

DEC
2014

Happy Birthday Herb!

Our patriarch Herb Anderson celebrated his 88th birthday with a few of his friends at Black Canyon Aviation on MTJ. Herb sends thanks all who attended and to Black Canyon Aviation for sharing their great facility. Herb's Long EZY is for sale.



We love you Herb! Way to show us how to live

December EAA 1373 meeting will be held in Graham's hangar at AJZ 10 a.m. Saturday, December 6th. 2015 EAA Calendars will be for sale. Please pay you 2015 dues.

Thanks to Byron for pictures from last month's meeting at Chuck's



Old
time
black
and
white



Around the Valley

Bob Croft & George hung the Lycoming on Bob's Tailwind.

Jeff B. has verified that the new checker board rudder actually does add 19.5 M.P.H.

Ron Peterson purchased Doug Shenk's RV-6A project.

Dwayne's KR-2 is pretty much ready to go!

Lowell sold his Cessna 179 1/2 to a fellow in MN and re-purchased George's Murphy Rebel. I hear it's not going back to George no matter how much he cries.

Bill Albright is working feverishly on the RV-9A trying to get all those electrons going where he desires.

Bernie H. is spending a lot of time at Meadow Lake making big headway on his RV-14 fuselage.

Trumpfeller is doing daily calculations on just how long till he has to relocate his RV-7 to AJZ.

Bob Said said he has a new prop for his KR-2.

Did Bob Bailey move to Oregon?

Who is John Gault?

Doug Shenk wishes to thank his many friends who helped get his RV6A project sole. Special thanks to Bob T., Ron R., Ric l., and especially Lowell M..



We did our annual trek to Copperstate this year. Graham decided not to go this year due to Payson Airport being closed from sunrise to sunset, Monday through Friday for the month of October. The sunrise to sunset arrangement put a crimp in our Payson routine, so it was decided that we would arrive at Payson on Friday right at sunset to quickly unpack and set up our tents before dark while starting a fire for the customary hot dog roast. I think Jeff's newly painted checker board rudder really did add 20 knots to his cruise because he dropped off his friend Ryan at Phoenix and still made it back to Payson and had his tent set up before Tom and I landed. I did sidetrack a little to show Tom meteor crater, but that extra 20 knots is hard to keep up with. Bob volunteered to haul the food and drinks to Payson since he was solo. Hot dogs were just as delicious as I remembered! Many tall tales were swapped as we sat around the campfire. The first guy never had a chance.

Jeff's coffee started perking a new secret blend just as the sun rose. A good wake up ritual to ready us for the walk to the on-field Cross Wind restaurant. After a good breakfast it was time to pack up and head to Copperstate. Jeff and Tom led Bob and I in a perfect morning two plane flight. We opened the canopy as soon as we landed and it was already hot. Many nice planes on the field. However I'm going to sidetrack a little here to mention the hit of the show for me. Probably ten years ago I got a call from Marcel Jurca (the designer of my first homebuilt, the MJ-5 Sirocco and my current project the MJ-51 Sperocco) asking me to visit two MJ-100 (full scale Spitfires) being built in Prescott, AZ and to let him know their status. I said I would, and I did along with Tom. Both projects were well along. Tom and I visited Andy's project first and he said Bob DeFord was out of town but he had keys to Bob's hanger. Stepping in to Bobs hanger just about took my breath away. Here sat full scale Spit with a V-12 Allison hanging on it's nose. The project was all painted except for the wings which were complete except for skinning. So we not only got to see what the finished product would look like but also the craftsmanship of the wood wing interior. Beautiful! I was fortunate to meet Bob DeFord on the flight line and able to chat with him about his project. I should mention that the MJ-100 is steel tube fuselage with aluminum bulkheads and skin. The wings and tail group are wood construction - just like but beefier than my MJ-51. Getting back to the current time - walking up the show plane line there it sat. I walked around it so many times I started slipping in my own drool. It brought back memories of Marcel trying to persuade me to build a MJ-100 instead of the MJ-51.

Saturday evening Jim Garner, the Payson F.B.O. manager and Jeff's mentor from way back joined us for more hot dogs and a fresh supply of tales. Super nice guy.

Time to close so Dee can get this letter to Ric. Oh yes - one more never gonna' happen again - we had a 25 knot tailwind all the way home - Payson to AJZ = 1 hr. 35 minutes! Maybe I should checker board the 8's rudder - I could get used to that speed.

Lowell

Two Brother-in-Laws In The Early am AJZ

Greg Arehart flying a RV9 currently out of Reno, soon to be of EAA 1373, was spotted preflight at Delta Blake. Greg's brother-in-law Chuck Clemen is a 1373 member flying his Sonex out of Westwind's north of Delta



Reminder, Herb's Long EZ is for sale.
For information call me and I will get
you to the source. Ric 970-856-4234



Is this a good looking
tail or what?