

Calendar

May

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

June (That's right! Summer meetings are coming!)

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

July (Summer meeting!!)

- 2 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, May 7th at 6:30 pm

Where: East Ramp Campground

**Different
Location !!**

President's Hot Seat

May, 2015

By Michael Armstrong

April and May are my favorite months in Fairbanks. It's muddy, but mostly clear and blue. It's fun to notice when the different species of birds return!

The discussion and vote at the April General Membership meeting was all positive about finding a Home Base, starting group work projects, and becoming a more social organization. The chapter members want to meet throughout the summer! We may not do formal presentations (unless someone volunteers), but we can meet and fire up the barbecue grill. Our May GM meeting will be the Traditional Pot Luck at the airport camp ground. EAA will provide burgers, dogs, and buns. The rest is on all of us (beer is ok). Hope to see you at the camp ground on May 7th, at 6:30.

We are busy looking for a suitable Home Base for EAA 1129. We have looked at a lot of properties, but haven't found the right one yet. We are arranging storage for the plane projects and tools that Syd has donated. We will need to do some work parties soon. We have also been offered another partially built homebuilt project!

The Board is looking at budget considerations, EAA National Rules, insurance needs, and tax issues, etc. We hope to work things out so that the chapter can expand and prosper. We hope to have three properties to present to you along with the financial commitment that they will require.

We are also planning for our part of Fairbanks Aviation Appreciation Day. Bill Green and Matt Kato are co-chairmen for the Young Eagles Flights. They **NEED MORE PILOTS AND AIRPLANES!** If you want to ignite the spark of aviation in some youngster, consider flying some Young Eagles. You will need to be **CURRENT**, with a current medical and biannual flight review. You will need to be an EAA National Member with insurance on your flying machine that is of course in annual! Call Bill at 456-6386. If he doesn't answer, he is out flying. So just call me at 322-7961.

If we can please have the same volunteers as last year for the Pancake Breakfast we'll be covered. But don't let that stop anyone from joining the fun! This year there will be **NO BURGERS**, so it will be a lot less work for us! FAD is on Saturday May 16, and we will set up on Friday night the 15th.

Please have a great and safe summer!

See you at the meeting!

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.

Keep Pushing!! Pilot's Bill of Rights 2 and Aeromedical Reform

AS OF PRESS TIME,

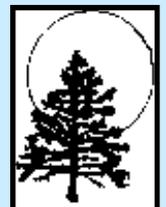
Nearly 20,000 letters from EAA members have been received in congressional offices urging support for the bi-partisan Pilot's Bill of Rights 2 that includes vital aeromedical reform measures. That's terrific! It also helps EAA's advocacy team as we urge more lawmakers to sign as co-sponsors to the bill in the House and Senate.

There's something that works even better than thousands of e-mail messages, though a personal call or note to your lawmaker's office, or chatting with your representative or senator (and their staff) during district listening ses

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(Pilot's Bill of Rights, continued...)

sions or public appearances. You can find contact information for your representative and senators through EAA's Rally Congress website (govt.eaa.org).

If your local lawmakers have already signed on as co-sponsors of the bill, be sure to thank them. If they haven't signed on yet, ask them to support their constituents who fly by backing H.R. 1062 (in the House) or S. 571 (in the Senate).

Your D.C. lawmakers will be in their home areas during the upcoming summer recesses. Many of them are at public venues, connecting with voters and constituents.

The Pilot's Bill of Rights 2 is a measure you have been demanding as an aviation community. It will take the help of every EAA member to get it passed. Don't let the opportunity pass you by!

UPDATE ON THE DEVELOPMENT OF UNLEADED AVGAS

Submitted by Jack DiMarchi

The Environmental Protection Agency (EPA) has formally begun the regulatory process required by the Clean Air Act that may ultimately result in standards mandating the industry's transition from leaded avgas to unleaded avgas. A number of organizations have formed a coalition that is seeking an approach that addresses concerns about safety, cost, availability and ease of production. The coalition is committed to finding the best and safest alternative to 100 low lead fuel that supports the mobility and growth of general aviation (GA). The current deadline is to select an alternative to leaded avgas and have it available to the public in 2018.



Jack Schnurr with his Zenith and a Pepsi? at the 2015 Great Alaska Aviation Gathering on May 2nd and 3rd in Anchorage

(Unleaded Avgas, continued...)

In early March this year seven aviation associations (the coalition), sent a letter to the House Appropriations Committee's Subcommittee on Transportation, Housing and Urban Development Appropriations, seeking support for the FAA's fiscal year 2016 budget request of \$6 million for NextGen – Alternative Fuels for General Aviation (GA). The purpose of this endeavor is to address the complex transition of the existing GA piston fleet, comprised of more than 200,000 aircraft, to an unleaded fuel.

It was in September, 2014 that FAA's decided to begin initial testing of four unleaded aviation fuels at the agency's William J. Hughes Technical Center near Atlantic City, NJ. The laboratory tests, which will evaluate two fuels developed by Swift Fuels, one by Shell and one by TOTAL, are expected to be completed by the fall of 2015. The fuels being tested were suggested by the Piston Aviation Fuels Initiative (PAFI), which is a joint industry-government effort to facilitate the development and deployment of unleaded aviation fuels for piston-engine general aviation (GA) aircraft. Initially FAA considered nine avgas replacement options that were submitted to them. The testing was to be funded through the normal House Appropriations process. \$6M was originally earmarked to fund the transition from today's leaded avgas to a new unleaded alternative.

Phase 1 is scheduled to be completed in fall 2015, whereupon data compiled in the testing will be turned over to the PAFI Technical Evaluation Committee, composed of industry and government experts vetted for conflicts of interest "within areas of expertise necessary to evaluate fuels to criteria,"

which will pick the fuel (or fuels) that will progress to Phase 2, actual flight testing in appropriate aircraft, scheduled to begin in 2017. If all goes as planned, a final report will be compiled from the extensive data gathered from the testing, allowing the American Society for Testing and Materials (ASTM) specification for refining it and address the business case for deploying it into the field. ASTM is to release a fuel specification for production in the 2018 timeframe. The assumption here is that at least one of the candidates will demonstrate that it can be safely used in existing engines, not affect aircraft fuel systems adversely, and meet financial, production and distribution objectives

It was in 2010 that the EPA issued an advanced notice of proposed rulemaking (ANPR) calling for calling for ideas for transitioning to an unleaded fuel for general aviation avgas. In its ANPR, the EPA acknowledged: "Converting in-use aircraft/engines to operate on unleaded aviation gasoline would be a significant logistical challenge, and in some cases a technical challenge as well." It was at this time that the National Business Aviation Association, the Aircraft Owners and Pilots Association, Experimental Aviation Association, General Aviation Manufacturers Association and National Air Transportation Association formed the coalition in a unified response to the EPA. A principal factor galvanizing the industry and FAA to cooperatively seek an unleaded avgas solution was the 2006 petition to the EPA by the environmental group Friends of the Earth to outright ban lead from general aviation by eliminating 100LL fuel. So you can see it took the EPA four years to respond the petition and release the ANPR in 2010.

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.

These very informative webinars are FREE! If you haven't tried one of these, you're missing out on a great resource. I've copied the page from the website here. Not sure if the links will work? Give it a try. If not, just go to the EAA.ORG site and search for the free webinar schedule.



EAA Webinars Schedule

We've announced our [May-June webinars](#) that you can enjoy from the comfort of your home. EAA Webinars are free to all aviation enthusiasts, but pre-registration is recommended since space is limited to the first 1,000 registrants.

[Register for Webinars Today](#) 

Upcoming webinars include the following topics and presenters:

May 6 - 8 p.m. CDT

[Engine Teardowns](#)

FAA AMT & Wings Credit

Presenter: Mike Busch

May 12 - 7 p.m. CDT

[Chapter Chat: Tax Exempt Basics](#)

Presenter: Patti Arthur

May 13 - 7 p.m. CDT

[Flying a Jet-Powered Glider and the SubSonex Jet](#)

FAA Wings Credit

Presenter: Jeremy Monnett

May 21 - 7 p.m. CDT

[Emergency Bailout Procedures for Pilots and Survival Equipment](#)

FAA Wings Credit

Presenter: Allen Silver

May 27 - 7 p.m. CDT

[Flying with Your iPad using WingX Pro7](#)

FAA Wings Credit

Presenter: Jim Sweeney

June 6 - 8 p.m. CDT

[Safe vs. Airworthy](#)

FAA AMT & Wings Credit

Presenter: Mike Busch

June 10 - 7 p.m. CDT

[Tips for Flying into EAA AirVenture Oshkosh 2015](#)

Presenter: Fred Stadler

June 16 - 7 p.m. CDT

[Aircraft Control at High Angles of Attack](#)

FAA Wings Credit

Presenter: Benjamin Freelove

[Register today](#) for these upcoming free webinars!

Audio speakers and a broadband Internet connection are required to participate in the webinars. Visit the [webinars page](#) for more information about EAA's Webinars.

EAA gratefully acknowledges the support of [Aircraft Spruce and Specialty Co.](#) for their generous sponsorship of our webinar programs.



EAA Chapter 1129 Mission Statement:

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

Save the Date!!**Saturday, May 16th**

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

Bulletin Advertising Rates:

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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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