



CHAPTER 42 NEWSLETTER

January, 2003

Anchorage, Alaska

Monthly newsletter from Chapter 42 of the Experimental Aircraft Association

FROM THE LEFT SEAT

Welcome to the start of a great new year. For the last chapter meeting of 2002 we were fortunate to see David and Earl Ausman's fast build GlaStar. The craftsmanship and amount of work of this fast built airplane was excellent. I can remember the multitude of tasks building my GlaStar that David and Earl will bypass. The completed tasks should take at least a year off the build time. Thank you, David and Earl, for sharing your wonderful project.

Last year we were busy! We started the year off by visiting several projects and seeing the various stages of construction, rented a booth at the Alaska Airmen's Association Trade Show, improved the Chisana airport, and then celebrated with a summer barbecue at the Birchwood airport. Each of the meetings are an education, and I have a fun time meeting new friends and maintaining existing ones.

Our chapter is fortunate. We have members willing to donate time to make each of our activities a reality. Board meetings, telephone calls, e-mails, scoping out new meeting places, putting out the newsletter, trips to the store for refreshments, etc. are part of what makes it happen. Thanks to all of you that contribute to making the Chapter meetings and events a success. If you'd like to help the chapter in any way during 2003, please contact one of the officers listed on page 3.

Matt Freeman

NEXT MEETING

Our next meeting will be held at Ron Kakeldy's garage. Ron is working with Paul Erickson to build a 400 HP Murphy Moose (the big brother to the Super Rebel). This project was begun with the Murphy quick build option. Ron and Paul are incorporating lots of clever upgrades which make this one special bird.

The garage is located at 3747 North Point Circle. To find the shop, take Jewel Lake south, cross over Diamond and go down the hill to the stop at the bottom. Turn left at the stop, drive up the hill to a right on North Point Circle. The shop and adjoining house are green.

Meeting begins at 7PM on Tuesday, January 28th.

MERLIN GT N116CH by Chuck Hosack

On September 2, 2002, my Merlin GT took off for the first flight after 450 building hours spread over the last two years. This was my third home-built completion and, despite my good experiences with the other projects, my heart rate went up a bit on the first lift-off. Any apprehension quickly went away as the plane performed as expected

continued page 3, MERLIN GT...



The Merlin GT N116CH

I am sorry to say our 24 hour Hotline is dead. An unfortunate victim of computer obsolescence. Seems like the machine was too reliable for its own good and the vendor couldn't make enough money on machines that just keep cranking for years without replacement or subscription fees. They stopped making them and no one will work on it. So far, we have been unable to find another product like it. If anyone out there knows where we can find a replacement, let me know. Meanwhile, you will just have to keep your newsletter or call another member for directions to the next meeting.

Speaking of meetings...at the last directors meeting, we talked about what we would like to do in 2003 and beyond as a Chapter. I offered to pose the question to the whole chapter in the newsletter.

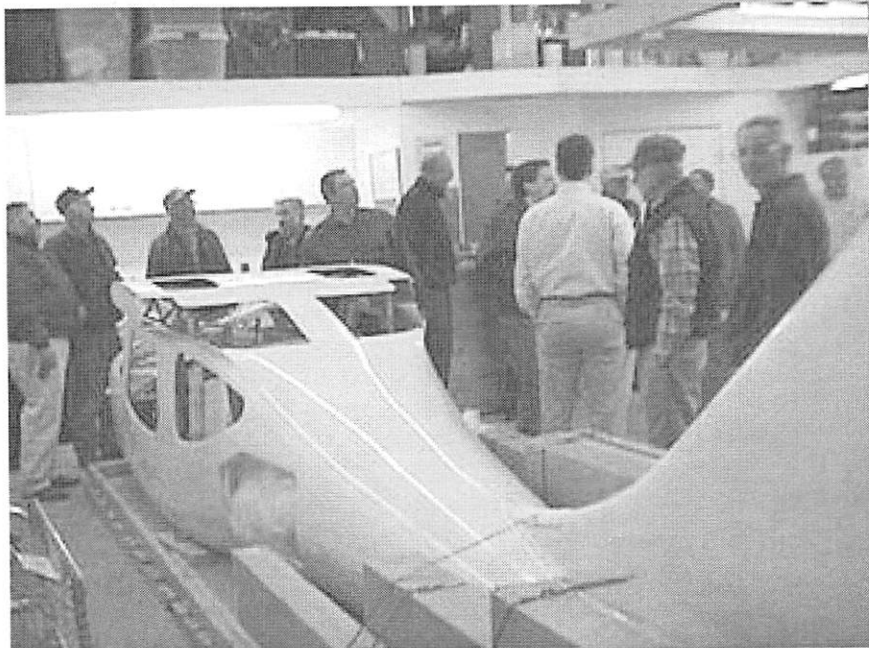
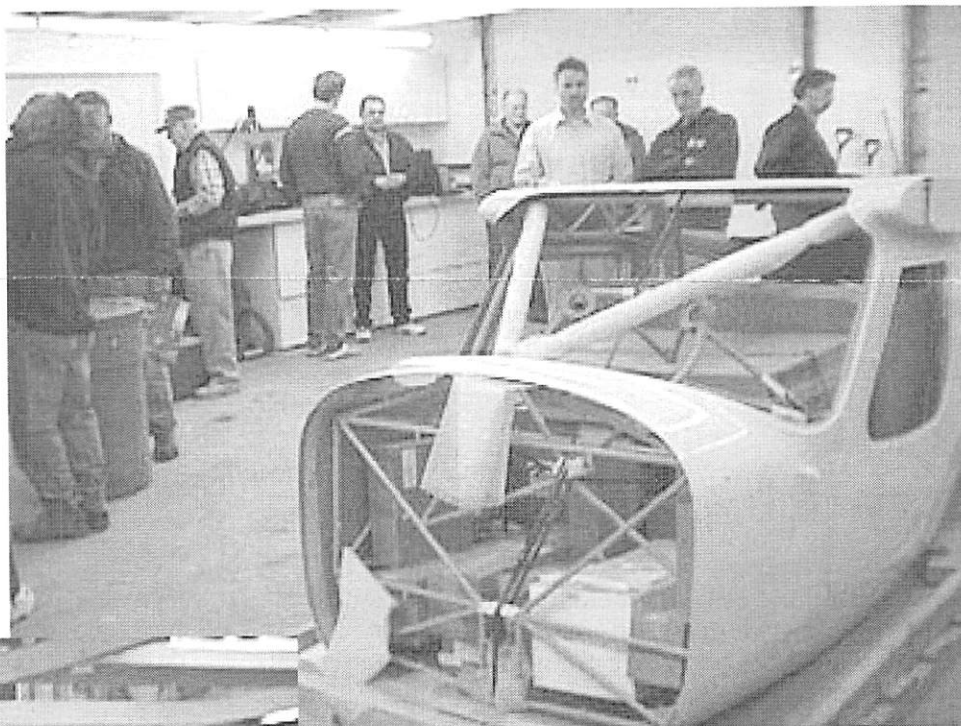
What activities would you like to see our chapter do? Are you happy with the current monthly meetings? Have other ideas? Is there something you have always thought we should try?

Don't be bashful. **We want your feedback.** You can send your input to any of the directors or to me by phone, fax, e-mail, snail mail, in person or at the next meeting.

See you on the 28th.

We still have several dozen 2003 EAA calendars for sale at the January club meeting. This year's calendars are still priced at an unbelievably low \$10 for a full 12 months of airplane pictures. Calendars are also available at Reeve Airmotive on Merrill Field. Special thanks to Dan at Reeve for helping the club with calendar sales. Stop by Reeve and see the new layout inside. Dan has really cleaned the place up with many more items out on display. Kind of like a Toys R Us for plane people!

We will also be collecting dues for the 2003 calendar year. Dues for EAA Chapter 42 remain at a low \$24 per year, or \$34 with a calendar. Your dues cover the costs of the newsletter and special event printings and mailings, snacks and drinks for the meetings, food for picnics and fly-ins, and other club sponsored activities. If you won't be making the January meeting, dues can be mailed to Chapter 42 Treasurer Chris Gill at 2618 East 20th Avenue, Anchorage, AK, 99517.



**David and Earl Ausman's
quick-build GlaStar,
site of the
November, 2002 meeting**

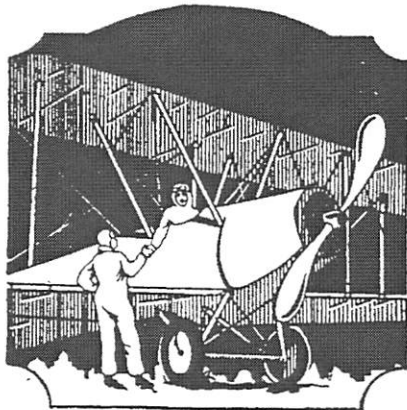
MERLIN GT (con't from page 1)

and the flight went smoothly. I have now put about 11 hours on the plane before putting the test program on hold until next spring. The plane is parked near the north end of the Lake Hood strip and the FAA has allowed me to do the test flights from there.

The Merlin is a two-place, side-by-side, tube and fabric aircraft that was originally designed and sold in Canada. Mike Presley is a local dealer for the Merlin line and he had a kit in town that had the wings partially completed. I bought that kit to stay with my goal of keeping the costs down. The power plant is a 75 hp Rotax 618 with a Warp Drive prop. The kit comes complete with just about everything needed except for some of the final finishing supplies. I chose the Merlin for a number of reasons, but the main ones were interior space, low price, and good, rugged performance. I can fit my large sized body (235+ lbs) in side plus it has a very large baggage area that will hold 100 lbs.

Construction and painting was done in one side of my garage since my wife refused to leave her car outside in the winter. Construction was very straight forward and this would be an easy project for a first time builder. As with most of these kits all welding is already done so it is just a matter putting all of the pieces together using basic shop tools. The plane was finished using the stand Poly Fiber (Stits) process and materials. The only extras I put in the plane were a fishing rod tube, Aeroflash nav/strobe lights, electric trim servo from Mac's, and a map box from Van's Aircraft.

The empty weight was 624 lbs with a gross of 1300 lbs. Take-offs and landings are usually less than 300 feet if you don't count the bounces on the botched landings. It cruises at 80-85 mph and stalls at 35. The rate of climb has been about 750 fpm which is the only figure so far that has been less than the manufacturer's predicted number. I will work with the prop pitch and engine tuning next summer to see if I can improve that. If all goes well next summer with the test program, I plan to put the plane on floats. AeroComp has a reasonably priced set of amphibious floats that would be a nice Christmas present next year.



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

FLY MART

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

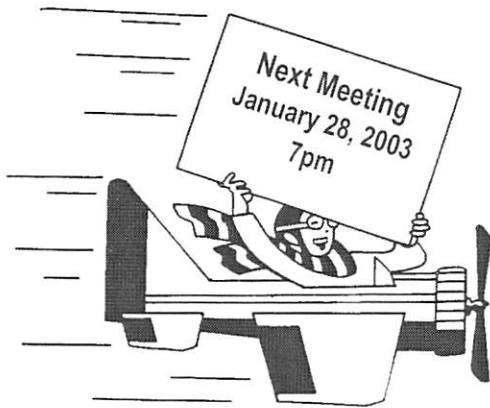


FOR SALE: LOM 232 4 cylinder lowline with Murphy Rebel mount. 15 hours total time, comes with all accessories. \$10,000. Julian Smith, 694-7881.

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

FOR SALE: Quickie with 22 horsepower Onan engine. I have a fiberglass cowling for a 505 Rotax engine. See it on Eric Tasker's website: ewtq.tripod.com or e-mail him at ewt@gci.net or try the telephone at 907-243-7245.

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



XXXXXXXXXX
Eagle River, AK 99577
XXXXXXXXXX

45802+4112 02



TIME TO LAUGH...

The Wisdom of Will Rogers

A couple of F-15 fighters are escorting a C-130 Hercules, and their pilots are chatting with the pilot of the old transport plane to pass the time. Talk comes around to the relative merits of their respective aircraft.

The fighter pilots contend that their airplanes were better because of their superior speed, maneuverability, weaponry, and so forth, and pointed out the Hercules deficiencies in these areas.

After taking this for a while, the C-130 pilot says, "Oh yeah? Well, I can do a few things in this old girl that you'd only dream about."

Naturally, the fighter pilots challenge him to demonstrate.

"Just watch," comes the quick retort.

And so they watch. But all they see is that C-130 continuing to fly straight and level.

After several minutes the Hercules pilot comes back on the air, saying "There! How was that?"

Not having seen anything, the fighter pilots reply, "What are you talking about? What did you do?"

And the Hercules pilot replies, "Well, I got up, stretched my legs, got a cup of coffee, then went into the back and took a leak."

1. Never slap a man who's chewing tobacco.
2. Never kick a cow chip on a hot day.
3. There are two theories to arguing with a woman...neither works.
4. Never miss a good chance to shut up.
5. Always drink upstream from the herd.
6. If you find yourself in a hole, stop digging.
7. The quickest way to double your money is to fold it and put it back in your pocket.
8. There are three kinds of men. The ones that learn by reading. The few who learn by observation. The rest of them have to pee on the electric fence for themselves.
9. Good judgment comes from experience, and a lot of that comes from bad judgment.
10. If you're riding ahead of the herd, take a look back every now and then to make sure it's still there.
11. Lettin' the cat outta the bag is a whole lot easier'n puttin' it back.
12. AND FINALLY after eating an entire bull, a mountain lion felt so good he started roaring. He kept it up until a hunter came along and shot him. The moral: when you're full of bull, keep your mouth shut.