



Chapter 42 Newsletter

November, 2008

Anchorage, Alaska

Calendar of Events

November Meeting

The 25th at RE-Max
110 west 38th Suite 100
Movie Night-7 p.m.- 9p.m.

Next Breakfast Gathering

Dec. 13 -Village Inn
720-Diamond Blvd-
9:30 a.m.

Chapter Board Meeting

Dec. 2nd
ReMax Office
7 p.m.

Educational Series-

Dec. 9th ReMax 7 p.m.

“Trans-Oceanic Flights”

by Bill Compton

Compton has flown a Beech Bonanza between Alaska and Hawaii 7 times; 5 times solo! He has also flown a Bonanza from Australia to Alaska!

EAA Monthly Chapter Meeting

The December gathering is held at Chuck May's house
Dec. 26th 7 p.m.

We are losing our rights to fly-comment or lose it!



Lars Gleitsmann at the controls of a B7GCBC

Commentary by Rob Stapleton, 2008 Chapter 42 Newsletter editor-

If ever there were a time in the history of the U.S. now would be the time that pilots and aircraft owners, and homebuilders need to stand up and be heard.

In the name of security our rights as aircraft builders, owners, and pilots are being chipped away by an act called the Homeland Security Act--which created the Transportation Security Administration who has introduced a number of troublesome proposed regulations lately that may affect our freedom of flight--now its the borders and ADIZ. Recently EAA has alerted members of the comment period deadlines for new regulations that would create a new set of operational rules for flights in and out of Canada that requires a manifest of passengers and in advance notice of operations, called The Advance Information on Private Aircraft Arriving and Departing the United States. This latest set of security regulations comes from the Bureau of Customs and Border Protect
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From the left seat.....

By Tim Rittal
Chapter 42 President

It is the season to be working on your projects! In some cases, the "project" is a flying airplane which always seems to need something new or improved. Once a month I take a 3 day weekend away from the day job. Call it mental health time. This month I spent my 3 days in a hangar working on tweaks and "improvements" and regular stuff like changing spark plugs. Here's a few things I learned.

If you have dual electronic ignition on your Lycoming clone engine, you use auto sparks plugs at about \$2 apiece vs. aircraft plugs for \$28 each! My first set worked perfectly for over 160 hours.

My wife and I flew the GlaStar off from Sand Lake for the first time last week. Did you know you need to call Clearance Delivery before you do that? I learned that.

While we flew, it was COLD outside and unfortunately a little too cold inside on the wife's side. I never got around to finishing the heat duct run and sealing air gaps I thought I would do when we had a run of warm sunny days last Summer. Probably because we never had a run of warm sunny days. I also noticed the oil temperature never got above 160

degrees. Fixing these two items were main goals for my weekend maintenance.

For the gaps where the lift struts and the main gear legs meet the fuselage, I used SilPruf SCS 2000 Series silicone, weather proofing sealant. It has been the sealant of choice for GlaStar builders worldwide for installing windows and windshields and some guys started using it to fill these gaps. The stuff is tough and easy to use and it looks like it did the trick. I found a local supplier at Statewide Door and Glass at 221 Ship Creek Ave down by the port. Telephone 562-2074.

Did you know you can screw together short pieces of flexible ducting to make a longer piece? Add some RTV or other adhesive to the end for a permanent splice. I used this tip from Aircraft Spruce catalog for my too short heat duct. As for the cool oil temperatures, I picked up a neat fix from the GlaStar internet group. Most of us have a 3" ram air duct leading to an oil cooler. It is just too efficient when the temperatures get below about 20 degrees F. One ingenious fellow installed a "butterfly" in the flange of this 3" duct and ran a simple control cable to the cockpit. He says he can practically dial in his oil temperature with this arrangement. Putting a block on the oil cooler works as well but

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does not give you the ability to "unblock" should you encounter warmer weather during your flight like you might find during a winter time inversion.

Did you know that installing a simple control cable should be just a ½ hour job? It isn't.

Finally, I learned there is a nice warm place to work at ACE hangars on Merrill Field if you don't have a hangar of your own. Since my primary goal was to silicone seal my air gaps, I needed heat. ACE rents out hangars by the day or longer. Daily rates are \$75/day for a T-hangar. You can come and go all day and night if you want. I dealt with Michelle at 222-3000 and she was very helpful. She let me pull my GlaStar in the night before my rent started so I would have a nice, warm plane when I went to work. I got bumped to Executive Hangars for the regular rate when the guy ahead of me ran into problems and could not get out of "my" hangar as scheduled. I like supported folks who think like that. That's about it for this month. Next meeting is "Movie Night" and will be at the RE/MAX office at 110 W. 38th Ave. on Nov 25th at 7pm. Chuck May is in charge of the line up and I am sure it will be worthwhile. See you there.

Safe Landings, **Tim**

Call Tim for all your real estate needs.



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NOMINATIONS OPEN FOR BINGELIS, SPIRIT OF FLIGHT AWARDS

Do we have an extraordinary tech counselor in our chapter? Or a pilot whose accomplishments and dedication to aeronautics have so far "flown under the radar"? Perhaps they may be appropriate recipients for two annual awards given out at EAA AirVenture 2009, the Tony Bingelis Award and the Spirit of Flight award. The Tony Bingelis award honors the memory of the highly regarded homebuilding authority and EAA Sport Aviation columnist. Created in 2002, the award recognizes people who have made significant contributions to the encouragement of aircraft projects for fellow EAA members, the promotion of safety, and for maintaining the values of EAA. A nominee must have been an active and current EAA Technical Counselor for five consecutive years.

The Spirit of Flight Award was established in 1997 by the Society of Experimental Test Pilots and Scaled Composites to recognize an EAA member who best exemplifies the spirit of research, development, or flight-testing. They promote air safety by presenting a pilot's opinion, strengthening the influence of the test pilot on aeronautical progress and continuously evaluating the adequacy of flight equipment. To nominate your favorite tech counselor or pilot contact Tim Rittal at 248-2249

Classified Advertising

Wanted-Landis Skis for a GlasStar-Contact Tim: 248-2249

For Sale -New Mt. Goat fuselage, with seat frames, doors, landing gear legs. Tubing has tube seal oil inside. One piece doors on both sides with full windows. Large rear side windows. All 4130 steel. Heavy duty fuselage and roll cage structure. Top stringers are 5/8 tubing welded in place. All machined fits and expertly Tig welded. Painted with grey epoxy. Fits Super Cub wings and spars. Float fittings and lift brackets. Heavy duty landing gear with detachable bungee fittings. Bungees inside like Husky. Call 907-745-7597.

Fast Build Lancair 320/360 kit- In Anchorage 20% complete. Includes: hardware kit, Dynafocal engine mount, canopy front hinge kit, antennas, new epoxy machine and tools. Contact: David Hoffman-242-3752

Wanted: Basic instruments- altimeter, airspeed, compass, RPM, artificial horizon, turn and bank etc. 230-9425 Rob

Don't Forget to support our advertisers!

Stoddards Aircraft Parts Center- located at Merrill Field in Anchorage-Don't let the construction on Fifth Ave. stop you.

Stoddards has moved further east. There is no more access road in front of **Take Flight at Merrill Field.**

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Monthly Meetings 4th Tuesday of most months



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EAA Chapter 42
Monthly Breakfast
Second Saturday of every month
9:30 a.m.
Village Inn and Pancake House
720 West Dimond Blvd.
Anchorage

EAA Chapter 42 Mission Statement:

Promote, encourage and facilitate recreational aviation activities that provide educational opportunities. Have Fun!

(CBP) and elevates requirements for private aircraft entering or departing the United States to a level similar to those of commercial airliners. The rule requires private aircraft operators or their designees to electronically transmit advance notice and passenger/crew manifest information through CBP's Electronic Advance Passenger Information System, or eAPIS, no later than 60 minutes before departing a U.S. airport for a foreign location or departing a foreign airport for a U.S. destination. Flights would be authorized to proceed only after vetting passenger and crew manifests through the terrorist watch list.

The final rule was passed on Monday, November 17, with an effective date of December 18, 2008, and a compliance date of May 18, 2009.

What does this mean--read the rule or fly through Canada or Mexico--break the rules and loose your airplane...it is about like that.

And this happened because there was not enough outcry--or the TSA believed that they could move on this with the blessing of the Canadian government.

What is next?

Well, there is the Large Aircraft Security Program which will require the owner operator to submit a manifest and personal details of the passengers for security clearance for all privately owned aircraft over 12,500 pounds. This is surely a facade for security screening and clearance to come at small and mid sized airports.

If you don't like the way this sounds then send your comments in before Feb. 27, 2009. To comment - refer to Docket No. TSA-2008-0021, "Large Aircraft Security Program, Other Aircraft Operator Security Program, and Airport Operator Security Program." By Mail, In Person or Fax to the Docket Management Facility, U.S. Dept. of Transportation, 1200 New Jersey Ave SE, West Building Ground Floor, Room W12-140, Washington DC 20590-0001. Fax 202-

493-2251.

Recently the State of Alaska Department of Transportation asked for comments from pilots, aircraft, and business owners about Title 17 Amendments, and lease and rental rates. How many of you commented? When the tie down and lease rates go up 150 percent who will you blame? Think about this... now we have the right to freedom of speech why not use it? Just because we belong to an organization doesn't mean that we can sit back and let EAA's leadership do it all. No, every single person has a voice, and it is your duty to yourself, your conscience and to your families who one day may wonder what it was like in the old days--when Grandpa, or Dad used to fly their own private aircraft...and now they can't because it is no longer possible to fly in US airspace or own an aircraft. Speak Up!