

Calendar

March

- 3 EAA Chapter 1129
Regular Meeting
6:30 pm

April

- 7 EAA Chapter 1129
Regular Meeting
6:30 pm

May

- 5 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, March 3rd at 6:30 pm

Where: Tamarac Air Hangar- East Ramp

President's Hot Seat

March, 2016

By Jack Schnurr

My "thank you" to all of the wonderful people who did so much to make the banquet a great success. There were 94 meals served, our speaker did a wonderful job, the silent auction was great and Vickie sold her ejection seat. What else could you ask for? The banquet was a great example of what can be accomplished when we all work together with a common goal in mind.

We have great things coming, the finalization of the hangar purchase, Airport Appreciation Day, Young Eagles and starting to work on the new hangar. I am sure that all of us are looking forward to our first social event at our new hangar this spring.

Again, a thank you to all of our members for their support of our endeavors this year.

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.

Preliminary Banquet Report

By John Miller, Treasurer

Looks like we did we really well on the banquet.

Income:

- **Ticket Sales** brought in a total of \$3894. Tickets were either \$40 or \$45 so I can't explain why the odd number – that's what was in the pile. I also wasn't able to keep close track of how many of the higher price tickets were sold. In any case that's 94 +/- Ursula at Pike's says her head count was 96. Close enough for me.
- **Silent Auction** brought in a total of \$3592. There is still at least one outstanding item to be collected for. Using the credit card reader at checkout worked well, although it does require someone dedicated to that task. I think we should get one for ourselves and not have to impose on Vickie.

Expense:

- So far I've only paid \$319 for supplies and awards. I don't have the bill from Pike's yet but my preliminary calculation of the amount, based on the head count of 96, is approx. \$3013.

Net:

- \$4154 I'm not sure, but I think that may be a record!

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

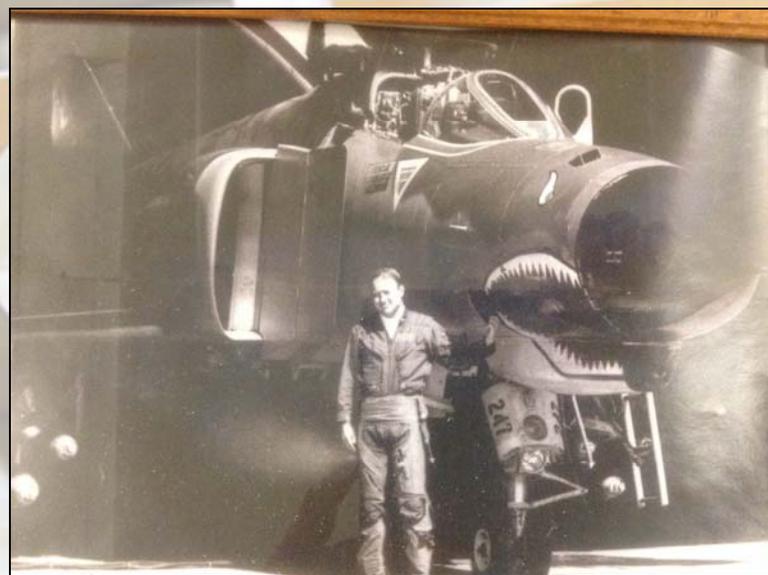
Fairbanks, AK 99708

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



Save the Date!!

Saturday, May 21st

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

In case anyone missed these great photos of Jack at the banquet, here they are again.

Mini Aviation Expo

By Roger Weggel

Together with the FAA FAAST team, I've put together a Saturday program for aircraft owners and pilots. All EAA members are invited.

The factory representatives who are conducting the IA mechanics program on Friday March 11th have agreed to do a similar presentation for pilots and owners on Saturday March 12th.

The presentations will start a 9:00 AM at the UAF Aviation Hanger, and end about 2:30 PM.

Each presentation will last about 50 minutes with a Q and A afterwards.

The title of the topics are:

"Owning and Operating"

Manufactures are:

1. Concord Aircraft Batteries
2. Aerocet Floats
3. Cessna Aircraft
4. Pratt & Whitney PT-6 Engines
5. FAA Aircraft Certification

This is a no budget seminar, bring your own coffee and snacks.

For Wings and AMT credit, register at faasafety.gov. under seminars and Alaska.

For further details call 457-9240.

Mini Aviation Expo

Saturday, March 12, 2016

8:30 am – 2:30pm

UAF Hangar on the East Ramp



For Aircraft Owners, Pilots and Mechanics

Speakers from:

- Aerocet – Composite Floats
- Cessna Aircraft
- Concord Batteries
- Pratt & Whitney
- FAA Aircraft Certification

For further details call 457-9240.

Register at faasafety.gov for
WINGS and AMT credit!

Sponsored by University of Alaska Fairbanks Aviation Program and the
Fairbanks FAA Safety Team



EAA Chapter 1129 Hangar. 2206 Frank Avenue. Driveway access will actually be from Tibor Street when spring comes and we get the snow and brush cleared away.



This is a standard Schweiss bi-fold door like the one we hope to install on our hangar.

Our New Hangar Home

By Bill Green, Hangar Manager

Our chapter is making the transition from being "Homeless" gypsy aviators, to actual hangar owners!

Hangar ownership comes with responsibilities. But it also brings many opportunities. Other EAA chapters that have acquired a hangar home, tell of significant growth in membership. And growth in the level of member involvement in the life of the chapter. I think it is safe to say that having a hangar of our own brings plenty of added potential for achieving the goals of this organization.

As we move toward upgrading and using our new hangar there are a couple of general subjects that need our consideration. What rules or guidelines should we put in place for the members' use of the facility? And, given the eternal constraints of time and money, how do we make this building

most suitable for our purposes?

Equipping the hangar with some basic shop tools is well within our near term grasp. Such things as a drill press, bench grinder, maybe an English wheel or some welding gear will certainly be handy to have. And we can all think of more specialized tools that we don't need everyday, but certainly come in handy once in a while. We have probably all run into situations that begged for just the right tool. But the question was, can I justify buying it when I'm probably only going to use it once? If the chapter has that left handed metric flannet wrench, well then, problem solved! Bring your project over to the EAA hangar and wrench away!

Right now, our chapter membership dues are only \$15 per year. A very modest amount. If annual dues were increased to say, \$50 or \$100, but membership included rights to use our hangar tools or hangar space that would still seem quite reasonable, wouldn't it? Or, should we just establish a daily, weekly, monthly rental rate for

space in the hangar? Should we rent parking space to non-members as a way to help pay for the building? Lots of questions. But I am sure that together we can come up with a set of operating rules that will allow for safe, efficient use of our facility. Start thinking and bring your best ideas to the group for discussion. Other chapters have worked these situations out. We can too!

The second thing we need to devote considerable thought to, is the construction plan for the building itself. As you probably know, the hangar consists of stacked 8ft by 40ft Conex containers with a steel truss roof. We had Tim Henry of Arctic Engineering do an evaluation of the hangar in regards to meeting design snow, seismic, and wind loadings. His conclusion was that the building is generally safe, sound and capable of meeting local design loadings contingent upon a



Interior of the insulated unit on the West side of the hangar.

couple of improvements. The steel trusses will need to be more securely welded to the top of the Conexes. The gable end trusses will need diagonal knee braces to the adjacent trusses. And we will need to provide concrete foundations at each load bearing end of the Conex containers. The engineering report included general foundation detail drawings.

So we have a logical starting point for improving our hangar. Some excavating and concrete work to put things on a permanent foundation. Followed by a little welding and bracing on the roof trusses. And after that as we say in aviation, the sky is the limit!

The ground floor Conex on the West side of the building is insulated and has a small self contained, Toyo type furnace. That unit has lights and there are a couple of electrical outlets in the hangar. The North wall is conventional 2x6 framing with OSB sheeting. The South end wall is similar construction with a couple of 10 ft



Interior of the main hangar bay facing Northeast. The airplane is Syd's. About 18 ft from the bottom of the trusses to the hangar floor.

high rolling doors covered with a layer of Visqueen. The main hangar bay has an asphalt floor. No water or sewer systems, but there are some bushes out behind the hangar :)

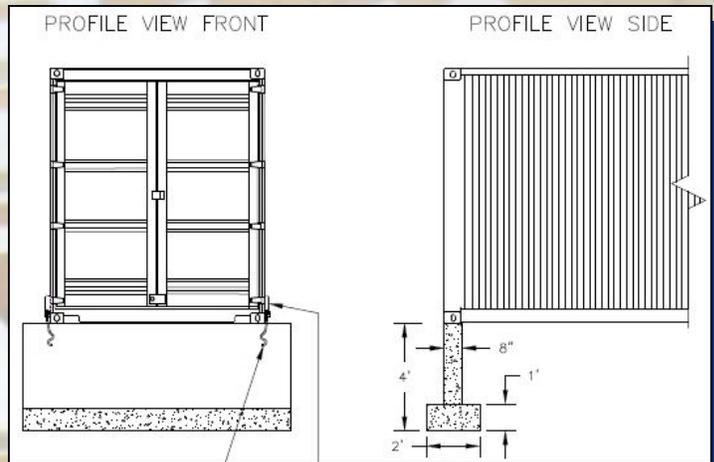
At present the hangar electrical system is tied in with Syd Stealey's house next door. Michael Armstrong is familiar with the connection and has volunteered to separate the two units so that we can get our own meter with GVEA.

One of the primary design considerations will be the permanent hangar door. We have a preliminary estimate from Schweiss for a 41' 6" wide by 14' high bifold door of \$9100 landed in Fairbanks. There are other door options as well, of course. Whether or not we install a door this construction season, it will be good to have a plan so that accommodations can be made for the foundation, door framing, and so on.

Another possibility will be to insulate the ground floor Conex on the East side of the building and equip it with bathroom and kitchen facilities. Gotta be thinking about those picnic meetings and pancake breakfasts!

Miscellaneous other ideas. Making provisions for an overhead hoist for float changeovers. We did ask the engineer about this. He says the trusses are strong enough that it won't be difficult to make a lifting point.

There is already a footing in place along the North side of the building. Approximately 15 ft by 46 ft. In the future this might make a great paint



Part of the detail of the footing plans as recommended by the building engineer.

room. No more worries about painting at home in the garage and getting overspray on the spouse's shiny new Subaru while you put the finishing touches on the RV-8!

So, we have lots of things to think about as a chapter. We are also blessed with many talented, experienced people, right here in our group. I am sure that each of you will have ideas and suggestions for getting our new hangar into operation. And now is the time to bring those thoughts forward. From a Saturday morning cup of airport coffee to the final assembly of your 15 year airplane project, we can make this the place for it to happen. And have some fun doing it too!



Toolbox Rules

By Brian Sprague

Matching the box to the job

Most readers probably have substantial tool collections filling a variety chests, totes, and boxes.

I was lucky to have access to a fully outfitted shop from the time I could walk. I was regularly involved in projects ranging from carpentry to fabrication, to diesel engine overhaul, so I appreciate the spectrum of tools present in a multifunctional shop, as well as the specialty tools necessary to perform expert-level technical work day-to-day.

I draw a distinction between tool collections for casual, and often varied work, and toolboxes that earn a living most significantly because "pro" boxes are often aimed at performing a specialized set of tasks while maximizing efficiency and convenience for the user.

Within a specialty, toolboxes can manifest in many forms based on the type of work, the conditions where it must be carried out, and the personal influences of the owner, or the regulations of the company or institution.

Size is an obvious factor in selecting and using a toolbox. Larger toolboxes are able to contain more complete or larger sets of tools, but they sacrifice portability. The design of a toolbox dictates how tools are accessed and their level of protection or security. Chests of drawers are easy to organize, durable, and secure, but not usually easy to transport. Wide mouth tool bags are easy to transport, but resist compartmentalization, so tools



High cube-low square: many types and sizes of tools jumbled into a frustrating grab bag.

often end up in a disorganized jumble at the bottom.

Squares and Cubes

I was lucky to visit a trade show last year and had a short conversation with a representative from a company that specialized in modular tool and parts bins. For them, a major driver for the design of a unit was demand for 'cubes' or 'squares', that is, drawer volume, versus drawer area. This articulated perfectly a personal intuition that for most hand tools, several shallow drawers serve better than a handful of deep drawers where tools can be buried, or unusable space above tools is wasted. For 'high cube' demands like power tools or grouped tool kits, deeper drawers are more efficient. In general, I prefer tool drawers to be as shallow as possible, to get maximum storage *area*, compared to *volume*, which is almost never limiting.



Lightweight specialized kit for maintaining chainsaws in the field. About 4-6 types of items represented in a flexible high cube container.

5S, Time-Motion, and retrieving vs. replacing tools

Those with a manufacturing background may recall or have direct experience with 5S, a methodology originating in Japan, and imported with English interpretation as the steps:

- *Sort*
- *Set in order*
- *Shine*
- *Standardize*
- *Sustain*

In short, this is a system to organize a work area and tools toward a low-drag configuration that's simple to maintain.

French fitted foam drawer liners are a familiar example of 5S tool organization. Configured this way, tools are kept clean, easy to find, and easy to account. Drawbacks of the method are cost, or cost-and-labor of buying and fitting your own liners, lack of flexibility, and difficulty ex-

panding or adding to a set of tools without reconfiguring the drawer, or possibly the whole chest. I have observed a point of diminishing returns with time spent putting away tools, versus the time saved retrieving them later, and I'll share with you my personal solution that can be applied to a variety of tool collections.



High square area drawers with dividers separate tools by size. Type selection is visual.

The Answer

Rule #1-tool boxes are for tools. Tools are not consumables like electrical tape or zip ties. They have essentially infinite service life, so keep them separate from things that aren't tools, like hardware or spare parts.

It's simple to differentiate a deep well socket from a combination wrench at arms length for even novice tool users. The time sink in tool searches is for the right *size* wrench or socket, not usually *type*. In addition most of us have 3 to 4 times as many sizes of tools as types. I

compartmentalize my tool drawers by size, and throw all wrenches and sockets, of all drive sizes together.

I can quickly sort tools into the several size differentiated compartments when putting tools away, instead of hunting out a unique storage location for what might be hundreds of pieces, and when I need a 3/8" drive deep well 12 point 12mm socket, I only have a handful of pieces to search through visually - I don't have to read size - I did that when I put it away.

You can build custom compartments for your tools drawers to try this yourself, or use low cost dividers and bins from an office supply store, or even silverware bins from Fred Meyer (I found two of these that perfectly filled the top well of a rolling tool cart).

My favorite features of this system are that I can place tools away much quicker than in a set of fitted drawers, more tools fit in one drawer, and I can find exactly the wrench or socket I want just as quickly, maybe faster than with fitted drawers since the tools from 2-3 drawers are accessible and visible in one.

I'd encourage anyone interested to take a couple hours and a few dollars to try laying out a drawer or even a whole box this way and tell me what you think. If you have a scheme or feature in your personal toolbox that you think works well for you, I'd be very interested to learn about it at our next meeting!

Pull Tab Revenue One Step Closer

By Bruce Dunkle

Thanks to continuous and relentless effort on the part of Matt Kato, who has almost single handedly pushed this measure forward, we are within a few weeks of receiving our first income from the State sponsored pull-tab program.

Several board members met with the Rippy City pull tab operator last week to discuss our questions and concerns about the details of how this will work. At that time, the operator estimated that once all our paper work is processed by Juneau, we should start seeing revenue beginning at about \$500 per month and growing from there!

If this type of revenue stream turns out to be consistent and dependable it will have a huge impact on the types of activities and functions we will be able to perform as a chapter.

Matt has suggested we earmark some of the revenue to be used for scholarships.

On a different occasion the board already discussed the idea of greatly increasing the amount awarded in the Ed Gelvin scholarship for A&P students to fully cover the costs of their testing fees.

This income could allow us to directly and significantly benefit aviation students right here in Fairbanks.

Thanks for your dedication Matt!

Don't forget our "**Classifieds**" section. There is no charge to list your aviation related items for sale here, so send in your photos and descriptions!



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

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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Join our Chapter!

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