

Calendar

October

2 EAA Chapter 1129
Regular Meeting.
6:30 pm

November

6 EAA Chapter 1129
Regular Meeting.
6:30 pm

December

4 EAA Chapter 1129
Regular Meeting.
6:30 pm

Great Tip...EAA Chapter 1129 is a non-profit organization. We are not specifically listed as a United Way agency, but if you specify "EAA Chapter 1129" on your United Way contribution form, the funds will be forward to your Chapter to benefit local aviation education and safety.

Chapter 1129 Web Site

The website has been **updated** and is **current!!** It's a great place to check and see what events are coming up, verify dates and times, and find contact info. Check it out here!

<http://1129.eaachapter.org>

Next Meeting:

When: Thursday, Oct 2nd at 6:30 pm

Where: Tamarac Hangar

President's Hot Seat

October, 2014

By Michael Armstrong

Welcome back after an interesting Summer. Record rain, wind, and mechanical issues took longer than expected to cure, and kept me from flying as much as I wished. The flying that I did accomplish was most satisfying, though. For me, this coming winter will involve some fabric recovering.

The most important EAA 1129 task des jour is nominating people for the November Election of board members and officers. The positions available are **President Elect, Vice President, Secretary, and two board seats.** Vickie Domke has volunteered to head the nominating committee, so please consider yourself, or someone else, as a candidate. Contact Vickie with your nominations at 479-6751 (or just go by Tamarack and talk about it over coffee). We would like to present a slate of candidates at the October 2 general meeting. We are all busy, but it feels good to volunteer. The rewards of volunteering have kept me doing it for the last twelve years.

The program for the 10/2 meeting is "TAILWHEELS". Bring your stories and a Show and Tell; we can all learn something from each other.

Bruce Dunkle has updated our website, and he has corrected the error in my telephone number! Thank you Bruce for wanting to be part of this community. Last Summer's swap meet was not well attended. Granted it was on one of the few beautiful Saturdays that we enjoyed this past Summer. We'll try another one this Winter in conjunction with Vickie's Supercub Seminar. We might try to get the vintage car club involved to pump up the excitement.

The board is kicking around ideas for a banquet speaker. Any ideas out there in 1129 land?

I hope to see you all at the October 2 meeting, and hear your summer flying stories! Come nominate yourself, or a friend to fill a board seat.

Your local EAA chapter needs you.

Thanks, *Michael*



Go to Reno for the Air Races!

By Matt Kato

The Reno Air Races are fun.

All the airplanes are privately owned or flying museum pieces, except for the F-22, of course, which put on an eye-opening flight demonstration.

There were the O-200 Formula One racers, Sport Class, Biplane and Unlimited Class airplanes, an A-26 Invader, F7F Tigercat, F6F Hellcat, A6M2 Zero, F8F Bearcat, Mk XIV Spitfire, Lockheed Vega that spent part of it's career in Alaska, several "factory stock" P-51's and the highly modified P-51's that really aren't Mustangs anymore, Seaferies, and more. Not all flew during race week, just the racers. It's amazing all the airplanes for one to see, and a helicopter too – there was an early model Cobra from the Cactus Air Force in nearby Carson City.

I followed the same schedule every day. Up at 5:30 to shower and eat and get to the bus station to arrive at Reno-Stead before the first F1 race usually at eight. My interest was in the F1 airplanes and the stock unlimited planes. The little guys fly early to take advantage of the cool temperatures and calm winds. Then there are the Sport Class, BiPlanes, etc. The first unlimited race was usually

shortly after noon. In between there were the parachute jumpers, the Waco with the jet engine attached, adding a circus atmosphere, and an aerobatic display. Then back to racing.

There aren't many places to sit in the shade so it's a lot of walking and keeping an eye out for water. About two or three in the afternoon I found that I had as much fun and sun and heat as I could stand and caught the bus back to town to my air conditioned room and a nap (I was on vacation), followed by dinner. The next morning I got caught up on the final races of the previous day.

Along with the general admission pass it's unavoidable to buy a pit pass at the Air Races otherwise it's impossible to see the racers up close and appreciate the effort expended, not to mention the money. I spent more time in the pit area than anywhere else. Most everyone is approachable and willing to talk. There weren't any "secrets" and taking pictures was a universal pastime. I also bought the "High G Ridge" pass. A bus takes everyone to a ridge on the backside of the race course for a closer look at the racing. Not really worth it. Maybe it will get better in the future.

I went on a budget by using air miles, staying at a relatively inexpensive hotel that was clean and comfortable, the Sands Regency, and trying to eat as well as possible inexpensively. It seemed to work.

The Sands is an older Casino Hotel of the Rat Pack era. The rooms are comfortable and clean but the casino is a smoky relic that assaults the nose as soon as you get into the elevator to go downstairs. Attached to the Casino is Mel's Diner where you can get a good breakfast as early as you are willing to eat. The Sands dinner buffet is horrible and the Copa restaurant isn't much better. I ate elsewhere.

There's a very good Chinese restaurant two blocks away and a good Mexican restaurant about four or five blocks further on. Nearby are the Eldorado and Silver Legacy, two glitzy casinos of the current era that have good buffets and restaurants.

Parking at Reno-Stead is impossible and expensive so taking the bus avoided the rental car and parking issues altogether.

I stayed the Monday after the races were over to get a decent seat back to Fairbanks. Glad I did. At Reno-Stead everyone, including the participants,

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were more relaxed, the barriers around the airplanes were down and in between their packing and other chores the race crews were very informal and friendly. I even got a promise of 30 minutes in the Cobra if I found my way to the Museum in Carson City!

A&P's to be Retested

By Vicki Domke

The Fairbanks FSDO is notifying many local A&P mechanics that they need to retake the oral portion of the exam if their original test was done by Anchorage based Marty Simmons. Letters have been mailed to these mechanics but at least one mechanic did not receive his letter due to an address error. There is a deadline for retaking the test so pass the word!

Call the Fairbanks FSDO at 474-0276 for more information or to schedule the oral test.

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. if you have not had a chance to renew yet. You can mail your renewal to

P.O. Box 83913 Fairbanks, Alaska 99708
or bring it to the next meeting.

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Join our Chapter!

Membership is only \$15/year and there are many benefits.
Interested? Call or email Pat Crisenbery. 474-3971

As always, EAA T-shirts are available from **Tamarack Air** at 3900 University Ave, **Pioneer Air Museum**, or by calling Pat Crisenbery at 474-3971.

Prices are now \$20 (\$22 for XXL, \$24 for XXXL)...
 All sales help support EAA Chapter 1129 educational activities.



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