



Chapter 42 Newsletter

Sept. 2011

Anchorage, Alaska

Calendar of Events

**Oct. 1, 2011 AASF
Fall Safety Seminar
UAA Aviation &
Technology Division
Merrill Field
8:00 a.m.-4 p.m.**

**Chapter 42
Board of Directors
Meeting
Wed. Oct. 12,
7 p.m.- 9 p.m.
El Tango Restaurant
4300 Old Seward Hwy**

**Alaska Airmen's
Association
Annual Membership
Meeting UAA
Av Auditorium
Oct. 10, 7 p.m.**

**Oktoberfest Fundraiser
at the Alaska Aviation
Museum
Oct 29, 6-11 p.m.
Live Polka Music &
BEER by Midnight Sun**



Citabria 7GCBC on the beach at Lost River with a double rainbow. Photo by Lars Gleitsmann

Pilot's Logbook-

A week of flying, a trip of a lifetime...

We flew from Birchwood (BCV) to Chelatna Lake, then through Schell aberger Pass, to Rohn and Farewell Airstrips. Fueled in McGrath (No attempted Callout fee this time!) Overnight in "bunkhouse" \$50,- for each of us, very nice and reasonable and they had GOOD FOOD. Since Weather was bad in Bethel and Unalakleet, we flew north to Galena over Colorado Creek and Kalakaket Airstrips (where the B24/LB30 was salvaged). Landed for fuel in Galena, sure as hell it looks like an old fighter base.

From Galena toward Koyukuk and

down river to Nulato, then over the Nulato Hills to Koyuk. We had to land in Elim just to stretch our legs! From there on to Nome for more fuel. After meeting several old friends in Nome, north to Salmon Lake, saw Stinson Junior wreck on the Mtn. and landed Taylor Airstrip, visited more old friends there, and over to Serpentine Hot Springs for the night. Great Hot Springs! Next day we had the greatest weather and so we flew on to our secret base "Navigator," After fueling the second plane and some ATV joyriding and hiking to the new airstrip

Continued on page-3-

Where are we and what have we done in a year?

It's been a nice summer and fall... too nice to be inside all of the time. It is my hope that all of you had a great summer and got in lots of flying.

With the recent transition of our presidents, this newsletter has been dormant. This will be the first newsletter published in a year almost to the day. It was my hope that someone would come forward and offer up some material to publish. So far the only person who even complained about there not being a newsletter was just that, the only person.

You will notice in this issue that Lars Gleitsmann offered photographs and details of a weeklong cross country flight around Alaska. He is the only person in Chapter 42 that has offered both details, and photographs making it much easier to put out this newsletter with some inspiring content. As I read his list of landings he his father and friend Sasha completed, it made me think and wonder how many of us have taken such a trip, and if not why not?

My big adventure for the year was flying the Antares (read open cockpit) on skis for 10 hours during the 2011 Iditarod with my flying buddy Lloyd Hood. We ventured out from Birchwood after taking off from the ramp because 01R/19L was rutted and drifted and all of the crossover taxiways were free of snow and were bare pavement.

We flew out to the Susitna and Yentna rivers to follow the dog teams up the trail to the Susitna

Station checkpoint. We spend the night at a trapper's wall tent and flew the next day to Alexander Creek.

On the way back to Birchwood it clouded up and we opted to land at Big Lake Airport a far better option on skis than Birchwood.

What about you, do you have any stories about building, flying, a tip or two for the new builders or want -to-be builders? If so pass them along to me at my e-mail or send them to one of the Board of Directors.

There are many regulatory issues that will confront us in the future among them several will have a drastic effect on general aviation. So as not to take up too much space I will list them in order and you can look at them online or ask Walter our Chapter 42 Webmaster to post links to them. Walter has done a fine job with keeping the website up to date.

Top issues: 100LL aviation fuel, pilot's bill of rights, flights over wilderness and park restricted areas, Sport Pilot flight time toward higher ratings, and a study by the FAA on Experimental Amateur Built aircraft.

These are just a few of the biggest items on the national level that will affect change for all of us.

In Alaska the Alaska Airmen's Association has asked the Alaskan Regional Office of the FAA to study the upper Susitna Valley radio reporting procedures. This comes after a mid-air collision over Amber Lake that reportedly

had both aircraft reporting their locations, albeit they were on different frequencies. Surely a huge tragedy...In examining the issue the Airmen's membership found that by regulation both aircraft were correct in the use of 122.9 and 122.8 frequencies for that location.

On a happier note it appears that we have several homebuilt aircraft that are ready to be assembled and flown sometime soon. Let's support these builders by helping them however possible in the last months before taking flight.

Chapter 42 has some fine members that took action on Aug. 6th at the Palmer Air Fair & Rendezvous.

Headed up by Ed White Chapter pilots flew over 70 Young Eagles, and Boy Scouts during a joint FAA Youth Aviation Adventure and Young Eagles event.

Despite high winds and lots of worried looking parents standing around Chapter members along with Alaska Airmen volunteer pilots introduced young people ages 8 to 18 into aviation.

Additionally Johnathon Fant is to be congratulated on displaying his RV project at the Northway Mall.

Every little bit helps, and this was a big deal to move the aircraft and then babysit it during mall hours.

If anyone is interested in a PA22 project with lots of extras contact myself or Bob Edison to get the details or look in the for sale section of our website.

Oh and if anyone is interested I will check on the status of the Begich Middle School Pietenpol Build-A-Plane project. And as a note to those fabric airplane builders there is a workshop on Oct. 9-10 at Stoddards by Pete Kalamarides.

I am going--anyone else?

Blue Skies, Rob Stapleton, Chapter 42 Newsletter editor



Top-Citabrias at Serpentine Hot Springs, Below-Stinson Gull Wing,V77-to late to refurbish this antique flown by Munz Northern Airline of Nome.

at Kelly Creek we then flew back to Serpentine Hot Springs for another night there...

We had just enough fuel to get back towards Nome via landing at Quartz Creek Airport (where the Beech 18 wreck has been now moved off airport).

Quartz Creek has a good view of the Pingo's in the River valley below (one doesn't have to go to Canada to see Pingo's).

Back at Nome where we got more fuel as usual, and then north-west along the coast over Teller and Brevig Mission to Lost River, where it was nasty and windy as usual. We flew over two known wrecks there, a Lockheed Lodestar on its belly and a Stinson V77 Gullwing on its back, built in WW2 and flown by Munz. Northern Airlines of Nome.

Its final Resting place is at Lost River...See some images attached...was REALLY windy by then and the place is known for THAT. Old

Runway is washed out and covered with debris, in really bad shape. From there to the lower Lost River runway, which is in better shape but worse yet with the wind. So we landed on the beach a mile further where the funnel effect of the canyon is not a factor and the shadow of the cliffs makes the air calm.

After beachcombing and taking photos of both planes we took off into a rainbow and flight along the coastline to Wales, where locals from the Native Corp. greeted us with the sentence: "If You want to leave the airport You'll have to pay for that!"..

Wales is most DEFINITIVELY the End of The World and you actually can See Russia from There. Little Diomedie is quite close and Ostrov Ratmanova is quite big and high. The Russian Far East "Dalniy Wostok" is a faint out line in the haze at the horizon.

-EAA Member Lars Gleitsmann, Dir. of Govt. Affairs, Chapter 42-

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Volunteers Welcome we need suggestions for meeting ideas and new venues to meet this Fall

Monthly Meetings 4th Tuesday of most months

Venue needed for monthly B-fast

Yes once again we are suffering a lack of venues. So we need suggestions about where those who promise to attend would like to meet for breakfast on the 2nd Sat. of each month .

EAA Chapter 42 Newsletter Editor
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EAA Chapter 42
Monthly Breakfast
Second Saturday of every month
9:30 a.m.
Sunrise Grill
Old Seward Highway
Anchorage

EAA Chapter 42 Mission Statement:

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

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