

January 2010

Anchorage, Alaska

Newly elected Chapter 42 President, "test pilot" Dick Reeve and his Lancair Legacy. Read all about it in the 'Left Seat'-



Calendar of Events

Jan. 26 Club Meeting:
7p.m.-Alaska
Aviation Museum

Breakfast Gathering
Feb. 13 -Pipers Lounge
Lake Hood
9:30 a.m.

**Tuesday Feb. 2 Chapter 42
Board Meeting**
Piper's Restaurant 7 p.m.

**Alaska Airmen's
Association
Tradeshow & Conference**
May 1-2

Begich Middle School needs adult help with Pietenpol project-

The Begich Middle School Build-A-Plane project is progressing but needs some volunteers to help with their project aircraft.

Dan Carey, the program director for the school's aircraft building project reports that the school has received another Pietenpol project from a builder who has donated it.

"We will drive down to Grand Junction, Colorado this coming summer," said Carey.

Currently the original Pietenpol project has students learning how to build ribs from Mitch Mitchell.

Mitchell who has restored wooden aircraft for the Alaska Aviation Museum has been teaching and helping students at the east Anchorage's Begich Middle School.

This Pientenpol project is a plans built two-place biplane aircraft. The school has successfully built some of the ribs, has the wood needed, and may need to build a new fuselage. The University of Alaska Fairbanks has offered to donate an O-290 engine to power the plane. The school would like this to be a flying aircraft by 2011.

The steering community at the school has agreed that to do this the project needs more volunteers and to facilitate the adult help, hangar space at Merrill Field is also being sought.

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Left Seat...

By Dick Reeve,
EAA Chapter 42 President

In my experience, the fellow that occupies the left seat? is usually the pilot in command and usually exhibits one of two types of behavior.

After takeoff the Type I utters, "Gear UP, Flaps UP, and SHUT UP!" The Type II starts telling a story "so here comes one from type II "

Once upon a time way back in 1942 in the northern town of Fairbanks in the Territory of Alaska, a young mother took her five year old kid to the Lathrop Theater (the only one in town) to see a movie titled "TEST PILOT" As I recall there weren't too many girls to mush up the plot, and the main story was about a guy who wore a helmet and goggles.

His assignment was to test an experimental fighter to its limits without tearing the wings off.

One on the maneuvers was the Vertical Terminal Velocity Test Dive Series or something like that. It got pretty exciting and I really had to go to the bathroom towards the end of the dive.

The hero, the experimental WWII fighter and my bladder all survived. The movie ended and everyone lived happily thereafter.

Walking out of the theater after the movie, I announced, "I want to be a Test Pilot when I grow up!"

Mother replied, "You can do that. Just remember that you have to be college graduate, just like the hero."

The die was cast.

Growing up, I built and flew model airplanes, soloed a real one at age 16, got a Private Pilot's License at 50 hours, Commercial Pilot's license and Instrument License at a whole 214 hours total time, and several years later ended up an ATR (now ATP). Oh, yeah, I also did graduate from college; U of A, BBA, 1960.

The next forty years are kind of a blur with making a living flying, raising a family, running an airline, and other day-to-day stuff.

During that period, Jim Bede introduced his BD-5 with great fanfare: HOT DOG! Test Pilot, here I come! The BD-5 fiasco was short-lived: Bede went Tango-Uniform. That was probably best for most of us. Oh well, the dream lived on.

All of a sudden Y2K happened, uneventfully and with great disappointment to the fear mongers. To me me, this significance of this particular year was that Lance Neibaeur and his Lancair International came forth with the Lancair Legacy 2000! Wow, that did it! The time had come again, even at age 63!

I took delivery of Kit #233 in August, 2003, and did a 2 week Builders Assistance Program at the Lancair factory in Bend, Oregon.

We used the factory jigs to line the big pieces up square and true. The kit left Bend on a flatbed trailer and "flew" north to our two car garage in Anchorage. Winter was coming and I wasn't having any luck finding a shop to work in. Finally, my wife volunteered her side of the garage for the winter if I would sweep snow off the car and warm it up: what

a deal!

The deal lasted through the winters of 03-04 and 04-05, longer than I had dared hope. LK-233's Builder's Log showed 2,331 builder hours on June 30, 2005. Not included in that time are many hours of reading "how-to-do-it" books/manuals and chasing parts. What a fascinating project so far.

Last paragraph described the first 46 years of my quest to become a TEST PILOT, even if I had to build the test vehicle myself. We resume the story during late summer 2005. As mentioned, L2K-233's builder's log showed about 2,500 man-hours invested at this point.

Jim Moss and I first crossed paths in the early 1970s when I hosted a monthly Chapter 42 meeting to show off the BD-5 in our garage. He kept bugging me to join EAA: I did. Thanks for your persistence, Jim. Amongst members that I renewed acquaintances with was Cliff Belleau, one of Chapter 42's Technical Counselors.

Cliff used to sit on my lap when he was a baby, but boy, does he know his airplanes stuff now! It's fellows like him that help keep a builder on track and using best practices. I was very proud when he signed my first EAA Technical Counselor Visit Report.

As the winter of 05-06 approached, my wife gently but absolutely positively let me know that she wanted her side of the garage back. After having lived together for 43 years I recognized that my decision had been made for me.

Fortunately for me and
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Beigich-Pietenpol Project

Chapter 42 sponsored the the project from New Mexico that was delivered by transportation donor Carlile Transportation Services last year.

Perhaps one or two of our members who do not currently have projects would like to proceed and help with this.

If anyone would like to help or has space in their hangar for this project, an all wood and fabric biplane project contact Rob Stapleton at 907-230-9425, or e-mail: foto@alaska.net

Newsletter Update!

The board of directors at EAA Chapter 42 has decided to both mail the newsletter out to members and to post it as a PDF file online at www.eaa42.org. In the interest of saving money if any member would prefer to get the newsletter online as a PDF instead of mailed using the US Postal Service please tell the newsletter editor Rob Stapleton, send an E-Mail to robstapleton@alaska.net, or call 230-9425 and decline the USPS hardcopy version.

Left Seat-Cont. from Pg.3-

L2K-233 a brand new T-hangar was available at Merrill Field. The construction project once again mounted a trailer and this time headed east on 15th Avenue to MRI (now PAMR) where I had learned to fly 52 years before. Some guys just get their feet stuck in the mud at one place. Also about this time, people started asking me when the airplane was going to fly. The project, being 85% complete with 63% to go, my standard answer became "FRIDAY." By July, 2006, L2K-233's builder's log showed almost 3,300 builder hours: I had done everything from the hydraulic system, electrical system, cockpit system, avionics, to engine and prop installations. I figured L2K-233 would become and airplane "soon." Arrangements were made to train in Lancair's factory prototype, N199L again at Bend, Oregon.

More in next month's newsletter.

(Editor's Note: Dick Reeve is the son of Bob Reeve and the former CEO of Reeve Aleutian Airways)

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Monthly Meetings 4th Tuesday of most months



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Time to pay Chapter Dues!

\$24 individual/\$25 family
Please have your checks ready at the next monthly meeting, or contact John Davis 248-4360.

EAA Chapter 42 Newsletter Editor
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EAA Chapter 42
Monthly Breakfast
 Second Saturday of every month
 9:30 a.m.
Piper's Lounge--Lake Hood
 Anchorage

EAA Chapter 42 Mission Statement:

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



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