

## Calendar

### May

- 5 EAA Chapter 1129  
**Regular Meeting**  
6:30 pm
- 21 **Aviation Day 2016**  
Young Eagles, Pan-  
cake Breakfast

### June

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

### July

- 7 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 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!!!**

[www.1129.eaachapter.org](http://www.1129.eaachapter.org)

Next Meeting:

**When: Thursday, May 5th at 6:30 pm**

**Where: Our New Hangar!! (map inside)**

**Different  
Location !!**

## President's Hot Seat

May, 2016

By Jack Schnurr

This months hot seat is a difficult one to write. One of our own, John Miller, has suffered a terrible injury while cleaning up his yard after the snow had melted. While throwing an armload of brush over the side of a ten foot embankment he slipped and fell down the embankment and landed on his head. He was instantly paralyzed from the neck down. *(He's since recovered limited movement in his arms and legs -editor)*

The doctors waited a week and a half while running tests and allowing the swelling to subside, they then performed surgery fusing three vertebra in his neck. The surgery lessened the pain, and the family is researching medically evacuating John to the states to start a rehabilitation program.

We encourage all of you to send cards to him at his home address to let him know that he is not alone and that he has a lot of friends that are praying for him and wishing him a speedy recovery.

His beautiful Carbon Cub, that is almost done, and all of his EAA friends are waiting for him to return and finish the building process.

His address is John Miller, 1260 March Drive, Fairbanks AK, 99709.

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.



**EAA Chapter 1129 Hangar  
2206 Frank Avenue.**



**Driveway access will actually be from Tibor Street when we get the brush cleared**

## Hangar Update

By Bill Green, Hangar Manager

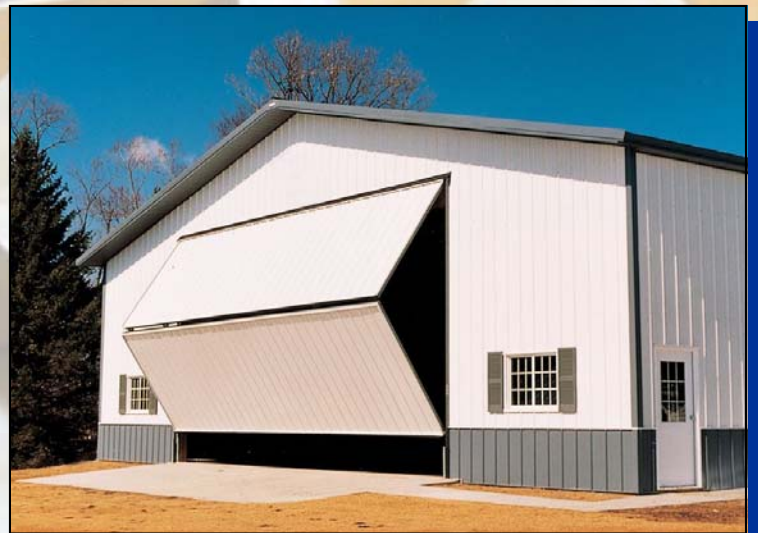
A little update on our Chapter hangar. We have ordered the hangar door from Schweiss. They expect it to be shipped by mid to late June which should have it at our lot by early July. So we have our work cut out for us getting the building ready. It looks like we will be able to get on with the ground work earlier than usual this year. Here it is only the last week of April and already the snow is gone and the grass is getting green. ( I know. I may have just brought on a May blizzard by saying that!)

We will need the use of a backhoe for a day or so to help with excavation for the foundations. We will also need some volunteer labor to do hand digging underneath the ends of the Conex's where the backhoe can't reach. If anyone has a backhoe, or knows of a backhoe we could use, please let me know. And we will need a few loads of gravel for our driveway too, so anyone with access to a dump truck is invited to

step forward, please.

When things have dried out a bit more we will have some brush clearing to do to widen the driveway to "Wingtip" width. A couple of chainsaws and a few hours of work should take care of that chore.

Our May 5th monthly meeting will be at the new hangar. The address is officially 2206 Frank Avenue, although the driveway is actually off of Tibor, the North South



**This is a standard Schweiss bi-fold door like the one we've purchased.**



## Map to EAA Chapter 1129 Hangar



Take Peger south, past Van Horn, turn left on Frank, first driveway on the left after Tibor. We'll have to use Syd's driveway till we get the brush cleared on the Tibor entrance.

street on the West side of the property. I believe that a proper, first of season, cookout is planned for the meeting. This will give everyone an opportunity to see our new hangar home, get a first hand look at the property, and most of all, do some brainstorming. I think this will be a great time to bring out everyone's best ideas for making this building into something that will serve our Chapter's current needs. And for creating a facility that will allow us to greatly expand the range of activities we can support.

A picnic supper, a Fairbanks spring get together, and a smorgasbord of great ideas. We don't want you to miss it!

### Picnic at the Meeting

This month's meeting at the hangar will be a picnic! The chapter will provide burgers, buns, condiments, plates, napkins, etc.

Members please bring side dishes and drinks to share...and chairs!

*See you there!*

**Save the Date!!**

**Saturday, May 21st**

**FAIRBANKS AVIATION DAY  
PANCAKE BREAKFAST • YOUNG EAGLES**

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!

## EAA Partners with FAA, Dynon for STC Break- through to Upgrade Safety, Reduce Costs for Aircraft Owners

By Charlie Becker, Director of Chapters

*(EAA HQ asked us to include this significant development in our newsletter - editor)*

EAA, in partnership with Dynon Avionics and the FAA, has been awarded a Supplemental Type Certificate (STC) to install Dynon's EFIS-D10A in certain standard category aircraft. This breakthrough STC enables the inexpensive, but very capable, avionics that have served the experimental and light-sport worlds for decades to finally have a pathway into the type-certificated market. The Dynon system is a direct replacement for a vacuum-driven attitude indicator, and the STC currently applies to the Cessna 150, 152, and 172 series and the Piper PA-28 and PA-38 series. More aircraft are expected to be added soon.

EAA worked extensively with the FAA and Dynon to show compliance with regulations and develop a new certification pathway for safety-enhancing equipment. The long track record of the D10A product line and its conformity to a variety of industry standards helped it become the first device accepted by the FAA in this pioneering effort. In addition to Dynon's proven reliability, the unit delivers a wealth of information to the pilot and even has an integrated angle of attack feature (with the installation of an optional probe). EAA installed the D10A in its 1976 Cessna 172M and submitted to a series of flight tests with an FAA test pilot, which went flawlessly.

EAA intends to begin selling the STC as soon as possible, hopefully later this spring, at a nominal price point in line with its existing autofuel STC. In addition to the D10A, more products are actively being explored as EAA is willing to work with other manufacturers to bring down costs and reduce barriers to recreational flying. Stay tuned for more details!



**Dynon's EFIS D10A now STC'd for many common certified aircraft.**



**The Dynon system is a direct replacement for a vacuum-driven attitude indicator**







## The Process of a Dream

By Terry Wighs

It was a brilliant sunny day, with small cotton ball clouds scattered about the sky of Columbus, Ohio. I had traveled two days to be part of an audience to witness the "Gathering of Mustangs and Legends" Air Show at Rickenbacker International Airport, September 27, 2007.

As I entered the gate with my pre-purchased all weekend pass, I felt like a 5 year old youngster walking under the "Big Top", of the traveling Ringling Bros. & Barnum Bailey Circus, toward the main event.

The static display of aircraft, just ahead soon diverted my attention from the grandstands, and I found myself standing in front of a vintage masterpiece.

It was a moment that I still recall today, as I gazed upon her. It took me back to a conversation that I had with my aging grandmother while visiting my family in L.A. while escaping the Fairbanks February weather.

Now, my childhood memories of my grandparents consisted of visiting them on the farm and spending many summers pitching in with chores. The recent discover of the fact that before farming, my grandfather had been a welder at the Seattle Shipyards building Navy Destroyers during the war effort of WW II, became something I wanted to discuss during my visit.

I continued to ask questions about such family

history, and was having difficulty getting a response from grandma, as she was swept away by the drama of "As the World Turns" on the TV.

Changing the subject matter I asked

"What did you do in Seattle during the war"?

Without taking her eyes off the TV set, she replied,

"I was a riveter".

"What were you building in the shipyard, I asked?

"No dear, I worked in the aircraft plant, building P-38's".

This moment of revelation still causes quiet reflection, and especially now as I looked at every rivet set in this P-38 before me. I wondered if by some chance, if one of these rivets had been set by her over 60 years ago.

Now as it turns out, no one in my family ever took on the task to learn how to fly. My father, who lost an eye from a friend that threw a stick at him and literally poked his eye out, could only dream of flight, and my mom, who took a very different path with aviation by learning how to solder wires.

A few years later she developed her skills to finally become employed by JPL (Jet Propulsion Laboratory) in La Canada, California. Her years of delicate work soldering the wire harnesses and boom of the Voyager I and II Space Craft, still remain, in the ongoing travel beyond our solar system today in deep space exploration.





partner.

I am anxious for her upcoming visit, and eager to share the sight of N854TW finally showing her wings attached.

Those hours spent side by side with mom, provided memories that taught me, that the goal, strong desire, and sense of accomplishment of finishing and flying that dream airplane, is much more importantly, about the journey.

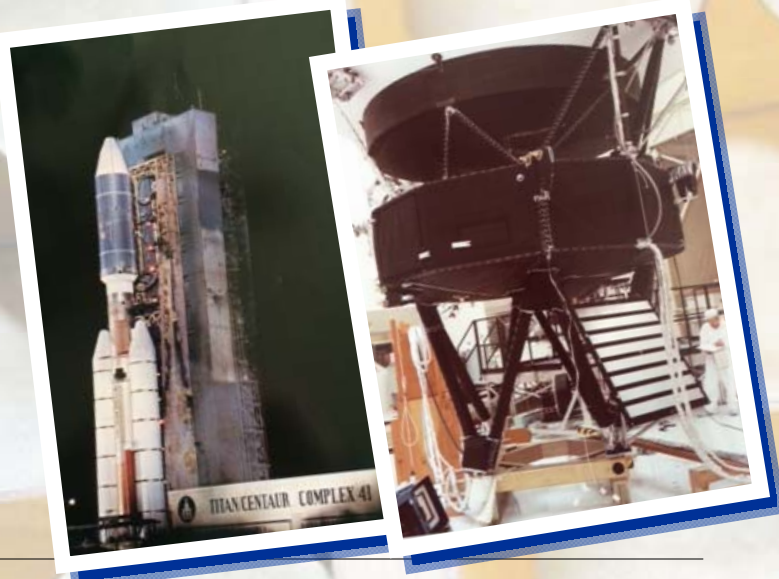


Now as it turns out, it has been said that there are two types of experimental aircraft builders. One type of builder, builds their dream airplane, because they have too, to obtain it. The other types are those that are building the aircraft, because they get to. I fell into the second group, and eager to take on the task and commitment that the project would require.

As we all know there are many times through the building project, where a second partner, or thoughtful discussion is required from friends, family and fellow builders.

I found myself soon looking for a partner to help rivet wing skins, wing fuel tanks brushed with Proseal, and fuselage skins. I was pleasantly surprised that my invitation to learn how to drive rivets was accepted by my now, 82 year old mother.

She learned quickly within minutes, and proved to be a natural. I am convinced that her natural musical rhythm and delicate touch was responsible for providing the perfect riveting





CLASSIFIEDS

**Wanted :**

Your items for sale here!

List your items for sale here - for free!

**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](mailto: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](mailto:jschnurr@acsalaska.net)