

Calendar

February

- 4 EAA Chapter 1129
Regular Meeting
6:30 pm

March

- 3 EAA Chapter 1129
Regular Meeting
6:30 pm

April

- 7 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 someone 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, February 4th at 6:30 pm

Where: Tamarac Air Hangar- East Ramp

President's Hot Seat

February, 2016

By Jack Schnurr

The days are getting longer and cold weather has not yet found us. As we get ready for the spring flying season we need to pause and think about how fortunate our chapter is. We are preparing to complete the purchase of our very own hangar. Bill Green is now the owner of the hangar and our chapter is in the process of purchasing it from him.

We have had a very positive experience obtaining the building permit from the state. We now have the permit in our hands just waiting for the snow to melt so that we can get started.

The EAA banquet will be held at Pikes Waterfront Lodge on the 19th of February. The board is asking all of our members to sell a few tickets if at all possible, the banquet is a major fund raiser for our Chapter and we encourage your support.

Thanks,

Jack

EAA Chapter 1129 Mission Statement:

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

Updating the Bi-Laws or What are we voting on now?

By Bruce Dunkle

At this month's meeting, in February, the first half hour or so will be a "Special Meeting". The purpose for this is to allow a simple vote to accept some updates made to the chapter bi-laws.

Our rules specify that changes need to be accepted by the general membership either at the "Annual Meeting" at the same time we elect new officers, or at a "Special Meeting". We weren't anticipating the need to update the bi-laws when the annual meeting rolled around, so we didn't do it then. Since then, the work on the pull-tab paperwork for the State revealed that we needed to add a clause indicating where any remaining revenue from pull-tabs would go, if our chapter dissolved with money in the bank.

Since we needed to add this clause, we took the opportunity to go through the bi-laws line by line and correct some grammar and spelling mistakes. We also added some updates to allow us to use e-mail for official correspondence, and further clarifying some of the financial limits on the board members - now that we have a major asset to maintain.

A copy of the bi-laws, with all the changes marked and highlighted will be available at the meeting for your review before the vote.

This is strictly a procedural process that

we need to follow. You will be asked to vote to accept or reject the changes as they are presented in the updated documents. If you disagree with any of the verbiage, this will not be the time to try to suggest changes. If you don't like them the way they are presented, then you should vote not to accept them. If they are rejected, then we would ask everyone for their input on what was unacceptable.

Or, if the changes you would like to see are minor, please point them out to one of the board members and we can start collecting notes for the next time we need to do this.

Again, this vote is simply a procedural formality. You will need to either vote "yes" to accept the updated bi-laws, or vote "no" to send us back to the drawing board with them.

IT'S PAST MEMBERSHIP RENEWAL TIME!!

THANK-YOU to everyone who has renewed for 2016. If it has slipped your mind, please send your check to:

EAA Chapter 1129
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

Drilling in Lead

By Bruce Dunkle

Over the last few weeks I've been wrestling with putting a control counter balance on the rudder of my wood replica Spitfire.

After making a plaster mold of the rudder horn, I melted a bunch of lead in a cast iron frying pan from Value Village on the kitchen stove (I have a very understanding wife). After resetting the fire alarm and placing a call to 911 to assure them it was a false alarm, I poured the liquid lead into the mold. After it cooled for about an hour, I had a reasonably shaped lead counter weight.

It took some heavy pounding with a big hammer, and some lighter pounding with a smaller hammer, but eventually I got it closer to the desired final shape.

Now I just had to figure out how to hold it place. I thought it would be a

simple matter of drilling a couple of holes, and running some large wood screws in and out a few times to form the threads. Then I'd epoxy everything in place. How hard could it be?



Lead piece ready to mounted on cut away rudder horn. Just need some screw holes.

If you've never tried to drill in lead, let me warn you that you're in for a surprise. A normal drill bit digs in very aggressively to the soft lead, but the removed material doesn't crumble or break, it stays intact and starts to slide up the grooves in the drill. The problem is that it doesn't slide very far before it gets stuck, wedging the bit in place.

After fighting for about an hour, and breaking a couple of bits, I had managed to get one hole drilled. I finally gave up and "Googled it". Sure enough, a simple answer was right there.

The first step was to file the bite off the leading edge of the drill bit so it would stop digging into the lead. The



Melted lead poured into plaster mold.



2nd slightly larger lead weight being hammered to shape .

flat edge becomes more of a scraping surface, which is plenty for lead. The second, and most significant item was to lube up the material. But rather than use cutting oil, which can contaminate the adjoining wood surfaces in a wooden airplane, some boat builders

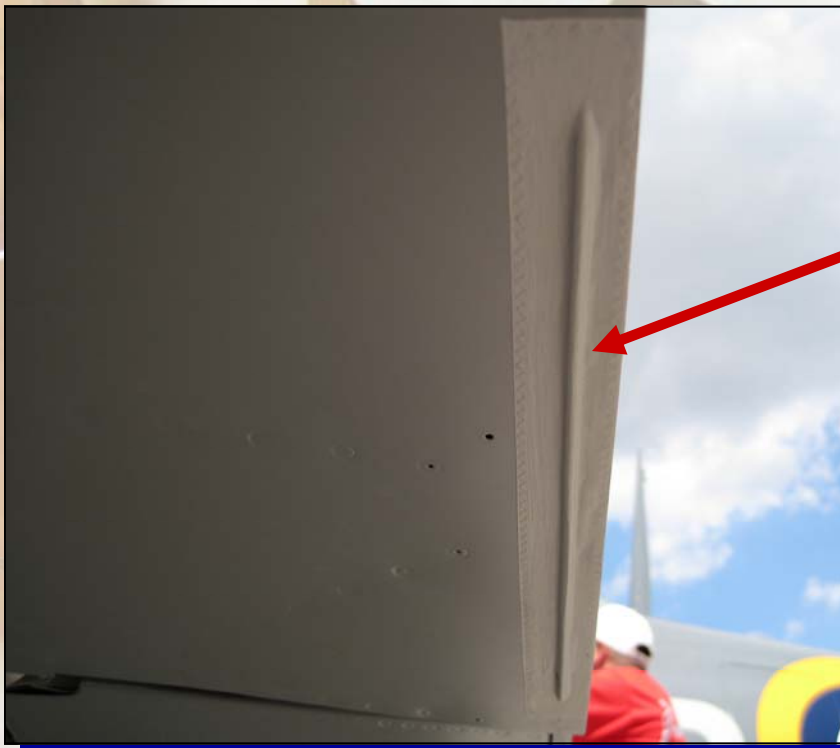


Counter weight glued and screwed in place. This will all be covered with filler.

recommended using liquid soap!

So back into the kitchen to steal the dish soap from the sink, and it worked!

After filing down the bit and an occasional drop of dish soap, I had the second hole drilled in about 2 minutes!



While laying on my back under a Spitfire at Oshkosh taking pictures, I noticed this bizarre looking wrinkle or rod under the fabric on one of the ailerons.

What the heck is this????

After checking that it wasn't there on the other wing, I finally asked somebody what it was.

During the war, after the test pilot flew the aircraft, they would make minor tweaks to the control surfaces to get them perfectly in trim. Evidently they would glue a piece of yarn to the necessary control surface and cover it with a strip of fabric.

If someone wants to explain how this works, I'd love to hear it?!

Experimental Aircraft Association - Chapter 1129

Annual Banquet

February 19, 2016



Presented by **Shaun Milke**

Shaun is the proud owner of a non-electric 1946 85 hp Taylorcraft. When he's not flying, he earns his next bit of avgas money at the FAA Aircraft Certification Branch. Last summer, Shaun and his airplane explored northern Alaska with only his radio, a compass and charts. As can be expected, Shaun experienced numerous adventures and will be entertaining us with his experiences at our banquet.

Pike's Waterfront Lodge

6:00 p.m. No Host Bar, Paper Airplane Contest * 7:00 p.m. Dinner
Barbecue Buffet with Cheesecake and Fruit Desert

Games * Door Prizes * Silent Auction

Public Welcome

Ticket Prices:

\$40 before Feb. 13 * \$45 Feb 14-19

\$30 for children under 12

Only 100 tickets available!

NO TICKET SALES AT DOOR



Chapter 1129
Fairbanks, Alaska

Tickets available from:

Crisenberg Machine, 3900 University Ave. South
(green Tamarack Hangar, yellow door) Call Rick at 388-3191



CLASSIFIEDS

For Sale:**Lycoming IO-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

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.

Farthest North EAA Chapter 1129 newsletter published by:
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 | Jack Schnurr | |
| Vice-President | Vickie Domke | (907) 479-6751 |
| Secretary | Bruce Dunkle | (907) 750-8787 |
| Treasurer | John Miller | |

Join our Chapter!

Membership is only \$15/year and there are many benefits.
Interested? Call or email Jack Schnurr - jschnurr@acsalaska.net

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3900 University Ave S (Tamarack Air Hangar)
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Mailing:
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Fairbanks, Alaska 99709

Richard T. Crisenbery

crisenbery77@gmail.com
(907) 474-3971

FAX: (907) 474-8240
www.crisenberyeng.com