

# FARTHEST NORTH



# CHAPTER NEWSLETTER

March

Chapter 1129

2021



## Calendar

### March

- 4 EAA Chapter 1129  
Regular Meeting  
6:30 pm  
**IN PERSON!!!**

### April

- 4 EAA Chapter 1129  
Regular Meeting  
6:30 pm

### May

- 6 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 low-  
er. Call **458-3745**, then  
enter **1113**.

Next Meeting:

**When: Thursday, March 4th at 6:30pm**

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

**In Person  
Meeting!!!**

## President's Hot Seat

March 2021

By Tom Ruppert

Good day one and all from your chapter president. I will keep this brief since I also have an article in this month's newsletter, and a little of me goes a long way....

I hope everyone has had a successful winter with progress being made on your projects. I realize that not all members are "building an airplane in the basement" but we are all interested in and invested in aviation and we should share freely with everyone. Having had virtual meetings this winter has seemed to have reduced some of the flow of fellowship. The good news is that **we are returning to in person meetings the month of March**, can I get an amen for that!?

The board is looking for volunteers for some upcoming initiatives to be discussed at the next meeting so please, if it is of interest to you, consider stepping forward.

The good news is that we are a strong and committed chapter with such great membership and even though some chapters in the nation closed operations we are coming back stronger. I look forward to seeing everyone that can attend the March meeting.

See you there and bring your ideas!

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.

# Home Flight Simulators

by Tom Ruppert



Back in the dark ages of aviation, 1973, I was working on my instrument rating in Seattle. What was considered state of the art back, then is now called old school. I was having difficulty with NDB tracking outbound from the beacon to the airport. The company I was training at had, at that time, something revolutionary, a desktop ATC 610 "simulator". By utilizing this device the path was made clear on how to do a proper NDB approach which came in VERY handy when I first started flying in Alaska.

Now fast forward a few years (okay

half a century, yikes!) I have been exposed to all sorts of simulators and flight training devices, everything from non-motion nonvisual flight training devices to the ultra-realistic Level D Boeing 747-800. I have instructed in them as well as been the student and have found them invaluable for learning.

I have dabbled in at home "flight simulators" for years and have observed the rapid growth in realism and functionality of today's offerings. It is important to be aware of the difference within the eyes of the FAA. A "home simulator" such as mine is not approved, so I cannot log time like I can in an "approved BTD or AATD". However, I find that practicing at home does translate to real life quite well.

So how do you set up a home simulator? Thanks to the internet the resources are abundant.

The two main contenders in software are X-Plane 11 and now Microsoft MFS 2020. I have used both and prefer X-Plane. It is a well-developed program, has a robust user base, and is extendable.

I have found FS2020 to be visually very detailed and quite stunning. The graphics requirements for FS2020 are very high and require a serious investment in your computer. For me personally right now FS2020 is a visually enhanced game more than a serious tool. I think as it matures it will be more useable as a flight training tool.



(Simulator ...continued)

X-Plane 11 while not quite as graphically enhanced functions well for training and practice. It is cross platform in that it will run under Windows, Mac OS or Linux. Another advantage to Xplane is a companion program called Plane Maker. As the name implies you can develop your own design flight model from scratch if you desire. So a design can be modeled in say SolidWorks and flight tested in X-Plane.

My home setup has been developed over the last two years and consists of the following:

- 2 HP ryzen i7 gaming 690 vr computers with 4gb RX500 graphics cards
- 2 Asus 21.5" touch screen monitors
- 2 Samsung 32" curved monitors
- 1 rather cool device called "The Knobster"
- The Honeycomb Alpha Yoke
- The Honeycomb Bravo Throttle quadrant
- I am still using the CH products rudder pedals waiting for the Honeycomb Charlie pedals
- Lots of wires, cables and USB hubs.



I will enclose pictures but the way this is all used is by running Windows 10, X-Plane 11, and Air Manager. The two CPUs are networked together so that one runs the flight and the other runs the visuals. The touchscreens have the flight instruments and navigation. using Air Manager and the Knobster I have realistic use of the instrument panel including the GPS.



The second CPU running the visuals enables a more fluid and realistic experience. In addition, I can run Foreflight on my iPad mini connected to X-Plane just as if it were in a real aircraft.

As of now FS2020 does not support more than one CPU and doesn't connect to Foreflight. The new AirManager 4.0 does allow the use of FS2020

My experience has been a moder

(Simulator ...continued)

ately steep learning curve but still enjoyable.

It is amazing what can be achieved with such things now as real time weather and ATC via the internet. The promise of VR is coming on strong along with tactile feedback to be more immersive. As FS2020 matures it will be more competitive with X-Plane although X-Planes developer Austin Meyers is not one to sit idle.

My future plans are to attach two Raspberry Pi minicomputers, one to each touchscreen for the instrument panels, upgrade to a more powerful CPU and graphics card and VR goggles. Eventually I will build an enclosure with better panels and immersion.

The sky really is the limit on what can be accomplished and goes back to the EAA mantra of learn, build, fly!

#### Resources:

- X-Plane.com
- Store.x-plane.org
- Flyhoneycomb.com
- Knobster and AirManager siminnovations.com
- FS2020
- Youtube: Russ Barlow

## Propellers For Sale

Recently, Jimmy Anderson, a long time Fairbanks mechanic donated four propellers to our Chapter.

After we received them they were taken to Dominion Propeller Corporation in Anchorage. The folks there graciously agreed to do a preliminary airworthiness inspection of these props.

Two of them are not airworthy and two "May be Airworthy", pending a full inspection. The non airworthy props are in good shape and would make very nice "Hangar

Art". The other two may well be suitable for overhaul and aircraft use.



- The top one in the photo with the pink tag is a McCauley MDM 72-57 not airworthy.
- Next with the pink tag is a Sensenich M70D 70-46 not airworthy.
- Next with the blue tag is a Sensenich M74DM 74-52 may be airworthy.
- Next with the blue tag is a Sensenich M74DM 74-50 May be airworthy.

None of these props have any obvious bends or nicks. We are asking \$100/each for the wall art props and \$200/each for the ones that may be airworthy.

All prices are "Or Best Offer" so contact Rick Crisenbery 907-388-3191, and help by contributing to the chapter.



Thanks to invaluable help from several chapter members, my Spitfire project has been moved to its new home—Thanks everyone!





## Aviation Community

By James Trizzino

But I digress...

I am just going to throw that out at the beginning here as I am sure to go on a few tangents while explaining my time at the gliderport.

I am one of those who has been infatuated with flight since I was a small kid. I even received a flight in a light plane every few years or so. But it was the gift of a sailplane ride when I was 23 that had me scraping every dime I could, to go to Seminole-Lake Gliderport in Central Florida on the weekend, to try and get one or two pattern flights with an instructor.

I was a broke college student and was paying my way through as I went, so it looked like my flight training was going to take several years.

After about 4 weeks of this I approached the owner of the gliderport and offered my labor in order to pay for my flight training. He smirked and said "Be here at 9 on Saturday."

That Saturday morning, back in 2001, I was introduced to Herb White, whom I would learn from, and ultimately replace as the "Line Boy". He was an 84 year old lifelong glider pilot, midwest farmer, and retired WWII Catalina pilot.

He was my first teacher and mentor in aviation operations and he taught me all about how a line boy could do so much more than just hook up the tow line, and actually contribute significantly to coordinating traffic. He was a great friend and during my time at the gliderport I got to witness his 90th birthday, where he piloted what I believe was his last flight ever, as well as his memorial where his ashes were spread along the grass runway from a J-3.

His memory is one of the first things I go to when I think of an aviation community.



My gliderport was a premier snow bird destination for glider pilots, as well as the location of the first national glider race of the season each year, so most of the competition pilots filtered through during the spring.

In a stroke of genius, in order to satisfy the insurance companies requirement of having a 10,000 gallon water reservoir for fire fighters to use, the owner put a swimming pool right next to the clubhouse/office. This setting only amplified the frequency and duration that pilots spent sitting around talking, even when they didn't have a flight that day.

Waiting for the thermals to "pop off", sitting around after a flight, or waiting out a rain storm was NEVER done alone or

(Aviation Community...continued)

without conversation, and I was very fortunate as a young pilot to receive mentorship from a host of national and world champion quality pilots.

Saturday evenings were of special note as Saturday was the busiest day of the week, hence the line boy, and it was not uncommon for the congregation to carry on well into the night. As a side note, it is incredible how naturally hand flying around a beer bottle lends itself to explaining how to get into the core of a thermal.

When I joined the Army in 2005 I was able to join as a Warrant Officer Candidate because of the letters of recommendations I received from my friends at the gliderport, many of whom were of course retired military pilots.

I returned from my first deployment as a helicopter pilot in 2009 and within a month I had to drive from Fort Campbell, KY back down to the gliderport to pick up Shannon's and my Kitfox, which one of the tow pilots, who was one of my best friends ever, had helped us purchase while we were both deployed.

I showed up Friday evening and spent all of Saturday hanging out and talking. During one exchange of stories with one of the retired Navy guys I realized that I had numerous pilots, whom I considered my mentors, sitting around and listening to what I had to say. It was humbling and exciting to realize I had gotten to the point where I was contributing instead of just absorbing. It was then that I really understood how great an aviation community is,

and how much it meant to me to be an active part of it.

This article isn't just to tell an old story. It is also to encourage and invite each of you to be active in our local community, most specifically our EAA Chapter.

The Board will be setting up committees for, and there is going to be a lot of talk regarding, the development of the Chapter and its activities. As the world starts to emerge from the pandemic we will be looking to start up all of our old

activities as well as developing new ones. But we can't do it without the help of the general membership, there is just too much work to be done.

If you have a little time, consider joining one of the com-

mittees to help plan an activity. Join in for one of the work parties, if only to drink coffee and take part in the conversations (you won't be the only one, I promise). Take advantage of one of the workshops even if the skill being taught isn't in line with your projects or plans.

The more people we can get actively engaged in the Chapter, above and beyond just attending monthly meetings, the stronger we are going to be, the easier it will be to come up with, plan, and execute new events, and the more likely it will become that everyone gets what they were looking for out of our community.

We all start off in the community as "listeners", likely with the intent to progress. But I think many people wait longer than they need before they feel





(Aviation Community...continued)

like they are "contributors."

The EAA is about more than knowing how to build an aircraft or knowing how to fly one. To me, "The Spirit of Aviation" is that spirit that collects and develops knowledge from any avenue of science, technology, art, and entertainment, etc. that one might care to venture down.

(Photos from the Seminole-Lake Gliderport website)

## Resuming In Person Meetings

As listed elsewhere in the newsletter the March meeting will be at the EAA Hangar 3800 Tibor Rd at 6:30 pm.

Since we still need to comply with various recommendations by CDC, EAA National, etc we will be following the same rules we used for in person meetings last summer. Of course the hangar door won't be open.

1. Masks will be required and you must wear it.
2. If you don't have a mask they will be available at the door.
3. Seating will be spaced out for 6 feet of separation, please don't move the chairs closer together.
4. Please maintain social distancing while conversing with each other.
5. No food will be served by the Chapter at the meeting.

Thank you for your consideration to protect everyone and we hope to see you at the meeting.

**Editors Note - We are not planning to have Zoom available. If someone wants Zoom, please contact one of the board members before the meeting.**

## 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



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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)**