



Next Meeting:

When: Thursday, February 4th at 6:30pm

Where: Virtual Meeting on Zoom

Zoom meeting details on last page

President's Hot Seat

February 2021

By Tom Ruppert

Well, once again time for another missive from your prez. Oh no not again! Yup, again.

We, as the board, have decided to have the February meeting online once again. However, **the March meeting** (drum roll please) **will be in person at the hangar!! Tada!** The plan is to follow all state guidelines of course. Recognizing that some members might feel uncomfortable, the meeting will be available via Zoom as well.

Looking out the window I can see the days are getting longer and soon it will be spring, Time to emerge blinking from the darkness of our workshops and show off what we have accomplished.

Speaking of the hangar, thanks to the outstanding generosity of some of our members *the mortgage has been paid and we now own it free and clear!* Once again proving why we are a "Chapter of Excellence".

I look forward to once again meeting in person with the camaraderie, and eating Sharon Vavra's cookies. Yum! So, see you all soon, and bring your ideas for chapter activities. As Paul Poberzeny said, "It's not the airplanes, it's the people".

Cheers,

Tom Ruppert

Calendar

February

- 4 EAA Chapter 1129
Regular Meeting
6:30 pm

March

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

April

- 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.

EAA Chapter 1129 Mission Statement:

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



The Nose Job

by Terry Wighs

As I enter the sixteenth year of building on my experimental aircraft project, I am beginning to actually see the end in sight, and realize that I have successfully demonstrated the slowest RV-8 “slow build” ever recorded.

Over the years I can recall wrestling over various decisions regarding paint scheme, engine choice, and instrument panel design, but somehow neglected perhaps one of the most important concepts to consider. My recent revelation came to light when it became time to order the propeller. Suddenly the design and makeup of the key player in providing thrust lead me through many factors worth consideration.

I guess you could say that my thought process began recognizing that Fair-

banks, Alaska is not the “Banana Belt” and that most aircraft that hope to be flown during colder parts of the season will typically be fitted with wing covers, windshield covers, and snug fitting insulated cowling covers. As well, it seemed reasonable to plan on placing the battery firewall forward to keep it warm and healthy rather than in the tail, as some RV-8 builders elect to do.

Although the battery seems small the C.G. change from tail to firewall becomes an important factor, especially when RV-8’s are known to be a little nose heavy.

Over the years my thoughts meandered over engine platform choices, and I finally resolved to focus on a set up, with the Lycoming O-320 160Hp engine. Once again, as life rolls onward, an opportunity

(Nose Job...continued)

to purchase a Lycoming IO-360 200Hp engine at a bargain offer, turned my head, and after purchase, I was then scrambling with the mathematics of resolving a C.G. nose heavy concern. Rather than moving the battery aft to aid the balance, the propeller choice became an imperative discussion.

Plans of a constant speed Propeller were dismissed, saving a significant amount of forward weight, as well as reducing building cost and maintenance and the search was on for a fixed propeller that was light and more affordable.

After entertaining all my options, a final decision to order a "Catto" propeller was accomplished, and the 6 month wait for the custom built propeller began.



Terry's shiny new Catto prop

The finished weight of the propeller was 32 lbs. and the description of the propeller as follows:"

- 3-Bladed Glass/Carbon Composite/ with nickel leading edges
- Propeller for RV-8

- 66" Diameter x 78" Pitch
- IO-360 200 Hp@2700rpm
- Top Speed at Target rpm-212-216mph@ 2700rpm
- 3.75" Finished Propeller Thickness
- 7" Diameter Prop Flange
- SAE-2 Pattern, 1/2" Bolts and 3/4" Lugs
- Color: Black with Yellow Crescent Tips



Spinner, bolts, and other parts that came with the prop

Included in my order was all bolts/ hardware needed, as well as a stunning Carbon Fiber Spinner.

The months of patiently waiting were finally well rewarded with a product that clearly is a true Piece of Art and Craftsmanship. Although it took me through a convoluted journey, a very fast smooth ride is on my horizon.

N854TW finally got a "Nose Job", and proves to show, that it really is all about the prop.

DUCT TAPE DANGER

by James Trizzino



last ditch effort on fabric, as well as using solvents escalating up to MEK.

There was the rubbery pad layer of the tape which was impervious to all chemicals and had to be picked away in order for any solvent to act on the adhesive layer.

This was going to take several hours and further damage was likely so the affected area was removed, 3"x14" of it.

What is it the FARs say about shortening a propeller blade? Under no circumstances are you allowed to shorten a propeller blade. And, if you should ever shorten a blade you must shorten the other one an equal amount.

Here is what I am saying about duct tape; Never, under any circumstances, should you put duct tape on your airplane fabric. And, if you should ever put duct tape on your fabric, remove it ASAP and make a proper repair.

I did a repair on a plane this week which is not unheard of, but this was the worst case I have seen so far.

A temporary repair was made to aircraft fabric using duct tape and the tape ultimately did WAY more damage than it ever covered up. The damage here was a 6.5" tear due to a support member under the fabric.

I don't know what brand of tape this was, but I tried removing it with mechanical means all the way up to scraping it with a razor blade which is obviously a

Per the Poly Fiber manual, any repair over 8" requires a 2" overlap with good fabric, as well as 2" finishing tape. Had the repair been made to the rip alone I would have used a 3"x10" piece of finishing tape. Because of the duct tape the patch ultimately ended up 9"x20" and it took four times as long!

This is definitely a lesson you should let someone else learn for you.





Glove Box

By Rick Crisenbery

This is 3D printed glove box for my Rans S20. It's made from reinforced nylon, is 4 x 5 x 5 inches and weighs 9 ounces. When I figure out a latch I will print a new door with a knob in black. This one was just to check the fit. Note that the "piano hinges" are printed and that the toothpicks will be replaced with a piece of welding rod!



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.

EAA Chapter 1129 Financial Status

By Rick Crisenbery—Treasurer

I know that with having to switch to Zoom meetings for our Chapter gatherings it has been hard to communicate with everyone in the Chapter so I wanted to update you on our current financial status.

In August of 2020 you probably recall that I put out a notice that the Board was requesting financial help from our members with the goal of paying off the mortgage since the payments were in the range of 40-50% of our minimum monthly expenditures when considered on a yearly basis.

When I say minimum monthly expenses, I mean just the amount to keep the doors open, i.e. mortgage, taxes, EAA national dues and insurance, and heat and power to prevent freeze-up, so no funding for any activities.

We had a tremendous response to this and in just the time since then we have been able to shorten our mortgage payoff period from over 30 months to 7 months.

I am therefore very pleased to announce that I paid off our mortgage earlier in January!

Thank you so much to everyone whom contributed to this effort.

So now the not so good news.

At this point we have virtually none of our normal income sources for 2021. The board has had to make the decision last fall to cancel our Chapter banquet and silent auction, and Fairbanks Aviation Day with the Pancake Breakfast has been canceled.

We have also lost our income from the Pull Tabs since our operator went out of business last summer. We are working on finding a new operator but for now we haven't had any luck.

Fortunately most of those who contributed to the mortgage fund have expressed the desire to continue with their contributions until at least summer. With these contributions we will not totally drain our bank account while we continue to weather out the current situation.

Therefore the board has approved a budget that will at least allow for some Scholarship money for this year as well as some support for in person meetings.

If any of you have specific questions on this subject please feel free to contact me at 907-388-3191.

Again a big Thank You for all of you in supporting the Chapter and we hope to see everyone when we resume normal meetings.

Program for February 4th Meeting

"Travels with Ken & Nikki"

Ken Kokjer and Nikki Kinne will be presenting a travelog of three trips involving both their C182 plane and their recreational vehicles.

Each of the trips is fairly extensive (80-90 hours flight time, and 8,000-12,000 miles of driving, each).

They will share some of what they learned about this complex way of exploring various parts of the US (and Bahamas).

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



James tried to order a dust separator, but the one he found on Amazon—they wouldn't ship. So he printed this one out himself!

ZOOM Meeting Details

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=NERkTVc4U0JCNlJlM0QyV0lGWUdHdz09>

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