

Calendar

January

- 2** EAA Chapter 1129 **Regular Meeting.** 6:30 pm, Tamarack Air. **RENEW YOUR MEMBERSHIP!**

February

- 6** EAA Chapter 1129 **Regular Meeting.** 6:30 pm
- 21** **EAA Annual Banquet.** Save the date now!

Next Meeting:

When: Thursday, January 2 at 6:30 pm.

Where: Tamarack Air

What: John Miller on cooling improvements for a Super Cub

President's Hot Seat

Michael Armstrong

First, I would like to wish you all a Merry Christmas, and a safe, happy, and prosperous New Year. I would also like to thank everyone who has participated in, and donated their time to make all the 2013 EAA Chapter 1129 events a great success! We are moving forward to have another great year for our chapter.

The Annual Chapter 1129 Banquet is at Pikes Landing Hotel on February 21. Planning for the event is once again in the capable hands of Rick and Pat Crisenbery. We have a number of volunteers to help, but if you wish to be involved, call Rick at 474-3971. Vickie has convinced Ron Klemm to speak at the banquet. Ron has flown for Everts Air Fuel for many years. He is also an accomplished aircraft restorer. I have seen his SNJ, and the Travel Air 6000 he restored for Cliff Everts, and both are a work of art.

We are still kicking around ideas for builder's workshops, and possibly some fly outs, or possibly a swap meet. Any ideas about this type of event are welcome. John Miller will present the program at the next General Meeting at Tamarack on January 2. Hope to see you all there!

Membership Renewals

It's that time of year again. Annual EAA 1129 membership dues are due in January. The membership dues have not changed: \$15 for an individual or \$20 for a family. Many EAA 1129 members have already paid for 2014 but here is a reminder if you have not had a chance to renew yet. You can mail your renewal to **P.O. Box 83881 Fairbanks, Alaska 99708** or bring it to the next meeting.

EAA Chapter 1129 Mission Statement:

Build, restore, innovate and educate to preserve Alaska's aviation heritage, and to promote Alaska's aviation future.

REMINDER for Winter Meetings:

The meeting is **CANCELLED** if the temperature at the airport at 5 p.m. is **-30°F** or lower. Call **458-3745**, then enter **1113**.

EAA Chapter 1129
Web Site:

<http://1129.eaachapter.org>

Or check us out on
Facebook!

<http://www.facebook.com/EAA1129>

Update on In-Flight Use of Cellphones

Jack DiMarchi

In the March newsletter I reviewed the rules and regulations that govern the use of cellphones on commercial aircraft. If you recall both the FAA and the FCC have rules that restrict their use. The FAA regulations are rooted in concerns over navigation and communication interference while the FCC rules are rooted in technological factors that could result in the disruption to the cellular phone network.

I also reported that the solution might come from the use of picocells. Picocells, the game-changing technology for in-flight calls, came along in the early 2000's. They're basically mini base stations typically used to boost a cell signal or extend it to hard-to-reach areas. If you stick one on an airplane, you've got a micro, mobile cellular network in the sky. Basically, since the antenna on the picocell is so close to the phones onboard that it's communicating with, the output power can be very low. FAA restrictions mandate that cell signals are at their lowest transmitting power level, minimizing the risk that the transmission will get all tangled up in the aircraft equipment signals. Some airlines in Europe already permit cell phone use based on the picocell technology.

In addition, the picocell equipment is rigged to control the transmission so it doesn't try to directly contact cell networks on the ground, which would interfere with those signals. That fear of interference is one of the reasons the FCC has kept the 1991 ban on in-flight cell phone use up until now. The other is the worry that radio transmissions beaming around from the plane to the satellite and back to Earth would interfere with the aircraft's communications and navigation equipment, which also rely on radio signals. But according to the FCC, that's no longer a risk. Tom Wheeler, the FCC chairman has said "Where there is new onboard

technology that eliminates that potential for interference, there is no need for an interference rule." "We are the expert technical agency, and new technology removes the technical justification of this ban."

On December 12, the FCC approved the initial proposal to allow passengers on U.S. flights to use their cellphones for voice calls, by a vote of 3-2. The next step for FCC is for them to propose rules under which this could proceed. The Department of Transportation and the FAA both have a seat at this table too. The FAA would have to approve any picocell (or other) technologies as being safe and DOT's Aviation Consumer Protection Authority is tasked with determining if allowing these calls is fair to consumers. Reaction to the FCC's plan has been mixed, at best. A recent AP poll found that only 19 percent of Americans support the idea of talking on phones during flights. A large group was neutral, and 48 percent were against it. But the opposition was greater among people who have flown in the past year, with 59 percent saying calls shouldn't be allowed. Stay tuned.

Electronic Newsletter Subscriptions

The Board would like to encourage members to switch to electronic delivery of the newsletter. We realize that not everyone is comfortable with this format but if you are, then please let us know. The PDF version of the newsletter gets delivered faster and helps the chapter save money on printing and postage costs.

Mark's RV7 Project

Mark Morlino

This month marks seven years since I ordered the first parts of my RV7 kit. That seems like a long time to put together a pair of wings and an empennage. A lot has changed since I started building and I find it interesting to reflect on what has been memorable along the way. I suppose

starting an airplane project is like many other things in life where you may not fully appreciate what you are getting yourself into when you first start out.

By far, the most memorable entries in my building log are completely unrelated to aviation, things like getting married, moving to Fairbanks and the birth of my children all have entries in my builder's log. Also memorable are the times when I've had help with the build. Usually I work by myself but early on in the project my wife helped me dimple my VS skin, actually this was before we got married. I don't think she enjoyed the work so now she mostly provides moral support and opportunities for me to escape for a few hours to work on the project. My father helped me build some wooden wing stands during a visit one year and I have had some friends help when an extra set of hands were required. Other EAA 1129 members have loaned me tools and helped with the project too. There is no way I could have riveted my wing skins without this help. The few hours spent in the shop when I have had help are much more memorable than the hundreds of hours I've spent out there by myself.

My airplane is not likely to win any prizes. I consider my workmanship to be acceptable and my RV should stay together and fly straight if I ever manage to get it finished, but I'm certainly not building a showplane. Oddly enough, I never remember things that went well during the project. There are many examples of beautiful work that I must have done but when I look at them I have no recollection of doing that work. What I do remember about the building process are all of the places that I've made mistakes. Some of the mistakes have left me with an unusable part as a reminder and others are just sitting there waiting to be noticed by anyone who looks over my project. Unlike older RV kits, the RV7 kit comes with relatively few holes that need to be located and drilled by the builder. Almost every-

thing is pre-punched at the factory. Those holes that I needed to locate have been the source of a disproportionate number of my mistakes throughout the project. Some of the mangled pieces have other uses, like a too-short section of piano hinge, that could be used for just about anything. Other mangled pieces, like a mis-drilled rib and an over-dimpled aileron leading edge skin, will probably just decorate my shop for years to come since they are not likely to find another purpose. Hopefully they can serve as reminders to think first and cut/drill/dimple second.

If you had asked me 7 years ago I'm sure I would have told you that my plane would be finished by now. Today I cannot give an answer about when my airplane will fly. I know I will finish it someday, but it could easily be another seven years or more. I wonder what will happen and what I will remember from the next seven years of airplane building.

Banquet Plans

Pat and Rick Crisenbery

Planning for our annual banquet is well underway. The date is February 21, and the location remains at Pike's Waterfront Lodge. The Board has chosen the barbecue dinner menu and has elected to keep ticket prices the same as last year—\$40 per person until February 18, then \$45 after that. So don't delay! Tickets will be available for sale at the January meeting and then at the Tamarack Air parts store. Only 100 tickets will be printed so make sure you get yours now! You don't want to miss Ron Klemm's talk on the Travel Air restoration.

Bulletin Advertising Rates:

Business card ad...\$50/year
 Contact Pat Crisenbery 474-3971 for more information

Farthest North EAA Chapter 1129 newsletter published by:
 Farthest North EAA Chapter 1129
 P.O. Box 83913
 Fairbanks, AK 99708-3913

Newsletter Editor (NOT for life):

Pat Crisenbery (907) 474-3971 (voice)
 (907) 474-8240 (fax)
 crisen39@gmail.com

Chapter Officers:

President	Michael Armstrong	(907) 451-9111
Vice-President	Vickie Domke	(907) 479-6751
Secretary	Mark Morlino	(907) 460-9663
Treasurer	Jack DiMarchi	(907) 378-1119

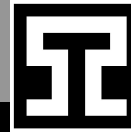
**Join our Chapter! Membership is only \$15/
 year and there are many benefits. Interested?
 Call or email Pat Crisenbery.**

TVC is now offering Flight Physicals by
Matthew Raymond, D.O., M.P.H.

FAA Medical Exams • Class I, II & III
 Assistance with aeromedical problems & special issuances

Call for an appointment

459-3570



Tanana Valley Clinic • 1001 Noble St., Fairbanks

0408



CRISENBERY ENGINEERING, INC.

Machining, Fabrication & Design

For your Experimental Aircraft
 15 % Discount for Chapter 1129 Members

Patricia T. Crisenbery, P.E. Richard T. Crisenbery

3900 University Ave S
 (Tamarack Air Hangar)
 P.O. Box 83881
 Fairbanks, Alaska 99708

crisenbery77@gmail.com
 (907) 474-3971
 FAX: (907) 474-8240
 www.crisenberyeng.com

0408

EAA Chapter 1129
 P.O. Box 83913
 Fairbanks, AK 99708