



## Calendar

### September

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

**12 Lakloey Fly-In**

### October

**7 EAA Chapter 1129  
Regular Meeting**  
6:30 pm

### November

**4 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, September 2nd at 6:30pm**

**Where: EAA Hangar, 3800 Tibor Rd**

**Pot Luck  
at the  
Meeting!!!**

## President's Hot Seat

September 2021

By Tom Ruppert

### WINTER IS COMING !!

That quote is from the Game of Thrones TV series but has a different meaning for those of us here in Alaska. From the series it is a warning, for us Alaskans it is a reminder to prepare for the coming days. For me it means getting the hangar/shop rearranged from gardening and lawn equipment back to aircraft tools and equipment. As always, I have ambitious plans, however, reality always rears its ugly head.

I am hopeful that we will have a grand "Indian summer" prior to real winter.

By now most everyone is aware that the October meeting is when nominations for the board of directors are due to be presented. I encourage everyone to consider a position on the board. It offers the opportunity to have direct input and enables one to provide a vision forward for our chapter. So please consider this opportunity.

As always, I encourage the membership to reach out to anyone they feel might find our chapter to be of interest. To attend the next meeting and find out about us and our passions for planes.

So remember Build, Learn, Fly that is our motto.

Cheers, as always your proud of our chapter President,

**Tom Rupert**

## EAA Chapter 1129 Mission Statement:

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



Once hunting season is over we will be scheduling a work party to begin finishing off the kitchen and the Library area in the heated conex. Stay tuned for more info.

## September Meeting and Food

By Pat Crisenbery

Our upcoming meeting on September 2nd will continue our potluck tradition. We will have the grill fired up for hotdogs and hamburgers, and we ask everyone to bring a dish to share if possible. Please plan on bringing your own beverage.

Weather forecast for this Thursday looks dry and relatively warm, so we will be enjoying probably the last meeting with our hangar door open till spring. Hope to see lots of you there!

## Meeting Program

Rick Crisenbery will be giving us an update on his Rans S-20 Raven ELSA build project.

## 2021 Ed Gelvin Scholarship Winners

In late July, the chapter scholarship committee (Terry Wighs, Pat Crisenbery, James Trizzino and Todd Archer) interviewed six A&P students that had applied for an Ed Gelvin scholarship. These scholarships are awarded in the form of a voucher to take the FAA Airframe and Powerplant Oral and Practical Test and have a value of up to \$850.

This year the chapter board approved a sum of \$2,000 for scholarships. With many excellent applicants, the scholarship committee decided to add \$50 to that amount, and award one full scholarship of \$850 and an additional three partial scholarships of \$500 each. The full scholarship was awarded to David Yanchinov. The partial scholarships were awarded to Sean O'Leary, Isaac Kuenning and Zachary Kinberg.

Congratulations to all our scholarship winners!



# Lake Minchumina Fly In



## And ANOTHER Successful Chapter Fly In!

By James Trizzino

It was unanimously agreed that the Lake Minchumina Fly-In was a blast by all who attended, though there wasn't too many of us. There were several factors which could have contributed to the lower than average participants at this past months Fly-In. It wasn't as well promoted and the notice came out kind of late, the wind and distance would have made for a potentially long flight for some of the slower planes in our fleet, and it took a fair bit of optimism to trust the MVFR was going to hold long enough to get back home. That said, it was still a fun time.

Only three planes from the Chapter made the journey that day. Our plane was the only one to make it to the camping area as Bill Green left his in the parking area where

his ATV was parked. Bill's plane acted as a decoy for Matt Kato, who arrived a little later and searched high and low around the decoy but was unable to find us (we were a mile away).

We were joined for lunch by a few generations of the Maakestad family, and Tom and Penny Green who all live out in Minchumina. There was plenty of good food, good conversation, and of course good fishing. No-one opted to camp out as it was sure to turn into

a week long camping trip, though we do plan on going back some time for camping. To recap as we have done for the other events, 3 planes and 7 members made it to the Lake Minchumina Fly-In, Thanks to all.



## The Last 2021 Chapter Fly In

By James Trizzino

At the beginning of the summer we decided we would try to have one fly-in a month as long as weather holds. So we have ONE MORE in the works. The Nenana fly-in was hands down the best attended event and we are going to try something similar so we can close out the summer with a bang.

Our last fly-in will be Sunday, September 12th, at Lakloey Airpark. This will be a rain or shine event which will support land planes, floatplanes, and driving in. Jack Schnurr, Bryan Coffman, and myself will provide the yards for parking and hanging out.

We will send out the official invitation once we have finalized some of the plans with the Airpark Board, but we can expect an 11:00 arrival and a 12:00 meal time. Anyone who plans to fly in MUST meet with Jack Schnurr or myself to receive a brief on the Airpark rules and to sign a visitor's form. Let's make this the best one of the year.

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## An Aviation Legend

By Michael Armstrong

Many aviation enthusiasts are to some degree familiar with history's famous pilots. I have been an aviation history enthusiast for most of my life. In the past few years I have become fascinated by the little known heroes of aviation, the aeronautical engineers.

There are a few aeronautical engineers who produced extraordinary aircraft, and who greatly streamlined production techniques for the United States

efforts during WWII. A stand out aeronautical genius is Robert Leicester Hall. Bob Hall was born in 1905, and graduated from the University of Michigan in 1927. He took his BS in Mechanical Engineering to the Fairchild Airplane Manufacturing Company in 1929.

In 1931 Hall began working for Granville Brothers Aircraft in Springfield, Mass. Bob Hall designed and test flew a series of low wing racing airplanes for the Cleveland National Air Races called the Gee Bee Sportsters. Lowell Bayles won the 1931 Thompson Trophy Race in the Gee Bee Model Z (NR77V). Bob Hall flew the Gee Bee Model Y to a fourth place finish in the same 1931 Thompson Trophy Race.

At Cleveland in 1932, Jimmy Doolittle won the Thompson Trophy in the Gee Bee Supersporster R-1 (NR2100). While in Cleveland Doolittle set a world speed record of 294.42 miles per hour in the Gee Bee R-1! While a few famous pilots were killed in Gee Bees, Jimmy Doolittle said "She is the sweetest ship I've ever flown."

In 1933 Bob Hall went to work for the Stinson Aircraft Company of Wayne, Michigan. Bob designed the Stinson Model O, and the Model L, while Jack Irvine was designing the Stinson SR series. The Stinson Reliants used a straight wing with two lift struts through the SR-6. Bob Hall teamed up with Jack Irvine to design the double tapered monospar wing for the SR-7. Hall used the basic wing design of the Stinson Model A Trimotor (designed by Bob Ayer also formerly of Granville Brothers) as a basis of design for the 1935 SR-7 wing. There were some spin recovery issues, and some violent shaking in a prolonged power off spin. Spoiler strips on the wing tip leading edges and an increase in engine idle RPM cured these problems in the SR-7.



(Aviation Legend ...continued)

The 1936 SR-8 had a more powerful engine and a more rearward center of gravity (for greater payload). These changes resulted in the SR-8's tendency to flat spin. To improve the spin characteristics, Stinson changed control rigging, revised the wing tips, created a sharper wing leading edge, and a flatter airfoil. Washout was applied to the right tip, and wash-in to the left tip. Bob Hall did some 70 hours of spin testing in the Reliant. The first production SR-8 would recover from a spin hands off, in a half turn!

In 1936 Bob Hall accepted the position of Chief Engineer for the Grumman Aircraft Engineering Corp. in Bethpage, Long Island, New York. Bob Hall designed and made the first flights in the F4F Wildcat, the F6F Hellcat, the F7F Tigercat, the F8F Bearcat, and the TBF Avenger. He supervised the design of the F9F Panther, and Cougar jets. Bob retired from Grumman after 34 incredibly productive years, in 1970 as Corporate Vice President. I read a few years ago that Bob Hall had 450 hours total flying time at retirement! If that was not a typo, those must have been some extraordinarily exciting hours. At any rate, he was a great engineer and a great pilot.

While the XF7F was being built, Bob Hall mentored the young Corky Meyer. After the first four flights in the XF7F, Bob turned the test flying over to Corky. That is another fascinating story for you to look up on a cold winter night!

Sources: The Stinsons by John Underwood; This Day in Aviation, an internet source; War Thunder, F7F Tigercat, an untold story, an internet source.

## Chapter Elections

It is going to be chapter elections soon and every member is being asked to please give serious thought to how you would like to see our chapter move forward. The best way to insure that your voice is heard on this and other issues is to volunteer to serve on the Board of Directors. I cannot stress enough that for the health of our organization there needs to be a variety of people and opinions represented on the board. We also cannot continue to rely on the same people who have served on your board for many years. Each of you needs to do your part in helping to insure the future of your chapter.

The open seats this year will be the President, Treasurer and two directors' positions. The current board members will help anyone get up to speed so don't let a lack of previous experience hold you back!



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P.O. Box 83913  
Fairbanks, AK 99708-3913

**Newsletter Editor :**

Bruce Dunkle (907) 750-8787 (cell)  
dunkleb@yahoo.com

**Chapter Officers:**

President	Tom Rupert	(907)888-8929 tompilot@gmail.com
Vice-President	Ken Kokjer	(907)479-2965 kkokjer@ieee.org
Secretary	Rick Crisenbery	(907) 474-3971
Treasurer	Rick Crisenbery	(907) 474-3971

**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)