

## Calendar

### April

- 2 EAA Chapter 1129  
**Regular Meeting.**  
6:30 pm

### May

- 7 EAA Chapter 1129  
**Regular Meeting.**  
6:30 pm
- 16 **Aviation Day -  
Young Eagles!!**

*June (That's right! Summer meetings may be coming!)*

- 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.eachapter.org>

Next Meeting:

**When: Thursday, April 2nd at 6:30 pm**

**Where: Tamarac Air Service, East Ramp**

## President's Hot Seat

March, 2015

By Michael Armstrong

It is a beauty day, more than we could hope for in mid March! It's good that "Spring is early" because there is a lot happening. The Board is planning for our part of Fairbanks Aviation Days ( May 16, 2015), including Young Eagles Flights, and the Pancake Breakfast. The Board has completed the Foraker Training, and have an updated Strategic Plan.

Syd Stealey announced that he has a generous gift for EAA Chapter 1129! He told the group at the last general meeting at Lee's Hangar, that he wishes to donate three air-plane projects, three engines, a compressor, and various other items. The membership present at the meeting indicated that they were in favor of accepting this generous gift. The Board voted earlier this week to accept Syd's gift.

The Board sees this gift as a starting point to fulfill the educational portion of our mission statement. We envision a weekly work night to bring these projects back to airworthy condition (much as was done for the Jenny). EAA Chapter 1129 is a Non Profit Corporation. The Board can only do so much according to the by-laws. We were able to accept Syd's gift because there was no monetary commitment by the Chapter. The next step is obvious. EAA Chapter 1129 now needs "A Place" to store the tools and projects, to meet, and to work on these projects.

Our Chapter has limited funds, but we have begun to look for "A Place". The general membership of the Chapter are much like the stockholders in a typical for-profit corporation. We will have to vote to spend our funds to rent "A Place". This will be a pivotal vote on the DIRECTION of EAA 1129. I can see that a positive vote will benefit the membership, but will also require a time commitment, and more fund raising efforts by the members.

I will prepare a ballot for the next general membership meeting (Thursday, April 2, 2015 at 6:30 PM at Tamarack). The April 2 Ballot will ask the membership if we should proceed to look for a suitable location for the Chapter to rent for Projects and meetings. We are looking to rent for a year to see if we can make this idea a reality. If 75% of the membership present at the April meeting vote positive, then we will intensify our search for "A Place".

When we have several prospective locations, we will prepare a second ballot for the membership. The second ballot will authorize the Board to enter into a contract to rent a space for a specified amount of money for one year. Volunteers will then have to set the space up for our needs, and move Syd's projects.

Think about your willingness to help move EAA 1129 forward. Please come to the April 2 meeting and talk about this great step, and vote.

Thanks, *Michael*



Excited Young Eagles prepare for their flight during Aviation Day last year.

## Young Eagles Needs YOU!

By Bill Green

(Editor: Yes this is the same article as last month—but we still need you!!!)

One of the EAA's best known activities is the Young Eagle Program. Since 1992 over 1.9 million kids have been given a ride in a light aircraft, and introduced to the world of aviation. An introduction that most of them might never have had otherwise. We live in Alaska where flying is a much more common activity than in other parts of the country. Yet the opportunity to actually experience the world of flight is probably not readily available for many youngsters. And, as we all know, sitting in seat 27E on a Boeing headed for Gramma's is just not the same thing as a ride in a Champ, or Cub, or a Cessna. Many of us know people who came from non aviation backgrounds, but had their eyes opened to the realm of flight by a single ride in a small plane. A life-changing, and very positive event for them. A Young Eagle may be motivated to pursue an aviation career, or may just gain an appreciation for the fascinating possibilities in aviation. Either way, a positive experience.

This year's Fairbanks Aviation Day will be Saturday, May 16th. Our chapter's Young Eagle's Program

is an important part of the event. Last year more than 90 kids got to fly with us. We need volunteers with airplanes of course. We also need several people to staff the signup desk. And we need people to usher the flyers to and from the flight line. We could also use a photographer or two to assist Bruce with the picture making chores. Here is a great opportunity to do something fun, and make a meaningful contribution to the future of aviation at the same time. If you think that you might want to help out, check with Matt Kato or myself for more information. I'll bet you will be glad you did.

## Wooden Airplanes

Submitted by Matt Kato

*Bruce Dunkle's Spitfire project made me more aware of wood as a realistic construction material. The Cracker Jack II or Jodel D9, both powered by an O-100, look like attractive choices. See FlyPegasusPower.com.*

By Erik Eldegard at Jodel.com

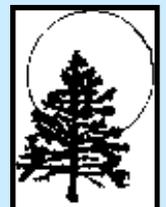
Like all other possible materials to choose, wood has it's pro's and con's. After having looked into them, you might have an idea why quite many people name wood their favorite material to build planes from.

Wood has some qualities that in my opinion makes it THE superior material for building your own airplane.

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(Wooden Airplanes continued)

It is simple to obtain. While many designs specifically call for some exotic or American wood species, lots of them also have a strength requirement. Finding a cheap, local substitute is often quite easy. All aircraft ply seems to be made in Finland these days, with a German quality stamp on it.

Wood is relatively cheap. All the wood and plywood required for an entire D-18 cost me about US\$ 1200.-.

It is easily worked with ordinary hand tools. Even if parts of the plane construction requires one to build jigs, these usually are simple, cheap and few. When I started building my D18 I built a vertical sanding disc and bought a band saw. While the saw certainly is very nice to have it would



Some of the bulkheads from Bruce Dunkle's Spitfire project made from Okoume wood that is mentioned in this article.

be possible to manage without. Beside these two tools I use a good plane, a fine-toothed saw, lots of sanding blocks, a sharp knife (the type where you just break the blade when it's dull), and a drill with some sharp drill bits. Of course you need some other tool from time to time, but this is sufficient for most shaping tasks.

Using an approved aircraft glue, the joining of wood parts is simple. I use weights, a staple gun and/or lots of C clamps to obtain the necessary glue pressure. Gluing is done in a simple jig, or just on the table top.

Wood smells good. One of the strongest (and very happy) memories of my first glider flight more than 30 years ago is the smell of fresh wood, dope, glue, varnish and grease. You always find these smells in a proper wooden plane - and none of them smell exactly the same!

Wood may be the most durable material that can be found to build a plane from. Some people tend to object to this one, so I'll dwell a little here. First to the qualities of the wood. Wood is a natural composite. Selected well, wood has an impressive strength for its weight. A good designer (like M. Delemontez) taking full advantage of its qualities can design light yet strong and stable structures. If taken well care of there will be no problems caused by moisture. If a piece of wood looks in order it is in order. Hidden damage in a wooden structure is very rare indeed - in fact I have never seen such a case. This also implies that an old piece of wood is as good as a new one - or better. In my country we have wooden buildings that are about 1000 years old. Taking wood from these (God forbid, by the way) you should have material by no means inferior to exotic / American timber for aircraft use. Contrary to this, in an old metal airplane severe corrosion problems often set in. Knowledge of metal fatigue now enables us to calculate a metal airplane's life length. Besides, the structure of any metal is ageing. This process starts when the metal is made, and in fact limits a metal airplane's life length. Very few people seem to realize this. Only the SR-71 might be an exception on these points. We have made composite planes since the late 60'es, and started out believing they should last forever. Now we know that composites are

(Wooden Airplanes continued)

prone to cracking and crack growth, and vulnerable to ultraviolet rays and moisture.

It is easy to repair a wooden airplane. Necessary tools and materials usually can be found locally, and the work is simple. Unskilled enthusiasts often prove to be of great help.

So that's some reasons why all Jodels are made from wood. All 7000+ of them! More than half of them were made industrially, but still, Jodel is the type of airplane that is most frequently built by amateurs. And I'm sure we'll continue building them for years and years to come - for their excellent performance, easy maintenance, wonderful flying and handling qualities, and maybe also for their longevity.

Most older Jodels, incidentally, are built of spruce and Okoume plywood. The latter being imported from the then French colonies in Africa. Okoume (or Gaboon), according to the commonwealth Scientific Industrial Research Organization, has a density of 25.5 to 28 lb/ cu. ft. Or in more sensible units: between 400 and 450 kg/m<sup>3</sup>. The later Jodel models (D18 and onward) feature birch plywood, which according to the same source has a density of 36 to 40 lb/ cu. ft. (575 to 640 kg/m<sup>3</sup>). Birch is therefore heavier, but has superior strength in the mean time, due to its longer grains.

**Save the Date!!**

**Saturday, May 16th**

**PANCAKE BREAKFAST • YOUNG EAGLES  
• AIRPORT APPRECIATION DAY**



## Local Chapter Leaders Attend Training at Oshkosh HQ

By Bruce Dunkle

Jack Schnurr (President elect for next year) and Bruce Dunkle (Secretary) had the privilege of being able to attend the Chapter Leaders Training at EAA national headquarters in Oshkosh over the weekend of March 21<sup>st</sup>. We were in a group of about 25 chapter leaders from all over the country. The three days of training were provided by EAA staff members to help us learn how to run our chapters more effectively, to make them exciting, dynamic and growing organizations that are fun to be a part of.

While we were there we were given a private "behind the ropes" tour of the museum, including the archives area and Paul Poberezny's private study and memorabilia collection rooms. We also got a quick tour of the Sonex factory, which is on the same airfield as the museum.

From the Editor's Desk....

## Calling for articles and photos!

Please keep in mind that we're always looking for good stories or photos to put in the newsletter! We try to send the newsletter out about a week before the regular meeting to help remind everyone of the date. But please send in photos or articles anytime to [dunkleb@yahoo.com](mailto:dunkleb@yahoo.com) and I'll get it into the next issue.

Most wanted are project updates with photos! Come on guys and gals! The newsletter works better if you help! Send it in! If you aren't sure of the format or whatever, just drop me a note and I'll be happy to help you with it.



Jack trying to lock me in with the canopy latch while I try on a Sonex cockpit with one of the chapter leaders from Canada.

**(Chapter Leader Training continued)**

Jack and I specifically focused our attention and questions on the new direction our chapter is going. We discovered that many other chapters go through the same periods where essentially nothing is happening and the meetings digress into a small group of guys sitting around telling stories. Their advice to all the leaders is that Aviation, Education and Social components need to exist and that the chapter needs to focus on Flying, Family, Food and Fun.

***This leads into the next subject...***



Some of the aircraft on display at the Sonex factory show room.



Me looking at the riveted sandwich spar buildup on one of the fastbuild kits. They keep the 51% rule—just barely!

***Big Changes Coming! Our Chapter Heads in a New Direction!!!***

As Michael mentions in his President's Hot Seat, things are going to start changing pretty quickly! Once we find a new home for our meetings, projects, and shared chapter resources (tools, training and reference materials, etc.) there will be some work involved to get everything setup and organized. We expect to have work nights available at least once a week and **regular meetings monthly throughout the year**. We also want to start having regular social events such as fly-ins (Jack Schnurr is planning one to Manley Hot Springs very soon) pancake breakfasts, cookouts, etc. specifically with the idea of **getting our family's involved**.

We will be actively building at least one project all the time, likely more than one, with the intent of getting them flying so that they can either be sold or raffled to raise funds, or to go into a flying club. The flying club cannot be part of the EAA chapter, because chapters can't own aircraft, but it's very common, actually encouraged, that EAA members join together to set up clubs to make aircraft available to those who may not own one, or to allow access to a variety of aircraft just for fun! (STOL, floats, Tail Wheel, LSA, small and fast, etc.)

Another extremely gratifying and just plain fun part of EAA is the Young Eagles program. We traditionally

(Big Changes continued)

do this every spring at the Aviation Day (this year it's May 16<sup>th</sup> – mark your calendars). More than once we've discussed the idea of flying Young Eagles more frequently. Some chapters do it every month! This amazing program not only allows you to expose children to general aviation, but also to their parents. Many times, the parents who bring the kids for their flight have never been to the GA side of the airport or have never been around "small airplanes" before. This is a great opportunity to give them a positive impression of GA and maybe even get them interested in flying themselves. Don't forget there is also the "Eagles" program that allows you to fly an adult who might be interested in GA. You could be the spark that gets one of your friends or co-workers on the road to becoming a pilot and opens the door for them, to all the fun we get to have as pilots.

Our chapter needs to be an exciting and welcoming place for anyone interested in aviation, whether as a builder, a pilot, or just an enthusiast. It should be a fun family environment, where everyone feels welcome, regardless of their particular interest in aviation – or even if its their friend's or spouse's interest.

If you've been an off-and-on member, or have stopped coming to the meetings, or are a new face and are just thinking about joining us, you really need to come and be a part of our new focus and direction. We need your fresh ideas, your viewpoint, and your energy.

**Help us make our chapter a fun and exciting place to be!**

### **EAA Chapter 1129 Mission Statement:**

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

#### **Bulletin Advertising Rates:**

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