



EAA CHAPTER 515
Fort Collins/Loveland
Colorado

NEWS

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515 Officers

President

Taylor Stephens
tstep5280@aol.com
206-9266

Vice President

Milo Smith
milosmith@flashmail.com
407-1105

Secretary

Doug Dempsey
shearbond@aol.com
221-0261

Treasurer

Ron O'Dea
r2odea@hotpop.com
667-9558

Newsletter Editor

Ron Grob
rong@rongrob.com
PO Box 1417, Lvlld 80539
office 667-5320
home 667-3161
fax 667-5322

Publication

Larry Drake
ldrake@rpa-info.com
613-0097



Ron "Z" Discusses Weather for Pilots



*Ron Zasadzinski
Instructor Extraordinaire*

Milo did it again, and we heard another well-prepared and very informative speaker at the May meeting.



Ron Zasadzinski discovered his affinity for aviation at an early age, and built his first model of foam at the age of three. His father worked for an airline, so he heard about aviation as he grew up, and he learned to fly. Trained as a nuclear physicist, he discovered that teaching flying, and especially aviation weather, is his true vocation. Now he instructs locally and for the American Bananza Society all over the USA.

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EAA CHAPTER 515 MEETING

When: Friday, June 7, 2002 • 6:00 PM fellowship; 7:00 PM dinner
Where: Holiday Inn on Mulberry (near I-25 exit 269), Fort Collins
Program: Banquet with General Robin Olds

Ron Z.- (continued from page 1)

Ron supplied us a handout with several aviation weather web sites and discussed their virtues. He has his own web site, www.flyron.com and a wealth of weather information is available there. He also mentioned a site, www.enflight.com where you can set your own weather minimum standards. Both sites are free, at least for now, but you must register for the enflight site. You can also do flight planning on the enflight site.

Ron told us about current and upcoming weather-in-the-cockpit devices, which are either ground-based, or receive data from satellites. They are either portable, available now, or panel-mounted, available "soon." The future is here, and it is changing rapidly. ■

Chapter 515 BANQUET

June 7th with Gen. Robin Olds

The chapter 515 banquet is coming up soon—June 7, at the Holiday Inn on Mulberry near I-25(exit 269). We are fortunate to have Gen. Robin Olds as our speaker. Just as important is the fellowship of our own members and guests. It appears that we will have a number of guests from among the Denver area EAA chapters. Fellowship will begin at 6:00, with dinner at 7:00. We will not have an open bar, but the lounge will be next door to our banquet room. Guests are welcome. Please make reserva-

tions at least a week in advance, although we should be able to accommodate latecomers. Tickets are \$22. We can accept checks at the door. For reservations, please call Dean Hall at 226-4486 or Taylor Stephens at 206-9566.



Medal of Honor treated as a weapon??!

This is the Bob Greene column of 2/24/02 in the Chicago Tribune. How sad is this story?!? I guess I missed the part where the airlines apologized and begged for forgiveness of an 86-year-old WWII hero.

"They just kept passing it around - there were eight or nine or 10 of them who handled it before it was over," he said.

"They had found it in my pocket at the airport, and they thought it was suspicious. It's shaped like a star, and they were looking at the metal edges of it, like it was a weapon. I asked for it back, but they kept handing it to each other and inspecting it. I was told to move to a separate area.

"I told them - just turn it over. The engraving on the back explains everything. But they thought they must have something potentially dangerous here.

"I told them exactly what it was - I said, 'That's my Congressional Medal of Honor.'"

The man relating that story is retired Gen. Joe Foss, 86. His experience last month in Arizona - at the international airport in Phoenix - may be the ultimate symbol of the out-of-kilter times we are going through. We are so afraid of terrorists in our midst that what happened to Foss is not only believable, but perhaps even inevitable:

The Congressional Medal of Honor will be taken from its recipient because it looks vaguely ominous.

I spoke with Foss because I wanted to hear it from him

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Doug Dempsey

By Dean Hall



Doug Dempsey

Doug Dempsey is another general aviation guy who is now being converted into a homebuilder. He is not quite sure how far that is going to go, but he is headed in the right direction. And he has the skills. Doug is an engineer from way back. He grew up on a farm in Kansas. He disliked farming, but early on developed a mechanical aptitude which determined his career.

He worked his way through Kansas State University and graduated with a BS in Mechanical Engineering. From there, he went to the “job that newly minted engineers dream about.” He was the Product Development Engineer at Ford Motor Company at their Dearborn, MI, test facility. There he did some of the first computerized testing of automobiles, including devel-

oping the programs.

He had gotten his pilot’s license in 1962 while in college, but there were only interludes of flying for the next several years while he worked his way through various jobs and more schooling. At Oklahoma State, he earned his MS in Mechanical Engineering. He ran a fledgling factory producing printers, was director of R&D at Wilson Sporting Goods and had his own company in sporting goods and computer fitness. In the meantime, he gained his MBA at the University of Chicago in 1980.

In 1983, this earned him one of the defining experiences of his life, a job that was challenging and difficult, yet rewarding. He became the V.P. of Operations at the Huffy bicycle factory in Dayton Ohio. This involved taking over a smokestack factory of 22 acres under one roof, with 2,000 disgruntled workers. The plant had been grossly mismanaged. He turned it around, and three years later, his efforts were recognized in a front-page article in the Wall Street Jour-

nal—“The Miracle on Grand Lake Road.”

One of his escapes from the pressures of this job was to go flying, and so he took it up more seriously, and credits his lady instructor with building his confidence and making a real flier out of him. He joined a professionally run flying club with seven airplanes, and it was a good experience. In 1989, he bought a Mooney M20. By this time, he had his own business in operations consulting and product development, specializing in

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Doug Demsey - (continued from page 3)

composites, and it took him over most of the United States.

Having moved about the country extensively throughout those years, he and his wife Brigitte in 1990 chose Ft. Collins as "the home where we could invest ourselves regardless of where we lived." They chose a home site high on the hillside above Horsetooth Dam that was reminiscent of Brigitte's origins in the Austrian Alps. They settled there in 1994. The Mooney has been his business magic carpet during these years. It had 1200 hours on it when he bought it 15 years ago, and it now has 3200 hours. One of his dramatic flying experiences was a storm penetration very much like Ron Grob's event described in the last newsletter, except that unlike Ron, Doug's wife and their two daughters were along. The whole family concurred that anything that would help prevent another such experience was warranted, and so the Mooney was quickly equipped with a Stormscope.

There then developed a chain of events which resulted in "Doug's Words to the Wise: *If you tell your wife that you want her to have 5 hrs of instruction so that she can land the airplane in an emergency, it is going to cost you more than you expected.* Brigitte now has her license."

He continues to consult, has some patents on revolutionary bicycle construction involving

composites, has developed a sophisticated computer program for determining radiator requirements in airplanes using water cooled engines, and has completed the empennage of an RV-7. Doug is a car buff, and an engine person. He has a dual rotor Mazda engine with which he plans to power it. It might appear that Doug has just recently drifted into being a homebuilder. That definitely isn't so. Actually, he had dreamed of building an airplane back in the early 70's, including visiting the EAA museum when it was in Hales Corners, WI. He, like a lot of genuine EAAers, had been awaiting that elusive combination of time and money. Like a number of our officers, Doug has been in the chapter only a couple of years. He has volunteered to be our Secretary, and brings real leadership to the chapter. ■

Get your Chapter Patch at the next meeting.



Medal of Honor - (continued from 2)

directly. He told me that he holds no animosity about the incident - "I'm just as interested in defeating the terrorists as anyone is, I promise you that" - and that he is mostly sad that no one knew what the Medal of Honor was.

Foss was awarded the medal by President Franklin D. Roosevelt during World War II after shooting down 26 enemy planes as a Marine fighter pilot in solo combat in the Pacific. He grew up in South Dakota - after the war he would become governor of that state - and took flying lessons as a young man, then went to war.

He lives in Scottsdale, Ariz., and when he travels he is patted down in airports instead of going through the metal detectors, because of a heart pacemaker. At the airport in Phoenix, he said, he was being searched manually and he put his jacket through the X-ray machine.

A couple of things caught the attention of the screeners - rightly so. Foss has a keychain made out of a dummy bullet, with a hole drilled through it to make it evident it is harmless; he also carries a small knife/file with the Medal of Honor Society's insignia on it. The screeners took both of them from Foss - traveling during these nervous days with items that look like bullets, or with even a small knife, will, and should,

(continued on page 5)

invite scrutiny. Even if you're 86. Even if you're a war hero.

That's not what frustrated him. The screeners, he said, allowed him to mail the keychain and the little knife back to his home from the airport. But for 45 minutes, he estimated, he was passed from person to person, made to remove his boots and tie and belt and hat three different times, and prevented from boarding his flight (he was eventually allowed on) because the security personnel, he said, had misgivings about his Medal of Honor.

(America West Airlines, in whose terminal in Phoenix the incident allegedly took place, said through a spokeswoman shortly after the misunderstanding that the airline's objective is to ensure safety and security for all passengers and employees.)

"I want you to know," Foss told me, "that I don't go around wearing my Medal of Honor, or carrying it with me. The only reason I had it with me on this flight was that I was supposed to give a speech to a class at the United States Military Academy at West Point, and I thought the medal was something the cadets might be interested in seeing."

I asked him what he remembered about being presented the Congressional Medal of Honor.

"I was right fresh out of combat when I was called to the White House," he said. "FDR was behind his desk, and he pinned the medal on my uniform. He said it was for actions above and beyond the call of duty.

"I was nervous, being in the presence of the president. I think I may have been more nervous there than I was in combat. My wife and mother were with me - it was quite a day. I think President Roosevelt called me 'young feller.'"

After the White House ceremony, Foss had his photograph taken with the medal - the nation's highest military honor for valor in action - on his uniform. That photo was the full front cover of Life magazine, the issue of June 7, 1943; the cover caption was: "Captain Foss, U.S.M.C. America's No. 1 Ace."

And now, almost 60 years later, the Medal of Honor was being handed from one skeptical security screener to another in

the Phoenix airport, while Foss, at 86, took his boots and belt off as ordered.

"I wasn't upset for me," he said. "I was upset for the Medal of Honor, that they just didn't know what it even was. It represents all of the guys who lost their lives - the guys who never came back.

Everyone who put their lives on the line for their country. You're supposed to know what the Medal of Honor is." ■

Chinese Puzzle?

The following report was in "Aviation Safety" in the NTSB accident report section:

Jan 25, Anchorage, Alaska
Airbus A340

At 02.43 Alaska time, an Airbus Industrie A-340-300 operated by China Airlines took off from taxiway Kilo instead of runway 32 at Anchorage International Airport. The takeoff was without incident. The airplane was taxiing from the gate, southbound on taxiway Romeo and made a right turn onto Kilo. The airplane was cleared to take off on runway 32, but instead of taxiing on Kilo to the runway, the airplane accelerated down the 6,800 foot taxiway and took off. *After departure, landing gear tire impressions were found in a snow berm at the end of the taxiway* (emphasis mine; ed.)

Chapter 515



TOOLCHEST

*Here is a list of tools and equipment either owned by the chapter or available for use by members.
CONTACT: Walt Ellwood, 635-3436, wellwood1@compuserve.com*

Engine hoist
Flat bed trailer
Instrument panel hole cutter
Nico press, with gauges
(bolt cutter style)
Scales
Stoves
Torque wrench

Tools that members may loan out
Lycoming Engine Overhaul Stand
(Mel Callen, 587-4824)--may work with a Continental
Cable Fitting Swaging Tool
(Hugh McTeague, 586-5910)

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4800 Patmore Ash Dr.
Loveland, CO 80538*

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Ron Grob (editor)

rong@rongrob.com

office 667-5320, fax 667-5322

PO Box 1417, Lvld 80539-1417

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