



## Calendar

### May

- 6 **EAA Chapter 1129  
Regular Meeting**  
6:30 pm  
**IN PERSON!!!**
- 13 **VMC Club Meeting**  
7:00pm

### June

- 3 **EAA Chapter 1129  
Regular Meeting**  
6:30 pm
- 12 **Fly/Drive In  
Nenana Airport**

### July

- 1 **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.

Next Meeting:

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

**Where: EAA Hangar, 8300 Tibor Rd**

**In Person  
Meeting!!!**

## President's Hot Seat

May 2021

By Tom Ruppert

When I write these messages my wife, Kathy, does the proof reading. When I asked her about the content, she said it seemed short and indeed it is. So now is the time to start the next iteration of the chapter, and it's up to us, the members, to write that story. So let us begin.

What a great time here in Alaska! Winter is over after one last arctic blast, now the snow is melting, and we can find what we mislaid last fall! The days are longer, and energy is returning.

The upcoming chapter meeting promises to be a start of "return to normal". So I encourage everyone to invite anyone they feel might be interested, as well as members who have been unable to attend for the last year. Hopefully the weather will cooperate, so we can have the hangar doors open, and meet the criteria for an "outdoor" meeting. We will be following the current State of Alaska recommendations effective the date of the meeting. As with everything in aviation SAFETY FIRST.

We have several events in the planning phase for this summer to provide for good interaction and comradery. Let's take our chapter to the next level. We have so many talented and friendly members willing to share.

We now have a Flight Advisor. Bill Green stepped up for that role so let's all extend our thanks to him.

Cheers,

**Tom Ruppert**

## **EAA Chapter 1129 Mission Statement:**

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

# Some Lessons from the CLUB

By  
Michael  
Armstrong

Inevitably, in almost any aircraft recover project, the mechanic will be challenged. 23E challenged me with the rudder pedal springs and clamps. I asked some talented, experienced, mechanics what was the secret to installing the second clamp. The professionals told me that there is no trick, and it just isn't an easy task!

There is a ridge welded onto the pedal that positions it properly on the floorboard. It is almost impossible to compress the spring, slide the pedal over, place the clamp onto the bolts, and then start the nuts with only two hands. A few hours of experimentation led me to the "Two ratchet straps, one pony clamp, and one vice grip method".

Start by installing the bolts through the top part of the clamp, the floor boards, and the welded fittings under the floor. Place the spring onto the pedal, and install the pedal in its correct position. Run a ratchet strap around the pedal and around a tube above it to pull it tight to the floor. Next install the bottom half of the first clamp on the spring side of the pedal and just start

the nuts on the bolts.

Place the second ratchet strap low on the pedal and pull the pedal toward the outside of the aircraft. This gets the pedal close to the correct position for the installation of the second clamp half, but not close







enough. Next place the pony clamp on the inboard stub of the pedal (under the floor) and pressure the pedal toward the spring side. You will find it necessary to also compress the spring with a vise grip to finally be able to install the second clamp half!



Now you can start the nuts, and tighten them only to the point where the springs can still do their job of pulling the pedals forward and tensioning the rudder cables. This has been a tedious, yet satisfying task!

The stabilizer trim indicator is another item that has required some thought. The Piper original indicator is an AN4 rivet installed in a small steel strip attached to the fuselage with a spring. Somehow the factory drove the shop head of the rivet in the strip with a quarter inch of shank and the factory head sticking out past the trim plate. Did the factory have a small fixture to hold the rivet out to the proper length and allow it to be bucked?



My first thought was to replace the rivet with a Rube Goldberg mash up of 4/40 machine screw, brass sleeve, washers, lock washers, etc. This just sounded too complicated, and too heavy. Those tenths of ounces build up in any airplane.

The Mother of Invention slapped me when I remembered how Stinson used small round Tinnerman Nuts to anchor long AN4 rivets to hold the AT-19 wing ribs together! The wing ribs on the Gullwing Reliant were small hollow aluminum tubing and small aluminum gusset plates (just like the older wooden ribs). The early Reliants used a combination of bucked rivets and spun rivets. The AT-19 (V-77) used bucked and spun rivets, but also incorporated the Tinnerman Nut because the rib and gusset plate are in shear, not tension. The Tinnerman was fast, and required no tools to set.



My old indicator with 10,000 hours of wear on it would not have lasted much longer. The new indicator will be an AN4 rivet like the original, but with two 80 year old Tinnerman Nuts to hold it in place. A little knowledge of old aircraft production techniques helped me to come up with an elegant solution to a curious problem!

## May Meeting Will Have Food!

By Pat Crisenbery

May Meeting Will Have Food! Not a potluck yet — we have decided to step slowly back into food service at our meetings. We will be grilling hotdogs and will have packages of chips and packaged cookies for everyone to enjoy. Please bring your own beverage. Simple but safe! And if all goes well, we hope to transition back to our traditional potluck meals before the end of summer. If you really would like to contribute to the meal, please consider bringing individually wrapped cookies, but it is not necessary.

Safety is the theme here. We will have the hangar door open regardless of temperature and weather, so bring a jacket! We will also have additional ta-

bles besides our picnic tables and ask that everyone space out while using them. Of course, you can't wear a mask while eating, but we ask that you mask up when getting your food and also during the rest of the meeting.

We will be connecting to our speaker via Zoom starting promptly at 7 pm, so if you are coming to eat, please be at the hangar by 6:30, so we can be done with the meal by the time Kerry McCauley starts his talk on ferrying airplanes across the Atlantic.

Don't forget your beverage and your jacket. See you on Thursday

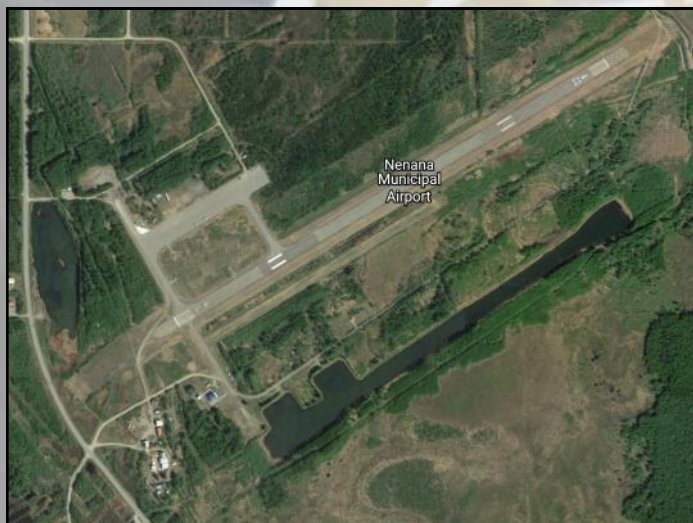
## Chapter 1129 Fly-In Season STARTS NOW

By James Trizzino

We are happy to announce that the first official EAA Chapter 1129 Fly In for the 2021 season has been set. Our first event is going to be a "Fly In, Cook Out", with a potluck aspect. It will be held at the Nenana Municipal Airport on June 12th with the 13th being held as a weather delay alternative. The airport supports those that land on asphalt, grass, and water, as well as anyone who wants to drive. We will be grilling burgers and hot dogs and ask that anyone that can, bring a side dish to share.

Arrival time is loosely set at 11:00 a.m. and lunch will start at noon. There are no other events planned for the day after eating so everyone can just hang out as long as they want with their fellow enthusiasts. We have not yet figured out a way to organize a way to ride share, but if you





plan on flying out and have any empty seats we would like to encourage you to let others know and see if you can't fill those seats.

We will circulate a flier in the near future which will include maps and more specific information. In the mean time, if you have any questions, comments, or suggestions, please reach out to me. Please also let me know if you plan on coming and would like to volunteer to contribute in any way. We are looking for people who want to grill, who will be driving and can ferry equipment, who would like to help organize/serve lunch, and anything else you want to contribute.

Here's to the start of a really fun flying Season!

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**Join our Chapter!**

Membership is only \$20/year and there are many benefits.  
Interested? Call or email Pat Crisenbery [crisen39@gmail.com](mailto:crisen39@gmail.com)

## CLASSIFIEDS

### Quicksilver MX Sprint Ultralight

Completely rebuilt in fall of 2017. 110 hrs TT, includes big wheels, little wheels, skis, and full covers for storing outside.

Superbly fun to fly but I need to reduce the fleet and make room in the hangar. \$7000

Email me for more information.

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