

Calendar

March

6 EAA Chapter 1129
Regular Meeting.
6:30 pm

April

3 EAA Chapter 1129
Regular Meeting.
6:30 pm

May

17 Pancake Breakfast,
Young Eagles,
Aviation Apprecia-
tion Day

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>

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Facebook!

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Next Meeting:

When: Thursday, March 6 at 6:30 pm.

Where: UAF/ CTC Aviation Maintenance Hangar on the East Ramp

President's Hot Seat

Michael Armstrong

What a great banquet we had this past Friday. Ron Klemm showed us the right way to restore an antique airplane! I was very, very, impressed, (perfect has always been good enough for me). That Travel Air can be an Oshkosh Grand Champion.

So, what's up next? How about our next General Meeting on Thursday March 6th? This meeting will be held at the UAF/ CTC Aviation Maintenance Hangar on the East Ramp. Roger Weggel is presenting the night's program. You will meet the presenters for the I/A Refresher to be held the next day at UAF. The I/A refresher is open to the public. You would need to register at www.faa.gov. The presentations are usually very informative for anyone interested in aviation maintenance. It would benefit the Fairbanks aviation community to have an enthusiastic response to this event. The FAA would not mind having this program go away, in the face of Federal budget cuts. The refresher takes place in Fairbanks, but is broadcast via Distance Education to many cities and villages in Alaska. It is the only forum for I/As across Alaska to be on the same page for a day. This year we will have presentations from Dominion Propeller, Alaska Aircraft Engines, Amsafe, FAA Juneau Office on Field Approvals, and Dave Swartz (Anchorage FSDO) on Composites.

Our next big project for this year is the Pancake Breakfast/ Young Eagles Flights/ Aviation Appreciation Day. The event will be on Saturday, May 17, 2014 at UAF/ CTC Aviation Technology Hangar. Terry Wighs is the Young Eagles Coordinator. We need lots of volunteers to set up, flip burgers and pancakes, fly young people, and provide safety on the flight line. With the bright sunshine today, I am ready to start the 2014 flying season, and this event is the kick off. Let's turn out, fly, and have fun together with this project!

See you at the EAA General Meeting - Thursday March 6th at the
UAF/ CTC Aviation Maintenance Hangar on the East Ramp
Note the changed location for the March meeting!!

EAA Chapter 1129 Mission Statement:

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

Thinking about flying

By Bill Green

I imagine that most of us spend a fair amount of time thinking about flying. Thinking about all the different types of aircraft there are to fly. Thinking about various places to fly. Maybe we've been thinking about the Spring ski flying season now. Or the float flying season that will soon be here. However, do we always give enough thought to the flight we are about to do?

When we first learn to fly, just keeping the airplane right side up and headed in some general direction may seem to take most of our available brain power. As we progress though, we become more able to anticipate and plan for the next maneuver or the next situation. "Staying ahead of the airplane" it's sometimes called.

Takeoff is a critical phase of flight. Airspeed, aircraft attitude, directional control. It is a busy time for the pilot. There are some things that we can, and should think about, before we start our takeoff. Or maybe before we even get into the airplane. Runway length requirements, for instance, should be considered. For certificated airplanes, takeoff distances are listed in the flight manual. Those numbers make a good starting point, but are only valid for an aircraft in its original configuration, and on a dry hard surfaced runway. So what about takeoff planning on skis where snow conditions are highly variable? Or on wheels off of tundra or a gravel bar? Or on floats where wind, waves, and aircraft weight can make every takeoff a little bit unique?

There is a rule of thumb that says we should have at least two thirds of lift off speed by the time we reach the halfway point of available takeoff area. I will tell a little story on myself to illustrate how that could be used.

Although it has been several decades since the incident, I can still clearly picture the small spruce tree that stood just off the end of the lake in the Alatna River country. I was flying a Beaver on floats and was scheduled to pickup sev-

eral backpackers at the lake and move them to the Noatak Valley.

My original plan was to shuttle the passengers and gear to a larger lake nearby, consolidate the load, and then depart for the Noatak. Now, unless they are offering to buy refreshments, it is seldom a good idea to let passengers talk you into anything. However, against my better judgement, I allowed myself to be persuaded to try taking everything out of the little lake in one load.

So, all the passengers and gear were loaded. The waterline on the floats indicated what I thought was an acceptable gross weight. The lake was actually an oxbow slough which curved through 180 degrees from one end to the other. Trees along the banks restricted visibility to a few hundred yards of the water lane from any point along the arc. After taxiing to the far end of the slough we turned and began our takeoff run. Eventually we were on the step and accelerating. Then the rapidly approaching end of the lake came into sight. I had one of those "Uh-oh" moments. Too slow to fly, and too fast to crash! Well, we did fly but there was that spruce tree. I actually thought we would hit it, if only the top foot or two. The fact that we did not hit it can only be credited to a sterling performance by a good airplane, which compensated for a lackluster performance by the pilot.

Making note of the halfway point of the available runway is easy enough to do. A clump of willows on the muskeg. Or maybe a particular stump on the tree line. Anything that will be easily recognized in the midst of the departure run will do. I could have made a mental note as I flew over the lake on arrival. And again when taxiing for takeoff. If not up to two thirds of liftoff speed when reaching the marker, then there is still room to discontinue the takeoff. Clear and simple.

Thinking about flying before we attempt to fly, can make a lot of difference.

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Some Resources

By John Zarling

I have found a few things that have been a good read or resource. So, I have listed some of these below. All the words are not mine in the descriptions.

Mechanic's Toolbox Software by John Swarner of Sacramento Sky Ranch. It can be purchased for \$35. You get 41 software programs, Smart Tools with over 3,526 photographs, 200 catalogs and manuals, 11 videos, and 3 E-books all in one software package. It is a time saver by looking up information on the computer compared to the old paper catalogs. The program is available for five free demos and it a companion to Swarner's Sky Ranch Engineering Manual which is also a great resource and has been around for quite a while. The Engineering Manual is available as a paper back as well as a pdf.

Brian's Flying Book 2nd Edition by Brian Lansburgh. Flier and film maker Brian Lansburgh has long had a reputation for his iconoclastic methods of flight instruction. Now it's all presented in this eye-opening book which smashes many long-held but largely indefensible flight training beliefs. In "Brian's Flying Book", readers will be treated to several flight training maneuvers which will sharpen their flying skills and provide a lot of fun along the way. In "Brian's Flying Book" you'll also learn some new terms, such as "Whuffos", along with some fun flying exercises

such as "Sky Doodles", "Whoopee Stalls" and "Slaloms". Brian will also introduce readers to his tradition-breaking "Landing in a Turn" and, of course, the "Dead Stick" landing. Not a book for the hidebound pilot, "Brian's Flying Book" will be a refreshing change for fliers and even some non-fliers who are looking to learn more about the fascinating world of aviation. Paperback book is available from Amazon for about \$25. The following are some airplane design guidance from earlier years of aviation in the US. You should be able to find these on the web.

Civil Air Regulations, Part 03 – Airplane Airworthiness – Normal, Utility, Acrobatic and Restricted Purpose Categories, Civil Aeronautics Board, December 1946.

Aeronautics Bulletin No. 26, Design Information for Aircraft, U.S. Department of Commerce, Department of Air Commerce, October 1934.

Aeronautics Bulletin No. 7-F, Airworthiness Requirement for Aircraft Components and Accessories, U.S. Department of Commerce, Aeronautics Branch, March 1933.

Aeronautics Bulletin No. 7-G, Airworthiness Requirement for Engines and Propellers, U.S. Department of Commerce, Bureau of Air Commerce, July 1934.

Handbook of Instructions for Airplane Designers, Engineering Division Air Service, Dayton, Ohio, February 1920.

IT'S PAST MEMBERSHIP RENEWAL TIME!!

THANK-YOU to everyone who has renewed for 2014. If it has slipped your mind, please send your check to: PO Box 83913, Fairbanks, AK 99708 or bring it to the next meeting.

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Farthest North EAA Chapter 1129 newsletter published by:
 Farthest North EAA Chapter 1129
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