



# CHAPTER 42 NEWSLETTER

February, 2003

Anchorage, Alaska

Monthly newsletter from Chapter 42 of the Experimental Aircraft Association

## FROM THE LEFT SEAT

Warm weather, melting snow in early February, and still we are veiled with darkness. The days are getting longer and it is time to fill the EAA calendar with events planned for this summer. We received several requests from members to plan fly to destination meetings last year. In this newsletter, you will find dates for several planned events. Mark your calendar for the annual Airstrip Improvement weekend, Summer Picnic at Birchwood Airport, and Saturday Morning Flight.

We are fortunate to have an additional Technical Counselor join our chapter. Tom Lawhorn has offered his expertise, composite materials, and will host a chapter meeting in his shop. He plans to offer one or more classes on composite materials. Tom brings a wealth of knowledge and will give us an opportunity to learn more about composites. Welcome Tom! During my visit to Tom's shop, I watched Tom for about 15 minutes repairing a fiberglass sled and learned several practical techniques working with fiberglass and resins. I look forward to learning more from Tom.

*Matt Freeman*

### Saturday Morning Flight

Meeting Time: 10:00 a.m.

Meeting Location: To be announced

Destination: To be announced

Dates: First Saturday of the month

June 7, July 5, August 2, and September 6

### Backcountry Airstrip Improvements

June 14 & 15

June 21 & 22 (Alternate)

### EAA Chapter 42 Annual Summer Picnic

Location: Birchwood Airport

Date: July 26

Time: Noon until the food is gone

## NEXT MEETING

Our next meeting will be Tuesday, Feb. 25 at 7pm at the shop of Tom Lawhorn at 3850 Westminster Way. As Matt's article says, Tom is a new technical counselor for our chapter and a great resource for questions on composite work. This meeting will be a great introduction to working with fiberglass, epoxy, etc., and a good lead-in to some hands-on workshops later this year.

**Directions:** From Tudor Rd, 1 block west of Boniface, turn north on Checkmate and go to Wesleyan Dr. Turn left and go to Queens Ct. Turn right to 3850 Westminster Way. Or from Northern Lts Blvd, turn south on Wesleyan and go to Queens Ct, turn east (left) to Westminster to 3850.

## MURPHY MOOSE

Our last meeting was held at the garage of Ron Kakeldy. Ron and Paul Erickson are building a modified Murphy Moose. The Murphy Moose is the big brother to the Murphy Super Rebel. Both planes are all metal high wing Beaver type planes. The Moose has numerous structural modifications to allow engines in excess of the Super Rebels 250HP allowable limit. Modifications include a thicker windshield, strengthened wing attach points, longer gear legs (to accommodate larger props), beefed up tail feathers and more. Ron and Paul will be fitting their Moose

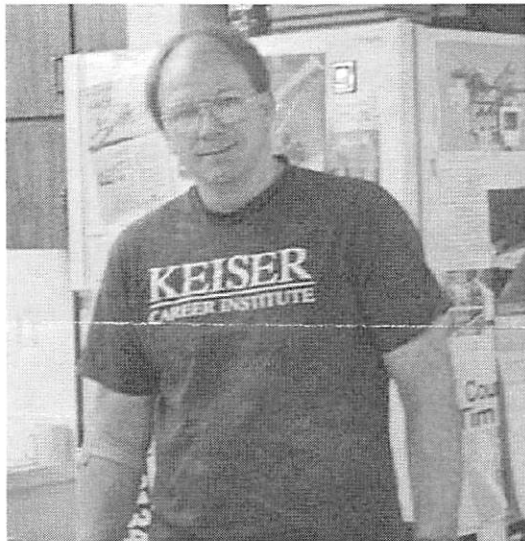
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Paul Erickson in Ron Kakeldy's Murphy Moose

The GlaStar builder guy came to our house this week (Feb 4, 2003). It's true. And ever since, things haven't been the same. Not at all. Now, this is not all bad, but for the spouse of the builder, it's not all that much fun, either. I've tagged myself a builder's widow, and now have an inkling of what those husbands of quilters must feel like. Alone. And afraid. Very, very afraid. Mostly afraid of husbands being eaten by the plane. And of the money being spent on the project, parts, and "stuff." Not to mention the evening beer!

It all started a few months ago when word went out that some other GlaStar builders in the Anchorage area were thinking of bringing a master builder, Zach Chase, from the warm sunny life in Florida to spend some winter time up here. We talked about it, my builder and I, and decided it would really give our 6 year old project a boost.



Zach Chase working on Tim Rittal's GlaStar

We put our name in the hat, and along with Paul Kvernplassen and Bob Cassell, pooled our money and reserved Zach for the end of January / beginning of February.

Things then started happening out in the garage. Tim (my

builder) wanted to work on setting the wings and on the fuselage while Zach was here. That meant more tools, more supplies, some preparation work, and worst of all, the news that MY CAR would have to be outdoors "for a few days" while the builder guy was here. Now, the deal at the beginning of all this plane building was that my car could stay in the garage during the building phase, but seems this was a "special occasion" and it would have to go. (Luckily, Zach brought the Florida warmth with him...note, I did not say "sunshine," but warmth...so my car sat in 32-40 degrees instead of minus 20 degree cold.)

I could live with that. But then Tim drilled a hole in the sheetrock of the garage ceiling, so the plane could be level while the rudder stuck up into the overhead crawlspace.

I could live with that. But then Tim built a little "off the wall of the garage" shed to put the right wing into when they were mounted. He did use mostly recycled materials (lots of old doors from a house we were renovating) but the windows had to come out of the garage. It was pretty

ingenious, actually, but weird looking. It brought lots of comments from neighbors and friends. Mostly in the "interesting", "what's that?" and "hmmmmmm" category of comments.

Luckily the warm weather held or the boys (and my car) would have been freezing out there.

First night the boys worked until 10:40pm. I could live with that. The second night they worked until 12:30am. The "understanding wife" factor was dwindling a bit. It helped that Bob called that night and assured me his wife had felt the same way...glad to get her husband back after 5 days with the builder guy. At least I knew I wasn't alone! Night #3, Tim and I went out to dinner. The restaurant's 35 miles away. I was looking forward to having my plane builder all to myself for a few hours before he went back to Zach. Which he did, until midnight. Day #4, Tim again accompanied me to a banquet after a full day in the garage. I was getting used to the aloneness. Zach kept assuring me he wouldn't be here forever. I appreciated his words. Zach was in bed when we got home that night, so Tim got to sleep at a "normal" time. Day #5 was a long one for the boys...out in the garage about 9, a second wind coming their way after a nice "normal" dinner (read, not caribou or salmon, but chicken). I looked at the clock when Tim's cold feet hit my leg...1:32am. WOW! They really had put in some time! Day #6 was a short one on account Zach was heading home that night on the red-eye. He finished up at 7pm, ate a hasty meal of pizza and salad, and then was driven to Paul K's for a final looksee on his project. It was kinda sad to see Zach go...he'd become part of the family in a very short time. But then I got my husband back (sorta...he's still got things he's got to get done this week). But I could live with that.



Tim working on his GlaStar

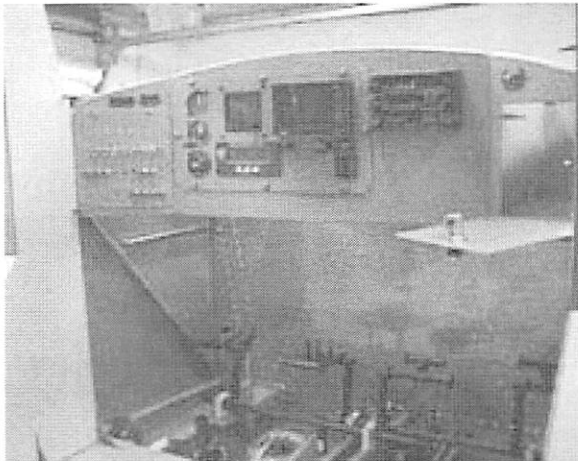
I'm thinking of starting a support group for airplane builder spouses (ABS). We'll track Zach's flight plan, and meet via teleconference with the spouse he's "widowed" with his visit. We'd have to include AJ, Zach's wife and soon-to-be mother in the meetings...if it's hard on us for a few days, it must be extremely trying for her with Zach out of state. (Thank goodness for cell phones, eh AJ?) So, AJ, thanks for letting him come and visit and work real hard. He's a great guy on the road, and does you proud! Does himself proud, too. The progress he made, the smile he put on my husband's face, was well worth the 66.5 hours he put in on our project. And I can live with that!

Thanks, Zach, and you and AJ are always welcome at the Lakeside B&B and plane shop. Happy baby learning class and keep the ketchup bottle handy!

## MOOSE (con't from page 1)

with a 400 HP radial engine, model M14PF-XDK. (More information on these engines can be found at <http://www.gesoco.com/engines/m14pf.html>.)

Ron and Paul began their project with a quick build kit. This kit, with a majority of the wing and fuselage structure already solid riveted, cuts hundreds of hours off the standard build time. This project is unique in the additional modifications that are being incorporated into the



Murphy Moose panel and glovebox

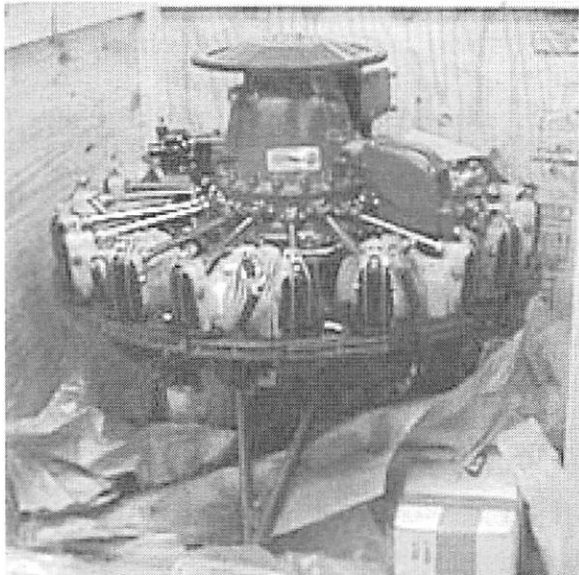
plane. For starters, this Moose is being built with swing up float doors. Door hardware is being custom made for these doors including

rotating door levers with three point locking mechanism.

The standard Moose has a single rear cargo door. This Moose has had a second door added to the rear of the plane to ease loading from either side.

The panel is being filled with all of the latest and greatest electronics, and a convenient "glove compartment" has also been added to the dash. Also, a lot of the normally unused space in the floor of the aircraft has been modified to allow for storage of small items that would normally be cluttering the cabin.

Paul and Ron are working to have the plane flying this summer. We will keep you updated as the build progresses.



400HP radial model M14PF-XDK

## CHAPTER 42 OFFICERS

**PRESIDENT** 696-0747 (hm)  
Matt Freeman 271-5455 (wk)  
Matthew.Freeman@faa.gov

**VICE PRESIDENT** 345-4554  
Gale Partch galepartch@msn.com

**SECRETARY/TREASURER**  
Chris Gill 227-9352

**NEWSLETTER EDITOR** 248-2249  
Tim Rittal tim@timrittal.com  
Photos for newsletter ann@timrittal.com

**TECHNICAL CONSULTANT** 333-2215 (hm)  
Cliff Belleau 248-7070 (wk)

**DIRECTORS**  
Jack Brown 248-1060  
Jim Moss 243-5151  
Jerry Nibler 258-3086  
George Reed 746-5097

**MONTHLY MEETINGS** 4th Tuesday  
243-4239 ext 4242 for location/program

## FROM THE MAILBAG by Jim Thomas

The EAA's Vintage Airplane group has boosted my ego a couple of levels by publishing an article about me and my Chrome Cub in the November issue of *Vintage Airplane Magazine*. Unfortunately, the magazine is only available to those members of the EAA who are also members of their Vintage Airplane group. Luckily, they have posted the article on their website and it can be viewed or downloaded by anyone. Here is the web address: [www.vintageaircraft.org/featured/index.html](http://www.vintageaircraft.org/featured/index.html) and then click on the link: Featured Articles - Vol 30, No. 11 - November 2002, Chrome Cub.

## TREASURER'S REPORT

Most members are current on their annual dues. If you still need to submit your dues for 2003 (\$24) contact Chris Gill at 227-9352, pay at the next meeting, or mail your check to 2618 East 20th Avenue, Anchorage, AK, 99508. We also still have a few 2003 calendars available (\$10). These can be purchased at the club meetings or at Reeve Airmotive on Merrill Field.

EAA CHAPTER 42 HQ  
18727 Danny Drive  
Eagle River, AK 99577



## SIGNS SEEN ON THE STREETS...

On a septic tank truck sign: "We're #1 in the #2 business."  
At a proctologist's door: "To expedite your visit please back in."

On a plumbers truck: "We repair what your husband fixed."  
On a plumbers truck: "Don't sleep with a drip. Call your plumber."

At a tire shop in Milwaukee: "Invite us to your next blow-out."

On a plastic surgeon's office door: "Hello. Can we pick your nose?"

At a towing company: "We don't charge an arm and a leg. We want tows."

On an electrician's truck: "Let us remove your shorts."

In a nonsmoking area: "If we see smoke, we will assume you are on fire and take appropriate action."

At an optometrist's office: "If you don't see what you're looking for, you've come to the right place."

On a taxidermist's window: "We really know our stuff."

In a podiatrist's office: "Time wounds all heels."

On a fence: "Salesmen welcome! Dog food is expensive."

At a car dealership: "The best way to get back on your feet - miss a car payment."

Outside a muffler shop: "No appointment necessary. We hear you coming."

In a veterinarian's waiting room: "Be back in 5 minutes. Sit! Stay!"

In a restaurant window: "Don't stand there and be hungry... come on in and get fed up."

In the front yard of a funeral home: "Drive carefully. We'll wait."

At a propane filling station: "Tank heaven for little grills."  
And don't forget the sign at a Chicago radiator shop: "Best place in town to take a leak."

## FLY MART

Free to members. Contact Tim to place an ad: [tim@timrittal.com](mailto:tim@timrittal.com) or 907/248-2249.



**FOR SALE:** LOM 232 4 cylinder lowline with Murphy Rebel mount. 15 hours total time, comes with all accessories. \$10,000. Julian Smith, 694-7881.

**FOR SALE:** 45:100 epoxy ratio pump by Michael Engineering \$50. Call George Dorman 349-1864.

**FOR SALE:** Schemmp/Hirth Austria SHK-1, N909D, serial #7. Built in 1965, the last and best of the German plywood ships. Glide ratio of 38 at 54 mph. I have the logs and manual. The sail plane is in good condition, but needs refinishing. The price is \$5,000 including the trailer. See website for pictures: <http://ewtq.tripod.com/> or Email: [ewt@gci.net](mailto:ewt@gci.net). Phone (907)-243-7245. Eric Tasker