

Calendar

June

- 4 EAA Chapter 1129
Regular Meeting.
6:30 pm
- 20 **Young Eagles
Makeup Day??**

July

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

August

- 6 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, June 4th at 6:30 pm

Where: ProFlight - East Ramp

**Different
Location !!**

President's Hot Seat

June, 2015

By Michael Armstrong

Greetings to you all! What an amazing Spring we are enjoying! The weather has been perfect (except for the high winds on May 16 that caused the cancellation of the Young Eagles flights). We worked hard and had fun cooking and serving 160 breakfasts, and 124 lunches. Total food sales came to \$1972.00, of which EAA 1129 keeps half. The Airport Operating Committee receives the other half. A big THANK YOU to all the food and young eagle volunteers! Turn out for the Fairbanks Aviation Day was a little light, probably because of the wind. We continue to learn how to make our participation in this event smoother and easier every year that we are involved. Bill Green and Matt Kato are trying to organize a make up Young Eagles Day. We'll let you know as that develops.

We have also been learning more about the tax consequences of donations to non-profit organizations. For EAA 1129, there will be no taxes (we are a tax exempt 501c3 corporation). There are tax considerations for the donor, depending on what we do with the donation.

I think we should establish a "Hangar Fund". We could be earmarking funds for the eventual purchase of a hangar. We could possibly try crowd funding, or targeted advertisements. We are still looking for a temporary home, but we are finding that off airport property is just as expensive as on airport. Shop space anywhere in Fairbanks is very quickly rented. Good for our town! So far we have looked at six properties, all need work or are too expensive.

The "clean out the connex work party" at Syd Stealy's went very well. Syd had already done half our work for us, so we helped him clean up a little. We took three trucks and a trailer full to the transfer site. Bill Green is working on moving the connex to his property. The next step will be to prioritize and transport the items that Syd donated to EAA over to the new connex location. That can be accomplished with a few helpers. Perhaps by the time we get things moved we will have found a temporary home! We have also accepted the donation of a partially constructed homebuilt from Carl and Annette Coulter. We will be looking to move that project this Summer also!

Our next EAA General meeting will be at Proflight, on the East Ramp at 6:30 PM. We are trying to get Andy Bibber to talk about his North American SNJ!

Please have a great and safe summer!

See you at the meeting!

Michael

Firestone-Shinn Brakes on a Taylorcraft

By John Zarling

The landing gear on the 1946 BC12D Taylorcraft I own has tapered axels with Firestone-Shinn wheels and brakes. It has been a challenge to learn very much about the history of these wheel and brakes. Both Jack Schnurr and Syd Stealey have the same wheels and brakes on their prewar Taylorcraft BL models.

The wheel halves are aluminum with pressed-in inboard and outboard tapered roller bearings with three steel through bolts holding the wheel halves together. The bolts have splines under their heads which make them non-standard AN hardware. The brakes are mechanical with the brake linings riveted to the inside of the wheels. The steel shoes are cam actuated and press against the brake linings to provide breaking action. The brakes are adjusted through wedges assemblies that move the pivot point of the cam. 3/32 inch cables run from the brake pedals to a link that actuates the cams. The Syd's BL model uses small diameter tubing as a guide for these cables. On the BC12D AN111-8 cable bushings are called-out on the Taylorcraft parts list as cable guides for this model aircraft. It is used as a sheave with an internal bushing to guide the cable. Screws that attach the brakes to the landing gear are AN507-10-8 which are somewhat unusual and also took time to track-down.

I was able to find some replacement parts through a number of vendors: Preferred Airparts, KRN, Univair and Skybound. Skybound Manufacturing Inc. located in Doraville, Georgia (770-446-6797) does offer many of the Firestone-Shinn brake components.

An excellent description of these brakes is provided by Rob Lees in England and can be found on the web at <http://www.taylorcraft.org.uk/Brake-issues.pdf>. This pdf has a good description of the brakes and their components.



Photo by Rob Lees



AN111-8 cable bushing

Repercussions of Donations to your EAA Chapter

By Bruce Dunkle

I'm sure just reading that title caused many of you to drop off to sleep, but bear with me just a little longer. You may be surprised to hear how some of the rules work out in our favor. I'll keep this as short and simple as possible.

There are really only two concerns when it comes to donating an aircraft project, trailer, shed, tools, or whatever to the Chapter: Insurance and Taxes. Can it be covered by the Chapter's insurance and what are the tax effects on the donor and the chapter?

Insurance – the good news is that the local Chapter is covered by EAA national insurance as long as we follow specific rules on what we take position of. This insurance covers just about anything including buildings, projects, tools, trailers, etc, but specifically prohibits chapters from owning active airports or owning or operating airworthy aircraft, among a few other no-nos. So this means that if someone wants to donate a partially completed project, or non-airworthy aircraft – no problem. The chapter can accept it with no worries. As to someone donating an airworthy aircraft - we're still waiting on an official guideline from national on this, but the general consensus seems to be that all we would have to do is remove the airworthiness certificate to make it officially "non-airworthy". More on this when we get a clear rule.

Taxes – now this is the interesting part. First, and most importantly, our EAA chapter has the very good fortune to be recognized by the State and the IRS as a 501-3(c) organization. This means that we are TAX EXEMPT. It's hard to even conceive of this, but it means we pay NO TAXES!! I know, it takes a minute for that to sink in. This means that if someone donates something to us, say a partially completed Sonex kit, and we finish it up and sell it for a nice profit, we pay NO TAXES on the income we receive! We make money selling pancakes – NO TAXES!

The second part of this – as a 501-3(c) organization when we receive a donation, we are able to provide the donor with a receipt that allows them to deduct the value of their donation from their taxes (lots of rules here). This is a VERY valuable tool for us to use during our fund raising activities. Now this is where it gets weird. As strange as it sounds, HOW MUCH and WHEN the donor can claim their deduction depends on what we do with it. So there are NO tax repercussions to the Chapter when we receive or dispose of things, but - what we do, and when we do it, can have significant effects on the donor's taxes even a year or two after they make

their donation. For example, if someone donates an engine and we agree the value is \$5000 and give them a receipt for \$5000, and then we were to sell it within a few months for \$2000 – then suddenly the value that the donor can deduct changes to \$2000! even if they've already filed their taxes for that year! (Again, lots of rules here, this is just one example)

I promised to keep it short, so those are the major points. Our EAA Chapter can accept almost anything as a donation under our insurance rules. Our Chapter has NO tax issues to worry about, but we owe it to any donors to work with them to maximize the tax benefits they can receive from their donation. And, of course, the donor needs to work with their tax accountant to be sure they fully understand how all this works.



Robert Sullivan and Lee Griffin working the Young Eagles table at Aviation Day 2015



Willy Vinton stopped by Aviation Day with a beautifully restored "Woody" providing the opportunity for this great photo!

Where are the flying adventures this summer?

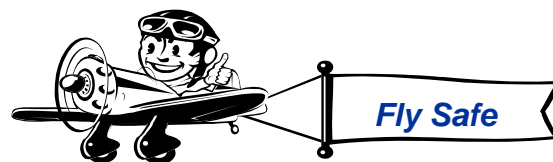
By Jack Schnurr

Now that the snow is gone and warmer temperatures are here, it is time to use our favorite flying machine to take us on some great Alaskan adventures. Here are some places that I have gone to in the past and other places I have heard about that might offer some unique experiences.

- **Chicken Alaska**---Chickenstock Music Festival----June 12 and 13.
- **Manley Hot Springs**—The Roadhouse for breakfast, lunch or dinner. Opens 28th of May.
- **Talkeetna**-- A ½ mile walk to town to eat at one of many restaurants. You can also charter a plane to go on a flight to a glacier where you can land or just overfly and watch the climbers in action.
- **Chena Hot Springs**—Food and hot springs, call before you go to get permission and check on the runway condition. 451-8104
- **Bettles**—Eat a nice meal at the Bettles Lodge, refuel and take a beautiful flight North of Bettles up the John river.
- **Central**—Land at the airport and walk a

little over a mile to the store/resturant for a \$100 hamburger. There is also a nice museum in town that is worth the time to visit.

- **Nenana**—Land at the airport and go to town for a meal. I carry a small folding bicycle for this one, it is too far to walk to town for me.
- **Denali Park**-- The airport is within walking distance to a nice visitor center and restaurant. For this one go early because of winds in the mountain area.
- **Big Delta**-- Land at the airport and go to town for a meal. I carry a small folding bicycle because town is too far for me to walk.
- **Tolovana Hot Springs** - Walk about a mile to the hot springs, rent a cabin for the night. This is a private business, call for reservations. 455-6706
- **Coldfoot** – Refuel if you need it and walk ¼ mile to the restaurant for a meal.
- **Wiseman** – Stay at a B&B and tour a very interesting gold mining area. Check on line, there are several B&B's.



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.

EAA Chapter 1129 Mission Statement:

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

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!

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Farthest North EAA Chapter 1129
P.O. Box 83913
Fairbanks, AK 99708-3913

Newsletter Editor :

Bruce Dunkle (907) 750-8787 (cell)
 dunkleb@yahoo.com

Chapter Officers:

President	Michael Armstrong	(907) 451-9111
Vice-President	Vickie Domke	(907) 479-6751
Secretary	Bruce Dunkle	(907) 750-8787
Treasurer	Jack DiMarchi	(907) 590-9332

Join our Chapter!

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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Patricia T. Crisenbery, P.E.	Richard T. Crisenbery
Shipping: 3900 University Ave S (Tamarack Air Hangar) Fairbanks, AK 99709	crisenbery77@gmail.com (907) 474-3971
Mailing: 2310 Sandhill Ave Fairbanks, Alaska 99709	FAX: (907) 474-8240 www.crisenberyeng.com

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