



Calendar

January

7 EAA Chapter 1129
Regular Meeting
6:30 pm

26 **Homebuilder's
Week**

February

4 EAA Chapter 1129
Regular Meeting
6:30 pm

March

4 EAA Chapter 1129
Regular Meeting
6:30 pm

Next Meeting:

When: Thursday, January 7th at 6:30pm

Where: Virtual Meeting on Zoom

**Zoom
meeting
details on
last page**

President's Hot Seat

January 2021

By Tom Ruppert

Happy New Year! To all of the chapter members, I hope that the holiday season was joyful and fulfilling for all. Now yours truly is a bit of a Star Wars geek so I thought about calling this month's missive "A New Hope" because for all the difficulties we have faced as a nation I truly feel that a new dawn is upon us. So, what does my rather Pollyannish point of view have to do with our chapter? I feel that we can now begin planning for the future. It is important that we all contribute to the ideas, the planning and the execution of future events. Such as, of course, in person chapter meetings, attendance of the VMC club, chapter BBQ, Young Eagles Day, group fly outs, etc.

I myself have been busy with a home brew flight simulator project, doing some upgrades to my hangar and trying to finish my Stinson project. I hope that all members will share their projects and achievements as well

So, let us all do what we can to bring in new members for the future of our chapter and aviation in general. We all know that we will face challenges in the upcoming year, some new, some old, but as a group we can and will prevail.

Also on a personal note ,50 years ago today a 16 year old paper-boy soloed for the first time at Boeing Field in an Alon Aircoupe, N6365V The instructor was Mr. William Thomas Henry, a former Tuskegee Airman. That of course was yours truly and now 50 years and something over 35,000 hours and myriad of aircraft types from the lowly but proud Piper J-3 to the magnificent Boeing 747-800, I still get excited to fly airplanes. What a truly magnificent disease!

Tom

EAA Chapter 1129 Mission Statement:

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





Homebuilders Week – Online Event Starts January 26

An online opportunity to learn about all aspects of building your own aircraft

By Charlie Becker, EAA Homebuilt Community Manager

EAA is launching a new online learning event for aircraft builders: (www.EAA.org/HomebuildersWeek). It will be five straight days of educational forums covering a broad spectrum of aircraft building topics. It will launch on Tuesday, January 26, 2021, and run until Saturday, January 30, 2021. The live online presentations will be open to everyone interested in building their own aircraft. Sessions will start at 1 p.m. CST and run until 8:30 p.m. CST daily.

This event is an opportunity for a new person to jump in with both feet and learn a lot about the wonderful world of homebuilding. We will cover areas like getting started successfully and techniques when building with sheet metal, composites, steel, and wood. But it won't be just for the newbie; we are offering in-depth talks on panel planning, engine selection, FAA certification, flight testing, and selling a homebuilt aircraft. There will be something for every builder, whether you are just starting out, knee deep in a project, or just received your airworthiness certificate — it is going to be a great learning opportunity.

EAA is working with industry experts, kit manufacturers, and other subject matter experts to provide top-notch material for builders. The sessions will be live and allow plenty of time for attendee questions. Recordings will be archived and available to EAA members for review.

The launch of EAA Homebuilders Week coincides with the 68th anniversary of the founding of the Experimental Aircraft Association in 1953. Those founding members of EAA lit the fuse on the homebuilt movement that provides affordable access to aircraft ownership and today has spread worldwide.

EAA Homebuilders Week is possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, Scheme Designers, Inc., and Van's Aircraft, Inc.

Visit EAA.org/HomebuildersWeek to review the schedule and sign up for a session.

UPGRADES

by Ken Kokjer

I fly a 1964 C-182G, VFR only. My wife and I have traveled extensively in it, logging 33 states, the Bahamas, and (of course) Canada. Over the years I have tried to do a little upgrading as often as time and money allow. One of the more useful ones was replacing the rear bench seat with the Atley Dodge folding seats. This gives us a huge cargo area for our traveling, but still allows giving friends and relatives rides when we visit.

In 2019 I had an EI CGR-30P engine analyzer installed, and this past summer saw a uAvionix 20-S installed. I have very little flight time with either one, and am looking forward to next summer intensely exploring both. This article will explore the aAvionix 20-S and its installation a bit.

uAvionix offers two varieties of this instrument: the 20-S, and its certificated big brother, the 30-C. The 20-S is a 2" instrument, but offers many of the same functions as the 3" 30-C. I'll focus on the 20-S. It provides: Angle of Attack (AoA); G meter; Attitude & slip/skid; Clock; outside air temperature (OAT); dual timers (either count up or down); engine run time; flight timer; density altitude; true airspeed; bus voltage; audio & visual alerts for timers, AoA & G limit; battery back-up (about 30 minutes). The unit contains a full Attitude and Heading Reference System (AHRS), which drives much of the functionality. For full functionality, the 20-S also requires an outside air temperature probe and connection to the pitot and static lines.



AI PAGE

VIEW toggles AoA and Slip/Skid overlay on or off

During power-on stabilization, aligning will be presented



BOTH Syncs pitch-zero to current pitch

Small AoA Indicator

During power-on stabilization, the cyan bar will flash, indicating no AoA availability

Slip / Skid

Audio is connected to the audio panel.

Altogether, the 20-S has eight (8!) pages, with various combinations of information on each. I won't go through all. For me, the Attitude Page (shown here) will be the primary display, and can display all of pitch,

(Upgrades...continued)

roll, slip/skid ball, and AoA. Settings allow for automatically switching to full page AoA if hitting its alert limit.

With that capability, the 20-S replaces the attitude indicator. I have a Garmin 496 in the panel, and the full Stratus ADS-B system, displaying on an iPad on my yoke. Along with that redundancy, and the magnetic compass, I was comfortable eliminating the directional gyro. So, for my operation, the 20-S has now replaced the entire vacuum system and related instruments – eliminating more than 20 pounds of equipment!

I first explored the 20-S while sitting on the ramp, running through all the setup and the display pages. And there was a problem from the start. The unit “thought” I was flying and gave strange indications. I thought to try recycling the power, but, since it was “flying,” it switched to battery and I couldn’t turn it off.

My mechanic took my description and called the factory. They were puzzled and wanted us to send it right back for analysis and correction. So, without any air time, it was pulled and shipped. Some days later, they called with the results. It had been shipped in a demo mode! There is no mention of that in the user manual, nor in the installation manual. The factory rep was surprised that no one had thought to mention that in the initial phone call. So back it came, was reinstalled, and now the functions made more sense.

But the OAT was not functional. A minor wiring error was found, and OAT appeared.

I finally made a test flight to calibrate the AoA, in which the device records maximum pitch as I slowly approach a stall. That maximum angle is input and the AoA is ready to go.

BUT, Density Altitude was not displaying. Because of some other maintenance and scheduling issues, that is the current status.

As I said, I’m looking forward to getting all this explored this coming spring/summer. And the joys of owning an aircraft continue unabated.



General Meeting Info

The program will be a live virtual walkaround of Bruce's 80% Spitfire project, a peek at his new Chevy V8 auto-conversion engine that will power the project, and updates on his hangar/shop build.

Meeting on Zoom (details below)

1830-1900 socializing
1900-2000 meeting
2000-??? socializing

Topic: EAA Chapter 1129 Monthly meeting
Time: This is a recurring meeting on 1st Thursday of every month, 1830-2130 AK time

Join Zoom Meeting

<https://us02web.zoom.us/j/85368952422?pwd=NERkTVc4U0JCNIJMOQyV0IGWUdHdz09>

Meeting ID: 853 6895 2422
Password: 024713

One tap mobile
+12532158782,,85368952422#,,1#,024713#
US
(Tacoma)
+13017158592,,85368952422#,,1#,024713#
US
(Germantown)

Dial by your location
+1 669 900 6833 US (San Jose)

Meeting ID: 853 6895 2422
Password: 024713

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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

Last Month's "Name the Plane"



Richard VanderMeulen
aviationimaging.com

Last month's plane was a Boeing YL-15. The YL-15 was a prototype observation plane built by Boeing in hopes of winning the contract for the Army's next liaison type, but lost out to the Cessna L-19 Bird Dog.

Classified Ads

Portable Folding Bicycle

Breezer ZAG8

8-speed. Folds to 34L x 24H x 14W. Weighs 25 lbs. Extra gel seat pad included.

Just cleaned & tuned by Beaver Sports. Like new, lightly used. Traveled in my C182 to Lower 48.

Bought new in 2008 for \$625.

Suggested donation to EAA Chapter 1129: \$400

