

Calendar

March

- 5 EAA Chapter 1129
Regular Meeting.
6:30 pm

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!!**

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 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, March 5th at 6:30 pm

Where: Lee Griffin's Hanger

3020 Super Cub Lane, North Pole - (map inside)

**Different
Location !!**

President's Hot Seat

February, 2015

By Michael Armstrong

For my first year as President of EAA Chapter 1129, I wondered "Where is this Chapter headed?" Now that our annual banquet drew only half the normal number of attendees and way fewer auction donations than normal, I wonder: "Where are we?" Michael Ford, our new young Board Member suggested that the Board's Mission Statement might be different than the mission of the General Membership. Wow, there may be something significant to that thought!

It has always been difficult to attract people to volunteer to work on the Banquet Committee. Young Eagles Committee and the Pancake Breakfast Committee do a little better (it is Spring, and we are a little more festive). Is part of the issue that we haven't attracted many new members, and the rest of us are feeling a little burnt out? Three of the current Board Members have a combined total of 25 YEARS service on the Board! Have we become stagnant as our membership has aged and decreased in number? I enjoy the General Membership Meetings, and we generally have a good turn out (usually 30 or so stalwarts). There is such a wealth of knowledge, talent, and good humor in the group. How can we capitalize on that resource, or should we even try to? Perhaps we just enjoy drinking coffee and telling stories.

Some in the Chapter talk about acquiring our own building for meetings and projects. Would having our own building boost membership and enthusiasm? Would our lack of enthusiasm (as a group) spell financial disaster if we were to purchase or to lease a building? This is the circular argument I have been considering. It is easy to mooch off of Tamarack Air for meeting space, but it is not fair to Dan and Vickie.

Is the decline in the number of Pilots nationwide, and the "poor econ-

EAA Chapter 1129 Mission Statement:

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

omy”, part of the problem? When the economy improves, will new pilot starts and enthusiasm for the EAA increase? Is our apparent inability to attract new members generational? Do young people have so many other, entertainment opportunities, that flying, or building airplanes, is not even considered? How can a bunch of “older folks” re-invent our Chapter to attract young people?

Why have so many formerly enthusiastic Chapter 1129 members drifted away? Some have suggested that we should have more family oriented events with food. What do YOU think?

I hope to see you at the next General Meeting on March 5, 2015. The meeting will be at Lee Griffin’s Hangar in North Pole at 6:30. Feel free to bring some food to share!

Thanks, *Michael*



Happy Young Eagle prepares for her flight during Aviation Day last year.

Young Eagles Needs YOU!

By Bill Green

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.

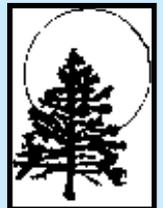
We live in Alaska where flying is a much more common activity than in other parts of the country. Yet the opportunity to actually experience the world of flight is probably not readily available for many youngsters. And, as we all know, sitting in seat 27E on a Boeing headed for Gramma's is just not 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.

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Modern Attachment Method

by John Miller

Most of the airplanes we work on are put together using mechanical fasteners of various types – bolts, screws, rivets, etc. The major disadvantage of mechanical fasteners attaching things to welded steel tube assemblies, like fuselages, is that unless you're willing to drill a hole in a tube, welded tabs of some type are required. Most fuselages have dozens of these little tabs welded all over them. And each fastening generally involves, in addition to the tab, a screw (and threading the tab or a tinnerman type fastener), or a screw and a nut, or a bolt, washer and nut, or rivets, etc. – not to mention precisely locating where the holes are to be located in the part to be attached. Tedious!

Well the folks at Cubcrafters that makes the Carbon Cub kit I'm building have eliminated much of this tedium by a couple of methods, one of which is the extensive use of a structural adhesive called Methacrylate. This adhesive is very strong, tensile and shear strength of around 3000 psi, is very easy and convenient to work with, and bonds really well to most of the materials used in aircraft – steel, aluminum, composite materials and even various plastics. Attaching things with adhesive like this has several advantages: it's much faster; panels or parts are fastened over their entire contact with the underlying structure rather than at just a few places like mechanical fasteners; by careful use of clamps, irregularities in the structure can be bridged so, for example, panels stay nice and smooth; and it is generally much lighter than the mechanical fasteners it replaces. The only disadvantage I can see is it would likely be extremely difficult to take apart anything assembled this way without destroying the parts. In my kit, so far at least, all the things attached with this adhesive are

things it would be unlikely to ever require disassembly barring a wreck in which case they're likely to be destroyed anyway.

The Methacrylate adhesive is a two component system that comes in a tube (cartridge) not unlike a standard caulking cartridge but with the components separated by a divider. It has a ball type shut-off valve that has to be opened to use it and fits a special caulking gun.



The kit came with a bunch of mixing nozzles that thoroughly mix the components as they're pushed down through them. When you're finished with a bonding session you simply set the gun and cartridge with the mixing nozzle still attached aside. The mixed adhesive sets up in the nozzle so it's a one use item, but since the components aren't mixed yet up where the nozzle attaches to the cartridge, the next time you want to bond something you just attach a new nozzle and start squeezing. Pretty slick! (continued)

Save the Date!!

Saturday, May 16th

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

(Modern Attachment Method — continued ...)

Here's an example showing the carbon fiber extended baggage access door frame and the aluminum interior panel bonded to the fuselage tube.



Another important question: how long will it last? The answer that comes to mind is the one I got from Mitch Travis at Cubcrafters when I asked him what he thought about using the new Oratek fabric (the stuff that comes with all the UV protection and finish paint already applied) instead of the Polyfiber covering that is supplied with the kit. He said, "Ask me in twenty years".

IT'S PAST MEMBERSHIP RENEWAL TIME!!

THANK-YOU to everyone who has renewed for 2015. If it has slipped your mind, please send your check to: PO Box 83913, Fairbanks, AK 99708 or bring it to the next meeting.

\$15 for single membership / \$20 for family
These are local chapter dues only.

As always, pay your national EAA dues directly to EAA at www.eaa.org



From the Editor's Desk....

Bruce Dunkle

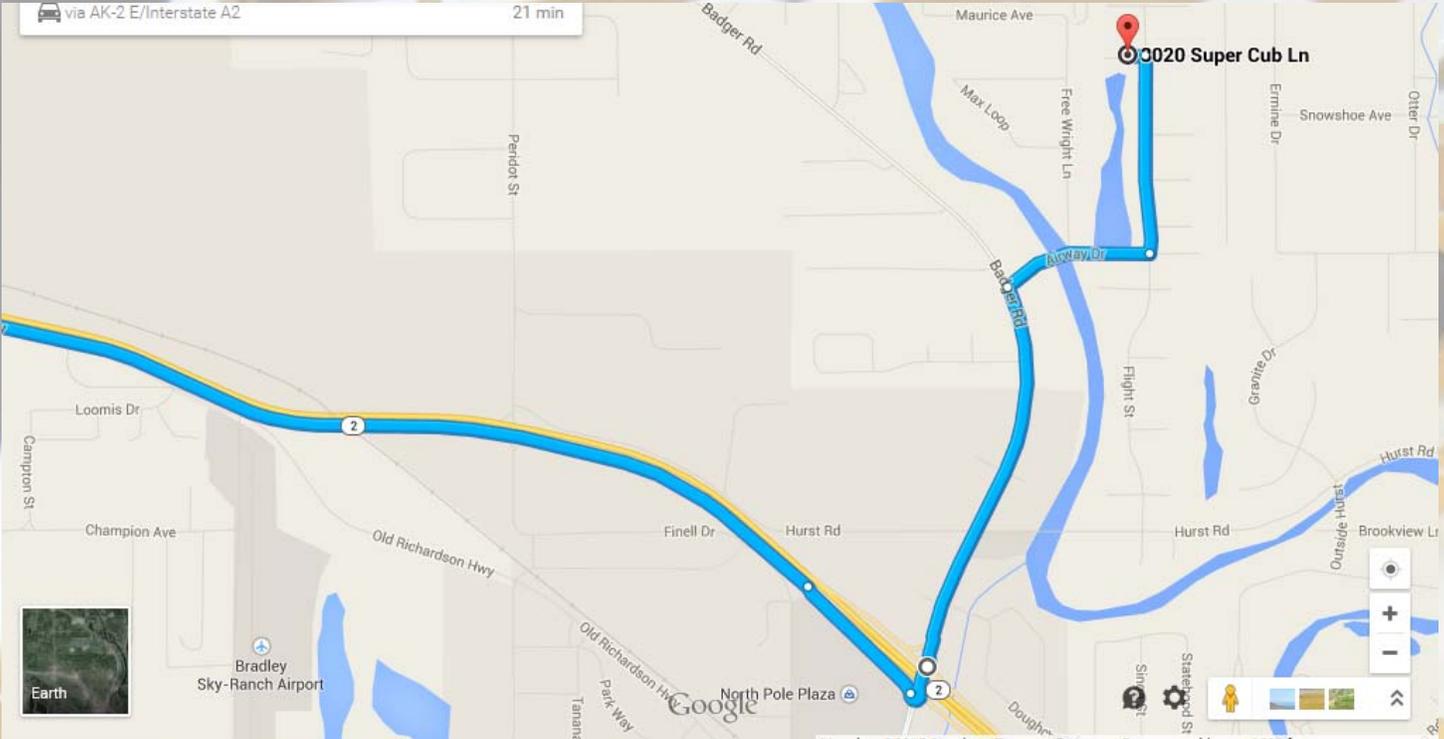
Calling for articles and photos!

Thanks for all the positive feedback on the new format of the newsletter!

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.

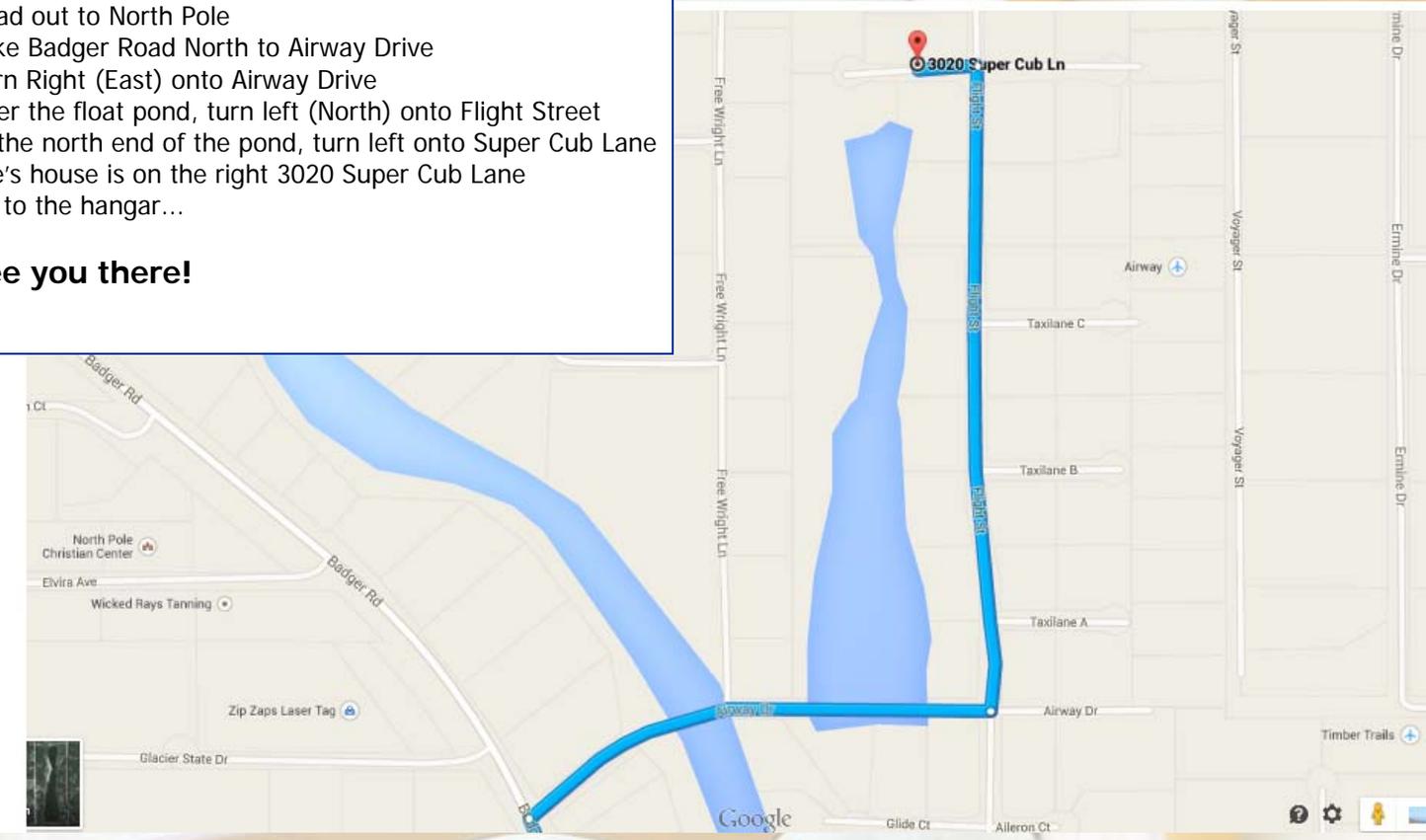
Most wanted are project updates with photos! Come on guys and gals! The newsletter works better if you help! Send it in! If you aren't sure of the format or whatever, just drop me a note and I'll be happy to help you with it.

**The March meeting will be held on the 5th at 6:30pm
at Lee Griffin's hangar in North Pole.**



Head out to North Pole
 Take Badger Road North to Airway Drive
 Turn Right (East) onto Airway Drive
 After the float pond, turn left (North) onto Flight Street
 At the north end of the pond, turn left onto Super Cub Lane
 Lee's house is on the right 3020 Super Cub Lane
 Go to the hangar...

See you there!



Bulletin Advertising Rates:

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 Contact Pat Crisenbery 474-3971 for more information

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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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EAA Chapter 1129
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