

Calendar

December

- 3 EAA Chapter 1129
Regular Meeting
6:30 pm

January

- 7 EAA Chapter 1129
Regular Meeting
6:30 pm

February

- 4 EAA Chapter 1129
Regular Meeting
6:30 pm

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**.

Chapter 1129 Web Site

The website has not been
updated recently and is not
very current.

The chapter needs some-
one to take on the task of
keeping it current.

Let's work together to
make our chapter work.

Volunteer!!!

<http://1129.eaachapter.org>

Next Meeting:

When: Thursday, December 3rd at 6:30 pm

Where: Tamarac Air - East Ramp

President's Hot Seat

December, 2015

By Jack Schnurr

Our chapter owes a huge "thank you" to Michael Armstrong, who has done a wonderful job as the president for the last two years. He has devoted a lot of his time to further the goals of our Chapter. We have experienced many positive developments during his tenure because of his efforts. The next time you see him please thank him for all of the hard work that he has put in. This Chapter only exists because of the efforts of all of our members that help with our different aviation events.

We are at a crossroad in our organization. After a long search in the past year, we have found a hangar on an airport that we might be able to afford. The article concerning the hangar is enclosed in this bulletin and will give you lots of information on what we found. ***We will vote on whether or not to purchase this hangar during the next two weeks.*** I ask you to give this purchase a lot of thought. If we vote to go ahead with the purchase, each and every one of us will have to donate our time and talents to make it work. There will be improvements to work on, grass to be cut, snow to move, and hangar assets to manage. This could be something that will pull us together with a common cause in mind.

I hope to see you at the December meeting on the 3rd.

Thanks,

Jack

Ballots will be available at the meeting or you may
e-mail or U.S. Mail your vote. See details inside.

EAA Chapter 1129 Mission Statement:

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



Could this be a “fixer upper” starter home for our Chapter?

A POSSIBLE HANGAR FOR OUR CHAPTER

By Jack Schnurr

Syd Stealey has been kind enough to offer to sell our chapter a hangar and ½ acre of land next to the house he owns in the Metro field area. We have been looking for over a year for a place to call home and have found nothing that is in our price range. Many of the properties with a hangar we have looked at, included a rental house that we would have to keep rented to help with payments. Those properties ranged from about \$240,000 to

\$320,000. This is the first property we have found that is more in line with our finances. Below is information on the property and hangar.

LOT

- Located on a ½ acre lot on Metro Field
- When lot was developed it was cleared, then 1 to 2 feet of gravel put down, leveled and compacted
- There is a driveway to enter the property from an existing road
- Dirt, fertilizer and grass seed was put down on top of the gravel on about ½ of the lot. This area is now a lawn.
- There are 3 wells on the property, the

water is not drinkable but is good for watering the lawn

- There has not been much activity on the property, no planes have been based and operated out of there, contamination should not be a problem
- The property is two blocks from the Metro runway
- Roads in the area are also taxiways, they can be taxed on but are rough, they can be graded if desired but the cost would be ours
- There is a house a few inches from the property edge on the east side, to allow that house which is on a different tax lot, room to use their entry door we would have to give an easement of 10 feet along the side of the house only
- The property is outside the city limits

HANGAR

- Built in 2003
- Foundation is railroad ties
- The sides are conexs, the bottom ones are 9 ft tall, the top ones are 8 feet tall
- The hangar floor is asphalt
- The conex on the left bottom, if you stand in front of the hangar and look at it, is insulated and heated with a toyo stove, it can be used year round
- The inside measurements of the hangar are 44 ft wide and 39 ½ ft deep
- The back wall is constructed of 2 X 6s and not insulated but weather proof and cov-

ered with wood siding

- The front wall/door is constructed of 2 X 4s and covered with clear plastic fabric, not permanent like the back wall but it is weather proof
- There is electricity on the site
- There is no water service, you have to haul water
- There is no sewer service, we would need an outhouse or a septic system installed, the property does come with an electric toilet, not hooked up at this time
- The roof is metal, the main support beams for the roof are steel
- There is a people door in the back wall that opens to a concrete pad about 20 ft by 40 ft
- There are no costs associated with using the runway
- The runway is owned and maintained by the GHEMM Co



Hanger (continued..)

FINANCES

EXPENDITURES

- The asking price is \$65,000, the down payment would be about \$16,000 and monthly payments of about \$450 for a 15 year note.
- The taxes are about \$997 a year
- The water will be free to 2 cents a gallon (two of our members have volunteered to haul it free)
- Sewer cost depends on choice of disposal, nothing for an outhouse to lots of money for a septic system
- Insurance, unknown at this time

INCOME

- Park planes inside, out of the weather, during the winter, the hangar has had 3 planes in it at one time
- There is storage for projects out of the weather
- During the summer it could be rented out to do annual inspections out of the weather
- Planes could tie-down on the lawn
- We could stop renting a storage unit and use our own storage
- I watched Syd cover a wing at 30 below inside the heated conex, could be rented out

CONSIDERATIONS

- We could have fly-in breakfasts in the summer
- We could have work parties to improve the facility and make it a "social event" by having a lunch or

dinner BBQ

- We could hold our summer meetings there

WORK LEFT TO MAKE THE PURCHASE POSSIBLE

- This hangar is nonstandard construction which could affect cost of insurance, whether or not a bank will loan on it, and it needs a good inspection to insure that the roof and structures are solid
- We need to insure that if this does not work out we can sell the property

MOST IN OUR CHAPTER WOULD LIKE A NICER LOCATION AND A MORE MODERN FACILITY.

THIS IS JUST A STARTING POINT FOR US!!



Inside of our potential hangar home. Unfortunately, the 150 tail dragger doesn't come with it!



Several Considerations:

I just (mostly) finished painting my Carbon Cub and though I certainly won't be getting the Painter-of-the-Year Award, I'm (mostly) happy with the results. Here are what I consider some of the most important questions you should resolve for yourself if you are contemplating painting your airplane.

Should I do it myself?

You can (maybe) save some money doing it yourself, but it's a LOT of work and takes a LOT of time. Getting paint

on uniformly is an art and unless you are already an experienced painter you WILL make mistakes and spend a fair amount of time correcting them (or grumbling and accepting a less than perfect finished product – or both).

Paint Booth:

It's possible to build a reasonably acceptable temporary booth in a hangar or garage using relatively cheap materials – dimension lumber or plastic pipe, plastic sheeting, cheap box fans, portable lighting, etc. The next most expensive, but better, alternative in my opinion is to rent the use of a well equipped facility. This is

what I did and the biggest advantage is that the owner, one of the best painters around, was available for advice and direction.

Contrary to what you often read about the importance of lighting, I found I got the best results by holding a drop light in one hand and the spray gun in the other while shooting. Adjusting the relative positions of the light and gun so I could see the glare as the paint went on worked much better than relying on the booth lights.

In hindsight perhaps the best approach would be to try to hook up with an experienced painter with a decent facility and make an arrangement where you do all the grunt work and the pro shoots the paint.

Much, maybe even most, of the work in painting an airplane is grunt work that you can do as well as anyone (moving parts in and out of the paint booth, wipe downs & tacking, sanding, clean up of the booth and the spray equipment, mixing the paint, etc.).

Or you can simply deliver your finished project somewhere and say, "Here, paint it – call me when it's finished". Believe me, there were times when I wished this is what I'd done!

Painting Equipment:

Most professional painters these days use HVLP equipment as it minimizes overspray and gives the most consistent results. And a relatively good setup isn't all that expensive – I got a nice gun with pressure pot outfit from Hi-Tech for about \$300. Speaking

of which, I highly recommend Hi-Tech for equipment, supplies, paint and, most importantly, advice. The folks there really know their products, are highly experienced painters themselves and are very generous with directions, tips, etc.

One issue with HVLP is that it takes a LOT of air. You need a pretty big compressor/tank setup to move the volumes required to do a good job. You also need a pretty robust filter/dryer – moisture in the air supply really messes things up (ask me how I know!).

Paint:

There are lots of choices here, and advantages/disadvantages for each of them. For fabric, the Stewarts system has a lot going for it in that it is largely non-toxic and requires a minimum of personal protection. I shied away from it due to persistent rumors that, while the basic fabrics, glue and undercoats are fine, the finish coats don't hold up well. I've also heard that early problems have been largely corrected and it's now OK??

If I had a few more guts I'd have tried the newest system – Oratex. The fabric is prefinished in a variety of colors and already includes UV protection. Sounds like you just glue it on, shrink it up and, after putting on prefinished tapes, you're done. It's reputed to be lighter than other systems, but also significantly more expensive (however, after factoring in the considerable costs of spray equipment, paint booth, personal protection, cleaning materials, etc. this might well not be the case). There was a really good article in Kitplanes magazine some months ago about this system and the conclusion was

that, although different techniques are required, it really isn't any more difficult than the other systems. There was a Supercub variant on display at last spring's Aviation Gathering in Anchorage covered with this system that looked pretty good.

But the Polyfiber System came with my kit and I had some previous experience with it so that's what I used.

Their instruction book is really comprehensive and easy to follow and the fabric and undercoats went on with a

minimum of problems. You have two choices for the finish coat – Poly Tone (vinyl based like Poly Brush and Poly Spray) or Aerothane (a catalyzed polyurethane). The main advantage of Poly Tone is that it's easy to spray and repair. However, it does not have a really shiny finish, darker colors especially fade and get chalky fairly quickly if outside, and it doesn't work well over non-fabric parts.

I used Aerothane as it gives a really shiny, bright finish which holds up well and is suitable for non-fabric parts so you

just have one finish coat and process for the entire airplane. It does have several disadvantages: I found it much trickier to spray

- you have to wait at least 4 days after spraying Poly-Spray (the silver coats) before spraying Aerothane (cost me 12 extra days of rent on the paint booth)
- it's quite toxic (you can get cancer just reading the label on the can without a fresh air respirator)
- runs and overspray are more difficult to fix and the Poly Fiber approved process for repairs is much more difficult.

My painting guru/advisor has developed a slick, easy method for mitigating the latter disadvantage, however. He patches rips, holes, etc. in fabric by gluing on a patch and finishing through silver with the Stewarts system (he's found the Stewarts



John in the paint booth - I think?

glue sticks and holds really well to Aerothane or any of the other topcoats). Then he topcoats with Aerothane. All the undercoats are done with a foam brush as they flow out well and leave a minimum of brush marks; only the Aerothane top coat is sprayed. The repairs he's done this way look really good and are holding up well so far.

I haven't finally resolved a scheme or method for trim/numbers yet, but am going to look at using vinyl stick-ons. Most of the accent stripes, commercial signage, etc. on modern vehicles are done this way and there are at least a couple of local outfits that do this. This will eliminate the considerable tedium of taping, masking and painting trim and, most importantly, eliminate any more opportunities for me to make runs! If this works out I'll report on it.

SAD NEWS FOR AVIATION IN ALASKA

Aviation icon, "Cy" Hetherington passed away after a period of failing health on the 13th of November at his winter home in Ajo, Arizona.

A long time resident of Manley Hot Springs, "Cy" was renowned in Northern Alaska for his outstanding flying and mechanical abilities. Many of us have been helped by him when we had airplane problems in Manley Hot Springs. He always had a positive attitude and would change a broken airplane to a up and running plane in no time. Nothing was more assuring to a pilot than knowing that he was flying behind an engine that had been built up by Cy. I suspect that there are still many airplanes plying the skies of Alaska with an engine overhauled by him.

CLASSIFIEDS

For Sale:

Lycoming 10-360-A386D Angle valve 200hp \$25,000

Removed from a Mooney M20J, Rebuilt by Aero Sport Power, Kamloops, Canada, July13, 2001, 0 time, Aero Sport Power and original Mooney logbooks available, Prop governor installed

Modifications:

Single mag replacing single drive dual mag Second Ignition is a crank triggered electronic Geared lightweight starter, 40A Nipon Dense alternator (light weight), Injection Air Controller is bored and tapped for a return line. Aero Sport Power recommended this to improve hot starting. 1600 hours when removed from Mooney

All rebuild receipts available

1.5 hours at Aero Sport Power test. Test Log available. Laid up for long term storage- Inhibited

Annette Coulter
378-8180

BALLOT FOR PURCHASE OF HANGAR FOR EAA CHAPTER 1129

(Please mark the box indicating your vote)

I VOTE TO APPROVE THE PURCHASE OF THE HANGAR AND ½ ACRE OF LAND ON LOT 16, BLOCK 5, METRO INDUSTRIAL AIR PARK ALASKA.

The sale requires:

- A successful report on the structural integrity of the hangar.
- The hangar must be insurable.
- The loan must be carried by a bank or other financial institution.

I DO NOT WANT OUR CHAPTER TO PURCHASE THE HANGAR

National EAA Member number _____

Note: Your national and local dues must be up to date for your vote to be counted !

You can also vote by email. Send an email indicating your vote for or against the purchase to dunkleb@yahoo.com. Be sure to include your national EAA member number so that your vote will count. The email must be sent before midnight on the 10th of December 2015

You can also vote by mail, send your vote to:

EAA CHAPTER 1129 INC

P. O. BOX 83913

FAIRBANKS, AK 99708-3913

Your national EAA member number must be included for your vote to count. The mail must be postmarked no later than December 10, 2015

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

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!

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 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.

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

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Contact Pat Crisenbery 474-3971 for more information

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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