



Next Meeting:

When: Thursday, April 1st at 6:30pm

Where: EAA Hangar, 8300 Tibor Rd

In Person Meeting!!!

President's Hot Seat

April 2021

By Tom Ruppert

Since no one has requested me to quit writing these things I'll keep doing it! You know at the end of the Big Bang Theory TV show the producer, Chuck Lowery, would put up what he called "vanity cards", basically his own views on life. So, I suppose that is what this is, my own vanity card.

As we enter into the wonderful time of year called breakup, you know where you finally get to find out what that mysterious mound of snow is in your back yard. I am pleased that our chapter is shaking off the virus-intensified winter doldrums and is accelerating and moving forward. Your board is really stepping up to launching an exciting summer. I am now asking that ALL members consider adding fuel to this fire by volunteering their time and if you know someone that might be interested in what we are doing please invite them to our meetings.

Yesterday I had the pleasure of helping a friend of mine install new magnetos on his Continental O-300, not a big project but yet very satisfying to accomplish and to help someone move their project along and get another classic aircraft back flying.

So as we enter into another summer let's all do what we can do move everyone forward in their aviation endeavors.

See you there and bring your ideas!

Cheers,

Tom Rupert

Calendar

April

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

May

- 6 EAA Chapter 1129
Regular Meeting
6:30 pm

June

- 3 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 lower. Call **458-3745**, then enter **1113**.

EAA Chapter 1129 Mission Statement:

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

In The Beginning...

by Ken Kokjer

My primary training was at the University of Illinois' Institute of Aviation. Housed on Willard Field, this was a full academic department of the University, including a significant research arm. Because of its research activities, the training included some unusual aspects (more on this later) – one of which was the Institute had FAA-granted Airman Examining Agency #1. This meant that they were authorized to do the final flight test and grant the pilot license. The FAA separately examined about 10% of each graduating class, to validate the Institute's results.

As a graduate student with tuition and fee waiver, I paid only the "lab" fees of \$400 for the full course of flying and ground school. For 6 weeks of the summer of 1967 I had ground school 5 days a week, and flight training 6 days a week. Ground school was a fairly normal classroom setting on campus. Students in the flight training were grouped in sets of 3, mine being taught by Don Wagner. The group came together for cross country training, each student fly-



ing legs of all-day trips in a C172.

Flight training, for me, was 0800 every morning. The first few days were spent on orientation discussions, then in a Link Trainer. I spent a total of 2 hours on instruments in the Link before seeing an airplane. Once introduced to the plane, I spent 1.5 hours behind polarizing glasses, flying strictly on instruments, then had a day of debriefing on lessons learned so far. Flying alternated between aircraft and Link Trainer, with some of the time in the aircraft also on instruments.

Our aircraft was the 7FC Tri-Champ – basically a 7AC on tricycle gear. This is a 2-seat, tandem, very basic aircraft, with no flaps. It did have an electrical system, with starter and radio. Few people wore headsets in those days, so instructor communication was by yelling at me from

(In the beginning ...continued)

his perch in the back seat. Willard Field had a tower, so I was introduced to radio procedures immediately. The radio was called a "coffee grinder", as you tuned it just like a house radio – turning a crank to find the right receiver frequency. Transmit frequencies were set by a very small number of crystals, selected by a rotary switch. I was a ham radio operator, so all of this was familiar and quickly learned.

Over the next month, we did all the expected training toward the private certificate. In addition, I got training in spins and unusual attitude recovery on instruments. I did our first group cross country (XC) at (for me) 15 hours (dual + solo) in which I got 2 hours, my first solo XC at 18 hours in which I got 3 hours, my second group XC at 19 hours in which I got only 1 hour, and my second solo XC at 24 hours, again getting 3 hours. I logged 1 hour each of local and XC night time, and 4 hours of simulated instrument time in the plane.

My log shows 7 hours of dual in aircraft, and 4 hours in Link Trainer, when I soloed! Flying 5-6 days in a row

meant that I didn't have time to forget details learned and progress was very rapid. 38 days after starting, with 22 hours of dual, 10 hours of solo, and 11 hours in the Link, I was signed off for my flight test. That flight was done the next day, by another member of the faculty. My log shows that we spent 0.8 hours on that test.

As I mentioned, the FAA tested about 10% of each class. Because I was one of the earlier tested, and one of their better students, I was elected to do the FAA test. Understand, this was a test of the school, not me. The FAA would not rescind my Graduation Certificate, so I could use this test as more dual instruction without concern. Relaxing into it, the test went quite well, and the school got another validation.

However, I was tested well before the end of the summer session, and had not yet completed ground school. I had to wait almost 2 weeks to get my license and be free to fly again. Once done, I checked out in the C150 rental, and began my life as a certificated private pilot, 54 years ago!





Hangar Report April 2021

It looks as if this coming summer will be a little more open than last season. We have been in hunker down and maintain mode for a year. I am in the planning stages for several more steps in the saga of the EAA Hangar.

The kitchen is close to finished, lacking propane hook up for the stove and the pass through door. We need to address the roof venting situation this summer. I'm thinking about office space design for the tiny office in the kitchen connex.

We have been talking about a road (think taxiway) improvement to give us better access to the runway. This will be a coordinated effort to involve the neighbors on the taxiway, dirt work contractors, and chapter labor to brush out along the way. Stay tuned for this effort, as it might lead to Young Eagles Events at our hangar.

Longer range thoughts include how

to utilize the second connex for shop tools and work benches. My favorite planning project is for the spray booth behind the hangar. We can soon get back to our lives, and the chapter business!

Resuming In-Person Meetings

As listed elsewhere in the newsletter the April 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.

You, Amazon Smile and our Chapter

By Pat Crisenbery

This is a reminder that EAA Chapter 1129 is an eligible non-profit with the Amazon Smile program. If you shop at Amazon via amazon.com, please consider switching to smile.amazon.com to help your Chapter. The smile.amazon.com website has all the same choices AND prices as amazon.com, but you have the ability to select a non-profit of your choice.

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Program for the April Meeting

Roger Weggel will be doing a presentation on Safety Wiring.

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

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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