

June 2010

Anchorage, Alaska

Calendar of Events

EAA Chapter 42 Board
Meeting 7 p.m. July 7, at
Piper's
Restaurant

Chapter meeting
Birchwood Airport
Matt Freeman's Hangar
7 p.m. June 22

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Young Eagles
Flights with Ed White,
June 21-25 ACE
Academy

*

Breakfast Gathering
July 10 -Piper's Lounge
9:30 a.m.

*

July Chapter 42
Picnic Meeting
John Davis&Sue Miller's
6 p.m.-6827 Caravelle off
of Raspberry Rd.

Chuck's RV closer to first flight



Lying down on the job.. or getting the project closer to flying...

By Rob Stapleton

It's not an unusual for those of us in the EAA Chapter 42, but tourists and those from outside of Alaska marvel at seeing airplanes parked in driveways around Anchorage.

Recently Chuck May pulled his RV-7a out of the garage and into the driveway of his Turnagain View home to put the finishing touches on the homebuilt aircraft.

"The neighbors love it, the guy next door wants to go watch us fly-it when it's done," said May. "This has attracted a lot of positive attention. Some of the neighbors teased me about taxing down the driveway and taking off."

May ordered the kit built aircraft from [Vans Aircraft](#) in 2002 and is only days away from test flying the new aircraft in the Midnight Sun of Alaska. *Story continued on Page -2-*

Left Seat...

By Dick Reeve, EAA Chapter 42 President

May RV-Cont. from Pg.1-

“Bob Edison will test fly the aircraft for the first few hours,” May said. “Bob has flown them before and knows what they should fly like. We will make any adjustments after that, and then I will fly it.”

Edison is vice president of the local [Experimental Aircraft Association Chapter 42](#), and May is on its Board of Directors. May who recently turned 70 years-old, worked on the project all but two of the past eight years and has \$60,000 invested total for the two-place, low wing high performance aircraft. As of the middle of June May logged 1,496 hours working on the project in his home garage.

“The cost and ease of building this kit plane is what attracted me, and others in Chapter 42, John Davis, Mike Ice, and Gale Partch were building various RVs,” said May. “That’s why I joined the [EAA](#) and this chapter so I could get technical help to build my own airplane.”

May also expressed how Reeve Air Motive, Stoddard’s and Home Depot helped him with tools and hardware for the project.

“To me the hardest part was the fiberglass,” said May. “I have to thank Tom Lawhorn for his help in this area after I really f---ed the cowling up.”

But May says that he loved building on the project, and would do it again.

“When you compare what you get in a 40 or 50 year old manufactured aircraft that you



Chuck Mays RV-7A outside of his Turnagain View Home.

have to refurbish or rebuild or just to maintain, this offers you a learning project and a new airplane that can support today’s technology,” May said.

May says that deciding what you are going to use a homebuilt aircraft for should be a builder’s first decision—then seek out an aircraft that is suitable for that purpose.

May and his wife, Penny will use the aircraft to fly from airport to airport.

“I wanted something easy to fly and that was fast to get from airport to airport,” May said. “We hope to fly between Anchorage in the summer-- and to our winter home in Arizona.

Dick wanted to take a break this month on writing the logs of his Lanceair building experience. Look for his column in the June edition!

No More 121.5 ELTs

The Federal Communications Commission announced that it will soon ban 121.5 Emergency Locator Transmitters.

The FCC said in a recent report it will prohibit the sale or use of 121.5 MHz emergency locator transmitters, effective in August. The Aircraft Electronics Association said it just learned of the new rule today, and has begun working with the FAA, FCC and others to allow for timely compliance without grounding thousands of general aviation aircraft. The 121.5 ELTs are allowed under FAA rules. The FCC said its rules have been amended to “prohibit further certification, manufacture, importation, sale or use of 121.5 MHz ELTs.” The FCC says that if the--

Continued on Page 3-

Alaska aviation industry leaders met several times this month to create a strategy for the addressing the EPA's Advanced Notice of Proposed Rule Making on the 100 Low Lead Avgas issue. Deadline for comments on this issue is June 28, 2020.

The Alaska Congressional Delegation and the Aircraft Owners and Pilots Association asked the EPA to extend the deadline to Oct. 31, 2010.

The EPA has asked industry and user groups nationwide to respond to a Notice of Proposed Rule Making over curtailing the use of, finding a new fuel, or the possibilities of new diesel engines coming online to replace 100 Low Lead fuel. Comments on this effort are meant to guide the EPA in making a determination on how to proceed.

Chevron announced that it will no longer provide fuel to its General Aviation distributors in Alaska, and will only offer Avgas to commercial entities using it.

Additional meetings will be held this month to address commercial concerns on the proposal. For more information go to:

<http://avgasforak.blogspot.com/>
or talk to Lars Gleitsmann

--121.5 units are no longer available, aircraft owners and operators will "migrate" to the newer 406.0-406.1 MHz ELTs, which are monitored by satellite, while the 121.5 frequency is not. "Were we to permit continued marketing and use of 121.5 MHz ELTs ... it would engender the risk that aircraft owners and operators would mistakenly rely on those ELTs for the relay of distress alerts," the FCC says. "The FCC is making a regulatory change that would impose an extra cost on GA operators, without properly communicating with the industry or understanding the implications of its action," said AOPA Vice President of Regulatory Affairs Rob Hackman. "There is no FAA requirement to replace 121.5 MHz units with 406 MHz technology. When two government agencies don't coordinate, GA can suffer." Both the 121.5 MHz and 406 MHz ELTs meet the FAA's regulatory requirements if manufactured to the proper technical standard order. While satellites no longer monitor the 121.5 MHz frequency as of Feb. 1, 2009, the frequency is monitored by ATC, the military, and other pilots. AOPA is exploring all avenues of action to address this rule before it goes into effect. More on this in next month's newsletter.

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**Monthly Meetings 4th Tuesday of
most months**

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.



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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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