



Chapter 42 Newsletter

March 2008

Anchorage, Alaska

Calendar

Don't Forget our March Chapter meeting...

March 25, Tuesday

This month's speaker:
Ernie Walker, FAA

Time: 7:00 p.m.

Place: 301 Arctic Slope Ave.
Morris Alaska Conference Room

Next Month

April 8-Educational Seminar
To be announced- 7p.m. at Morris Alaska Conference Room

April 12-9:30 a.m. Piper's Coast Internatinal Inn Chapter Breakfast

April-22 Tue 7:00 PM

- **Sal Proganzana** From The Rescue Coordinatoon Center Morris Communications - Good info on the upcoming 406 frequency for ELT's

May 3-4

Alaska Airmens Association Convention and Tradeshow



George Dorman looking at the trim tab push tubes on the Pilgrim 100A.

By Rob Stapleton-

They say they have the best hobby shop in Alaska, and when you look around you will agree. George Dorman and Al Fleener spend five days-a-week in the workshop and hangars at the Alaska Aviation Heritage Museum rebuilding aircraft.

For the past couple of years EAA 42 member George Dorman has been helping Fleener rebuild a 1931 American Fairchild Pilgrim 100A.

"It's the only one left in the U.S. that we know of," said Dorman. The airplane's wings and tail feathers are done, leaving the fuselage for them to work on this sunny day in March. Surrounded by drill presses, band saws, rivet guns, a huge compressor and various airplane parts Dorman is in heaven working on this project.

"It's a lot like building an experimental homebuilt," he said. "There are no real plans to go by, we have an 'Erection and Maintenance' manual and a stack of photos, but that's about it. There is a lot of scratching our heads on this project."

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From the left hand seat...

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By Tim Rittal
Chapter 42 President

Can you feel the energy beginning to well up as the days get longer? Today's almanac says we gained 5 minutes and 44 seconds of new light and now have 12 hours & 19 seconds of daylight. Hoorah! Official Spring is just a few days away! I know, I know, don't get too excited because this is Alaska after all and real Spring comes a little later than in America. Remember St Patrick's day a couple years ago? We were hit with 26" of snow overnight. In spite of knowing this, I am still getting excited about the coming year. As weather warms we will resume having more monthly gatherings at airplane projects. Then there is the Airmen's Assoc Trade Show, a couple summer picnics and another trip into Wrangle-St Elias park for more air strip work. For some of us lucky enough to have our projects flying, there will be lots of flying adventures. One I am researching is a group camping/fishing/sight seeing trip to Illiamna and the great New Halen river when the red

salmon are running. If anyone out there has other ideas, pass them along. This last week we had the second in what I hope to be a series of educational seminars. Steve Deneson of the Kenai FSS gave us some good information on filing flight plans and specifically about how to file a Master flight plan. We had a decent showing of 24 attendees and I think just about everyone learned something. I have begun using the Master plan and find it convenient and time saving. Steve said the FSS folks would like to do more of these seminars and he promised to send me a list of potential topics. I will pass them on when I get them and welcome requests for topics from the membership. Our next meeting on March 25th will feature Ernie Walker from the FAA with a presentation on building/certifying experimental aircraft, the latest on certified aircraft parts and a bit on the FAA safety team. Ernie gave a similar presentation to our chapter years ago and I found it very helpful & pertinent to the process of building my plane. He will be giving us some good information, updated of course, to the latest changes. And one last topic. At our

last seminar it was brought to our attentions that the FAA is considering decommissioning DF Steer equipment in Alaska. We decided we should do a letter of comment stating we thought this to be a bad idea. Since I did not take an "official" vote at that meeting I would like to do so at the next. I encourage those interested to read the AOPA news release & follow the referenced link to "review the proposal". You will find this at <http://www.aopa.org/flightplanning/articles/2008/080221ak.html>. We will have a brief discussion on the topic and take a vote. The public comment period ends March 31, 2008 so we need to get our letter in right after the meeting. You can also individually send in a comment on the form and/or attached e-mail address found at the end of the FAA proposal. That's enough for now. See you Tues.
SafeLandings,
Tim

Editors Note-At this seminar a motion was made by those in attendance to send a letter to the FAA on behalf of EAA Chapter 42 to support keeping the DF equipment working and in place in Alaska, and to obtain any equipment that is de-mobilized in the Lower-48 for replacement here in Alaska. This letter written by Chapter President Tim Rittal was hand delivered to Sen. Ted Stevens-R-AK on Thursday March 20. The newsletter will update information on this issue as it becomes available.

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Tim Rittal
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110 W 38th, Suite 100
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Fax: 907/276-4429
Toll Free: 800/707-4472

tim@timrittal.com • www.timrittal.com



Dorman-Pilgrim rebuild-

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Fleener agrees. "There is a lot of drilling, fitting and re-doing on this project," said Fleener.

The aircraft was used extensively in Alaska, first for Alaska Airlines, then known as Alaska Express, that became Star Airways and later by the Ball Brothers, who used it to fly fish off beaches during the summer season.

The Pilgrim was first built as a passenger aircraft that would seat ten with the pilot. The interior included a lavatory, complete with a hole for a honey bucket, windows that rolled up and down, fresh air vents, and overhead storage for luggage.

The rebuilt version of the Pilgrim 100A will be fitted with a recently rebuilt Pratt and Whitney geared R 1340 Wasp engine that will swing a three bladed prop.

Dorman says the most asked question about the vintage airliner is when will it be done? The reply, "Sometime next Thursday."

ELSA Registration deadline extended

The Jan. 31, 2008 deadline for registration of a "fat-two-place" ultralights into the Experimental Light Sport Aircraft Category airworthiness certification was extended for those who had their Federal Aviation Administration registration to the aircraft registration branch by the deadline.

While the extension "peeved" some of those who worked hard from the Sept. 2004 passing of the Sport Pilot rule to meet the deadlines for registration and subsequent airworthiness inspection, this will allow inspections to continue until Jan. 31, 2010. The exemption, made possible by an application by the EAA requires the aircraft owner to be a member of EAA, have a copy of the exemption with the airworthiness application and be listed with the EAA before a certificate can be issued.

According to Designated Airworthiness Representative John Davis, he accomplished more than 50 certifications before leaving the state on vacation in October, 2007. FAA inspector Dan Billman indicated that he had done approximately 25 in Alaska before the Jan. 31, 2008 deadline.

New Members-

Michael Randolph recently joined Chapter 42 coming originally from Chapter 1, at Flabob Airport in Riverside California. Michael is no newcomer to Alaska. Randolph has a video production company and is well known on the aviation circuit of fly-ins and airshows in the Lower-48.

Welcome to Chapter 42
Michael

Chapter 42 2008 Officers

President:

Tim Rittal-248-2249
tim@timrittal.com

Vice President :

Mike Ice 344-4401-
aurbo@ak.net

Secretary/Treasurer

Gene Bjornstad-783-2682
eugene.bjornstad@acsalaska.net

Director of Communications:

Rob Stapleton-336-9425
foto@alaska.net

Director of Public Relations:

Chris Gill-272-7427

Technical Consultants:

Cliff Belleau 248-7070 (wk)
333-2215 (hm)

Tom Lawhorn 333-7849
tomlawhorn@hotmail.com

John Davis 248-4360 (hm)

Directors at Large

Jack Brown 248-1060

Jim Moss 243-5151

Chuck May 345-4703

Web Master (www.eaa42.org):

Walter Yankauskas
w@waltery.com



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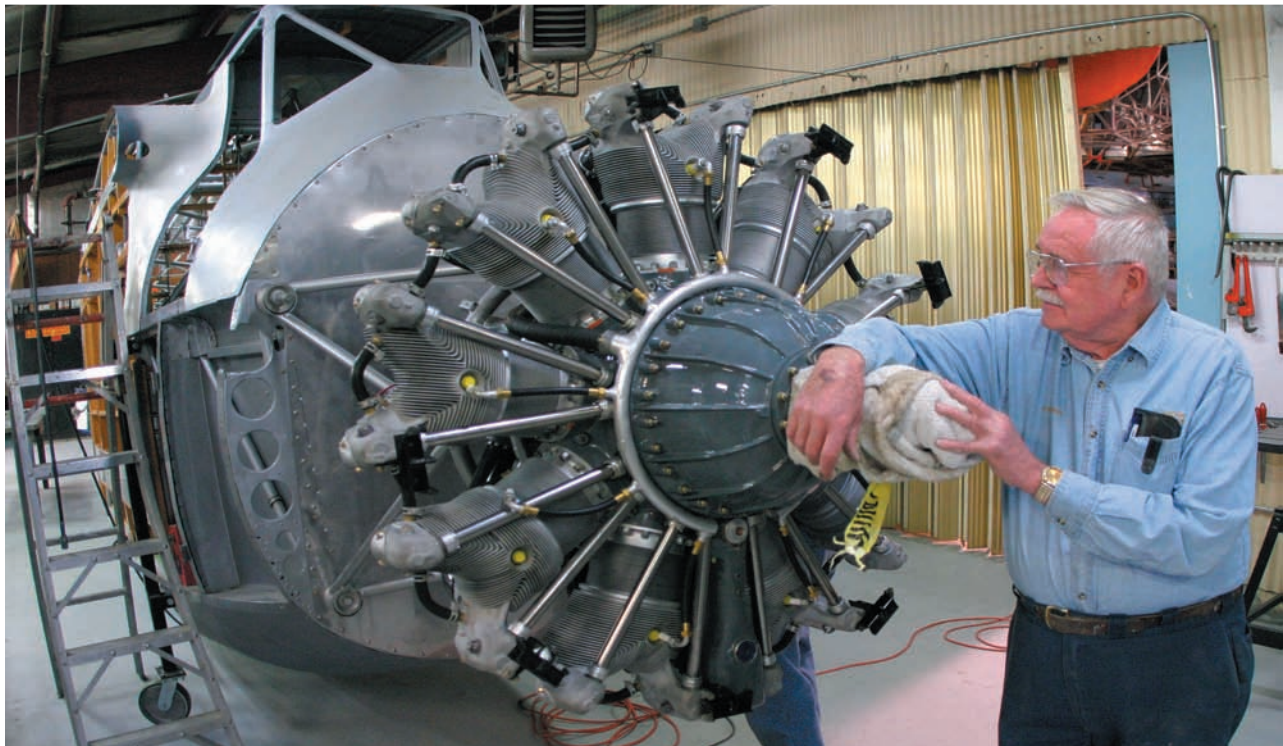
P.O. BOX 3009
SOLDOTNA, AK 99669

OFFICE: 907-262-5548
CELL: 907-398-6228
TOLL FREE: 888-543-5548
FAX: 907-262-5578

EAA Chapter 42 Newsletter Editor
P.O. Box 242186
Anchorage, AK 99524



EAA Chapter 42
Monthly Breakfast
Second Saturday of every month
9:30 a.m.
PIPER'S RESTAURANT and Lounge
WEST COAST INTERNATIONAL
INN



George Dorman admires the P&W 1340 engine on the 1931 American Airways Pilgrim that he and Al Fleener are working on at the Alaska Aviation Heritage Museum. Photo Rob Stapleton