



## Calendar

### April

- 2 EAA Chapter 1129  
Regular Meeting.  
Pioneer Air Museum
  
- 18 EAA/IAAAF Board  
Meeting 8am—  
Pioneer Air Museum

### May

- 9 Pioneer Air Museum  
Cleanup 9-11am
  
- 8-10 Valdez Fly-in
  
- 16 Aviation Appreciation  
Day
  
- 23 Pioneer Air Museum  
opening day 12-8pm  
free entry this day

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Next EAA 1129 Meeting **Thurs., April 2, 6:30 p.m., Pioneer Air Museum**

## President's Hot Seat

*Pete Haggland*

Your board met on the 21st of March at the museum. Thanks to all the board members who did show up! We received notice from National EAA about the Founders Wing donations for support. Applications are here on hand. If interested give me a call and I will bring them to the meeting on the second of April. We also received some paperwork to fill out from the State of Alaska Permanent Fund Program where if you like you can donate part or all of your PFD to the organization of your choice. That is being filled out.

The Jenny project is getting right along with the 4th wing coming off the table and the start of the last 3 small pieces. Good work by an excellent crew.

Although I don't have the hard numbers yet it looks like the banquet just about broke even. I believe all expenses have been paid at this time. A big thanks to all the folks and businesses who made it a success.

The next item was the support of the Valdez Fly-in on the 9th and 10th of May. We agreed to do what we have done in the past with a donation of \$250 for the event. Aviation Appreciation Day comes next on the 16th of May. Both events follow the Trade Show in Anchorage on the first weekend in May. (2nd and 3rd). Lots happening! There was talk about doing a plaque for Jim Drew at Oshkosh. Jim was a strong supporter of the aviation community and a very active participant in the Young Eagles Program. Let us know.

Don't forget that on Aviation Appreciation Day we have the Young Eagles Flying and the Pancake Feed. We will need a lot of help to make it all work. We also talked about setting up a week or two ahead of time at a mall or 2 for a few hours on weekends to make people aware of the program and the event. Probably take a couple of volunteers to man the tables for a couple of hours but it might really enhance the program. We can talk more about it at the meeting on the 2nd of April.

We are planning a museum Clean Up Day on the 9th of May also. We dust and clean cabinets and are generally finished in an hour or two hours at most. If everyone pitches in its a real short period. There generally are donuts and coffee also! Cleaning supplies are provided! See you there! **Pete**

*EAA Chapter 1129 Mission Statement:*

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

## Aviation Appreciation Day May 16

Newsletter Editor

The Annual Aviation Appreciation Day is being held at the Sadler Business Park/Alaska Aero-fuel Facility on May 16th this year from 8am to 4pm. Admission is free. The annual event includes the EAA pancake feed (7-11am– Alaska Aerofuel), the EAA Young Eagles flight program (youth ages 8-18), military and civilian static aircraft displays, and vendor displays. Several local carriers, TVC’s aviation department and other local businesses will be on hand to provide a look into their operations and career opportunities. It is a fun way to learn more about what the airport contributes to the Fairbanks economy. The event is proudly sponsored by the Alaska Airman’s Association, AOPA, US Customs, FEDC, DOT-Fairbanks International Airport, FCVB and the Fairbanks Chamber of Commerce.

## Valdez Fly-In May 8-10

Newsletter Editor

This year’s Valdez Fly-In looks great. It starts Friday with afternoon with 2 sessions of mountain flying training. Saturday includes the poker run, the STOL competition, static displays, aerobatic performance and awards dinner. Sunday includes the flour bombing, vintage aircraft flyby, more aerobatics, turbine otter demo and sky diving, plus more awards. Here is a link to the Valdez website <http://www.valdezalaska.org/events/flyIn/flyIn.html>. There’s a lot more info available here. EAA chapter 1129 and the IAAAF both help sponsor the Valdez Fly-In

## Now that’s Experimental

Newsletter Editor

In the early morning hours of March 5, at Plattsburgh (New York) International Airport, test pilot Phil Meteer, a retired US Air Force colonel, made the first flight of the Terrafugia Transition. Often referred to as a flying car, the Transition is a two-seat, roadable aircraft designed to take off and land at local airports and drive on any road.

After 37 seconds aloft, Meteer landed and taxied safely to a full stop. He said the flying car was stable and smooth on the runway, and the controls responded like a normal airplane.

“The first flight was remarkably unremarkable,” Meteer said. “I’ve flown several thousand hours in everything from Piper Cubs to F-16s and the Transition flew like a really nice airplane.”

When ready for production in 2011, the roadable vehicle will sell for an estimated \$194,000.



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## TSA GA Liaison Could Be a Step in the Right Direction

*National EAA*

**March 19, 2009** — EAA and other general aviation organizations have urged the Transportation Security Administration (TSA) to include industry input when designing new security directives - like the universally dreaded Large Aircraft Security Program (LASP). TSA's recent appointment of a General Aviation Liaison could signal a start in that direction.

Whether the agency uses the position to attempt to collaborate, or merely to placate, will determine value of this office to the GA community.

The agency recently announced Juan M. Barnes as the agency's GA liaison. He'll serve as the main contact for GA stakeholders to voice concerns and pose questions about TSA programs, policies and security directives. The liaison program will also include monthly teleconferences between TSA officials and GA stakeholders. Plus a special TSA e-mail account has been established for stakeholders to convey concerns at any time.

"We consider this is a step in the right direction and welcome TSA's action with regard to our longstanding requests for this sort of inclusion in their processes," said Earl Lawrence, EAA vice president of industry and regulatory affairs.

## Experimenter e-newsletter

*National EAA*

The March issue of EAA's Experimenter e-newsletter for EAA national members is out this week, sent to a growing number of subscribers exceeding 23,000 people. The monthly electronic publication was launched in January and has been very well received by the homebuilding community. Featured "how-to" stories this month include Converting a Subaru EJ-22 and creating custom wheelpan molds, along with exclusive video and featured archives, a photo gallery and story about the Long Longster airplane, Paul's Pick from EAA Founder Paul Poberezny, and more. Not subscribed? Go to <http://www.eaa.org/subscribe/> to subscribe.

## FAI East Ramp Access


*Newsletter Editor*

The FAA is pressing hard to limit the number of access points and fence the East Ramp to reduce incursions/deviations. In response, the Airport has hired USKH to review the issue and make recommendations. You can contact Jesse VanderZanden, Airport Manager at 474-2500 for more information.

## My Champ Project

*Larry Lysne*

After finishing my coursework at UAF's A&P school and receiving a brand new A&P certificate, I began my search for a project. I didn't want to build an airplane from scratch, but was looking for a small, fabric-covered plane that either had or was set up for floats. After looking at several high-priced basket cases, a friend told me about a Champ 7EC that had been flipped over by high winds. The owner had considered selling the plane before it succumbed to the wind, but now was wanting to sell. My friend, an accomplished aircraft mechanic, and I flew out to look at the plane. It had been righted and been preliminarily inspected by the owner. We could detect no damage to the wood spars or any other part of

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**Champ N7481 Bravo heeled in at Walker Lake last summer**

the plane, so I obtained a ferry permit and flew it back into Chena Marina. Mark Hasner and Nathan Howard, two good friends who operate Chena Marina Air Service, had been tipped off to my ferry flight and were waiting for me at pond side (at the ready in the rescue boat). We loaded the Champ on a trailer and set it next to their hangar. It sat there for the next month and a half while I went through the entire airframe and tore down and inspected the

engine (the Champ has a Wagner engine conversion to an O-235 engine). Mark and Nathan were a considerable help, but threatened to charge me for each question I asked them, rather than for shop time. Having access to these two skilled mechanics offered me a unique learning experience and I would like to thank them for putting up with me then and ever since.

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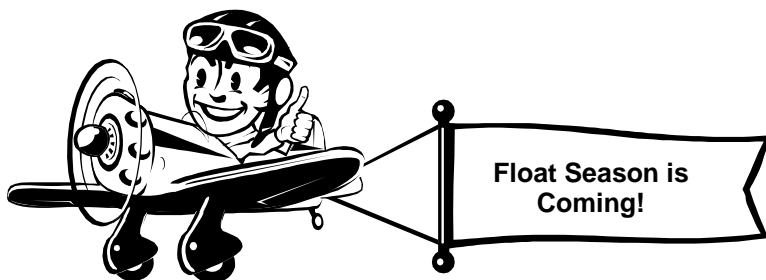
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My Champ had no electrical system and I could not visualize myself propping it while standing on a float in foot-high waves. The lack of an electrical system gave me an opportunity to install exactly what I wanted in a system. I installed a Sky-tech inline starter and a Nippondenso alternator, along with all new wiring, breakers and switches. I also installed a strobe tail light, replaced the floor and a former, installed new belts and safety harnesses, did some fabric repair, cleaned and rejuvenated the fabric and applied new

dope, replaced the windshield and sky light, repaired float attachments, recruited my father-in-law to sew new seat covers , among about a hundred other things. I now enjoy the fruits of my labor. My Champ is currently sitting atop its Aero 2000 skis as I continue to monitor Mount Redoubt ash reports. I hope this seasons flying is not interrupted by the volcanic eruption. The first photo is of my Champ N7481 Bravo heeled in at Walker Lake last summer; the last is my grandson Jonah, and me after returning home.



The Author and grandson Jonah back home in Fairbanks



**Save the Date!!**

**Saturday, May 16**

**PANCAKE BREAKFAST •**  
**YOUNG EAGLES • AIR-**  
**PORT APPRECIATION DAY**

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