and a comrade, whose memory is dear.
A place where no lawyer can tread,
Nor a management type would ere be caught dead.
Just a quaint little place, kind of dark, full of smoke,
Where they like to sing loud, and love a good joke.
The kind of a place where a lady could go,
And feel safe and protected by the men she would know.
There must be a place where old airmen go,
When their pain is finished, and their airspeed gets low.
Where the whiskey is old, and the women are young,
And songs about flying and dying are sung.
Where you'd see all the fellows who'd flown west before,

and they'd call out your name, as you came through the door.
Who would buy you a drink, if your thirst should be bad,
And relate to others, "He was quite a good lad."
And then through the mist, you'd spot an old guy,
You had not seen in years, though he taught you to fly.
He'd nod his old head, and grin ear to ear,
And say, "Welcome my son, I'm pleased that you're here,
For this is the place where true flyers come,
When their journey is over, and the war has been won.
They've come here at last to be safe and alone,
From the government clerk, and management clone,
Politicians and lawyers, the Feds and the noise,
Where all hours are happy, and these good ole boys,
Can relax with a cool one, and well-deserved rest,
This is heaven my son ...you've passed your last test!"




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