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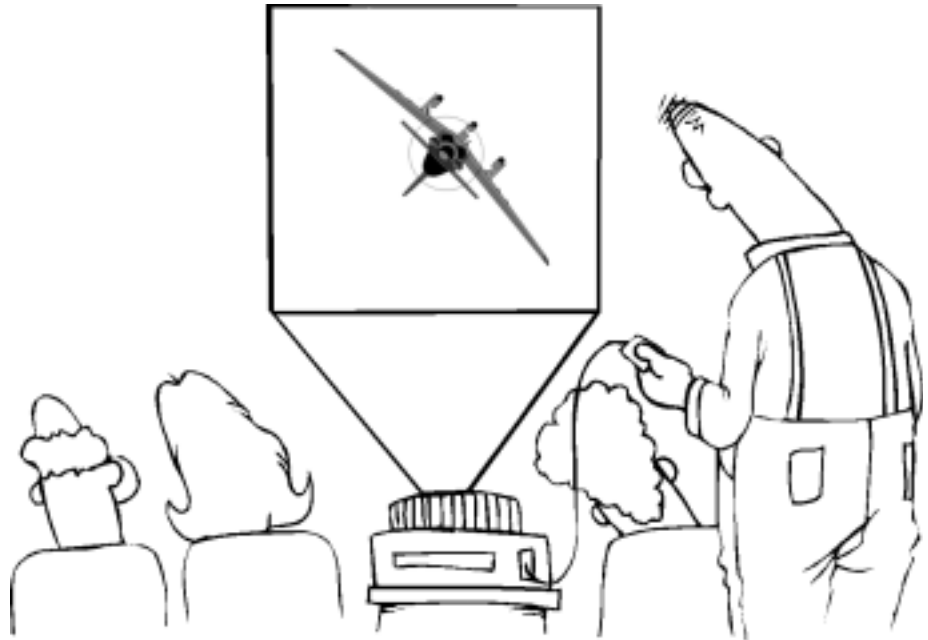
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## Continuing Education



by Ron Grob, Editor

According to Bill Hale, he told us "all that he knows" at the July meeting. If we could only know all that Bill Hale does know about flying small airplanes, we would be very wise and safe flyers indeed. Bill is an instrument flight instructor for the American Bonanza Society (ABS) who frequently learns from his students. He quoted Ron Zasadzinski, a fellow

ABS instructor and our June speaker as saying, "a safe pilot is always learning."

Over the years, during ABS seminars, there have been 5 outright engine failures in over 50,000 hours of instructing (there were 2 additional failures due to engine pump failures, but apparently back-up pumps saved the day). Once in about 10,000 hours may not seem all that risky to some people. It

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**When:** August 6, 2002 • 7:30 PM  
**Where:** Military Science Building • CSU Campus • Ft Collins  
**Program:** The Oshkosh Experience - listen to or share stories about this year's Oshkosh adventure.

**Education -** (continued from page 2)

certainly is if it happens to you, and especially if it happens at night, in IMC, or over hostile terrain.

One of Randy Bailey's students lost an engine above a cloud deck. She notified center after setting up her glide, and they vectored her to Waukesha, WI. She broke out in time to see the airport, landed, and was almost able to roll off the runway onto the taxiway. Only the tail was still on the runway. Bill's point was that good training really does pay off in a big way.

On the subject of hypoxia, Bill mentioned that the most insidious thing about low levels of oxygen in the blood is that we may be totally unaware of being impaired. In fact, we may actually feel euphoric. We might fly too close to mountain peaks, or do other dangerous things without giving it a second thought. One of Bill's students was a surgeon who said that if someone entered a hospital with blood oxygen saturation below 90%, the person would be put on oxygen immediately. Yet, that is still considered marginally acceptable by the FAA, and is what is likely to occur around 12,500 feet. The surgeon said that he always puts on oxygen above 8500 feet, and now Bill does too. It was strongly recommended that we should purchase and use a pulse oxymeter to measure our blood saturation level. It varies considerably between individuals at the same altitude, and from day to day.

Bill concluded with a discussion of the relative virtues of lean of peak, vs. rich of peak leaning procedures. He feels that rich of peak is better.

In a discussion with Bill, he told of an unfortunate encounter with a "pyro-cumulous" (he had never heard of it either). His Debonair was parked in Colorado Springs, and was struck by 1" diameter hail associated with a thunderstorm triggered directly by the Hayman fire. It is still flyable but will need some repairs.

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## AIR SHOW COLORADO

### Last Minute Stuff for email subscribers

I talked to Fred and here is the scoop:

The chapter will be given an area to set up our info booth. Fred will get us a shade tent. We need to supply the table and chairs. We can set up Friday July 26th in the evening.

Sat we need to be there from 7:00 to 6:00. Gates open at 9am. Sunday Same as Sat.

Fred will give us an area to set up that will have room for some of our great examples of homebuilt airplanes to be tied down. It would be good to even have one that is still under construction.

Hugh--bring your Sonex!  
Dean bring your RV. Talk to the others in the chapter about their plane. Walt's RV 8 might be a good one for the still under construction. Any other ideas?

People with hangars will have preferred parking. No coolers! Security will be tight.

This should be fun and a way to attract new members and to promote Young Eagles.

*Taylor*

## Mel Callen

### Three Time Builder

by Dean Hall

How much talent do we have in our chapter? Mel Callen is another example that suggests that we have just scratched the surface. His flair for making things started when he was very young; he was



always taking things apart and putting them back together. And in the course of time this led him into building airplanes. Some of us are two time offenders, er—  
—I mean builders, but Mel is a **three time builder.**

He was born in Scotts Bluff, Nebraska and grew up in Brush, Colorado. For the most part, he generally wasn't around airplanes as a youth. However, he did have his first airplane ride at age 4 in a J-3 Cub and it was not an auspicious start; he was scared all the way around. In spite of this he knew in grade school that he wanted to be a military pilot. He remembers that at age 10, he watched B-52s high in the blue leaving contrails

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Mel Callen - (continued from page 2)

across the sky. This point in time coincided with the formation of the U.S. Air Force Academy at Colorado Springs, and this became his objective. Like some of the rest of us, the need to wear glasses squashed that dream. But the building skills led him to a degree in Mechanical Engineering right here at CSU. His professional career is in electrical power systems engineering at the Western Area Power Administration, which is off the south end of FNL.

Back in 1972, he saw a Pitts Special on display in an EAA exhibit in a shopping mall in Moline, IL and he knew instantly that he had to do it, he had to build an airplane. Up until that point, he had intended to build a boat. This was his introduction to the EAA and he took it from there. His next hurdle was to choose between a Starduster and a Skybolt. The Skybolt won, and he bought a set of plans. In those days, there was very little available in the way of kits. The Skybolt is a complex airplane and demands a lot of different skills: welding, woodworking, machining, some sheet metal work and fiberglass, and a lot of fabric and paint, not to mention the plumbing and electrical. Mel had a lot of these basic skills and learned the rest. He built it totally from scratch over 5000 hrs. and in the process, along with career changes, moves, and the demands of a young family, set an unofficial record of 17 years in its construction, ending up in Loveland, where he found Chapter 515.

There was then one small detail to be worked out. He didn't know how to fly. Not a problem! There just happened to

be in the chapter an esteemed WWII combat pilot, an instructor who would just love to fly the Skybolt and so, an advantageous deal was worked out for both of them. Doc Hull would instruct Mel for the privilege of getting flying time in the Skybolt. The Skybolt, being a fully aerobatic biplane in the heritage of the Pitts, is not your everyday trainer, but between the two of them, it worked. I spoke with Bill Hull about this, and in his words regarding Mel were, "He got on top of it real quick. You told him once and he took it from there." Even so, Mel contends that Doc "put up with stuff that nobody else would have." Mel soloed and got his license in the Skybolt. Unfortunately, he was inclined to get air sick: "It took me three months to be able to be up an hour." Doc Hull confirmed this in terms of the fact that it restricted their aerobatics. Even so, Mel enjoyed them and still looks forward to the day when he can work his way into some serious aerobatics. He flew the Skybolt 100 hrs in the course of a year and then sold it to England. That was in 1989.

So, Mel was without an airplane or a project for the next four years. He knew that he needed to do something, but hadn't broached it when his wife Janice solved the problem by voluntarily suggesting that he build another airplane. What more could you ask? He chose an RV-4, which took 2300 hours of building time and 2\_ years, finishing it in '93.

He loved the airplane, and would still have it except that the investment in the airplane represented his chance to buy a farm and build a house and

## 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)

so he flew it only one year before selling it. Mel is a builder, and so he spent a lot of time and effort on the house and hanger. He now has a house, a hanger, a shop, his own landing strip, and an airplane. How good does it get? In '97, he started a GlaStar knowing that it was not his ultimate airplane. He would someday build another one, one capable of aerobatics, but in the meantime, the GlaStar would do.

It turns out that he loves the GlaStar. He doesn't hesitate to fly it in the mountains, including a wonderful trip to Alaska. It is a workhorse. The baggage capacity is up to 250#. He has put 350 hrs. on it and plans to keep it. He enjoys flying at the lower altitudes at slower speeds and watching the world go by in a more leisurely manner; he sees things that he never saw in the -4. The GlaStar is a wonderful

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**Mel Callen** - (continued from page 3)

airplane for taking Young Eagle flights, which he has done his share of. But there is still another airplane in his system. He will build another, and he guaranteed that, "it will have a tail wheel, a stick, and will fly upside down."

In the meantime, having joined 515 in the mid 80s, he has worked his way through the leadership in the chapter. He served as an officer for six years including being the VP and Pres. He recently presented a chapter program of his flight to Alaska with photos of incredibly beautiful scenery.

Mel is gratified to have a loyal flying buddy, his grandson Taylor, who at age 6 has logged more than 200 hours as a passenger in the GlaStar. You rarely see one of them without the other, especially when the GlaStar is involved.

## GREELEY YOUNG EAGLES DAY

The Greeley EAA  
Chapter is  
sponsoring a Young  
Eagles day on  
August 10, 8:00 AM  
to about noon.

There will be a  
hamburger fry later,  
and we are all  
invited. Planes and  
pilots are needed.  
Contact person is  
Darrel Dilley.

## Hugh's Sonex Flies!

by Larry Drake

I may not be the best guy to write about this event, but when one of our own gets their project into the air, we should all know about it. This is a major happening in the life of our club.

Dean Hall made the maiden flight of Hugh Beckham's new Sonex a couple of weeks ago. It wasn't completely uneventful. Evidently the flaps were a bit uneven when lowered due to air pressure. That kept Dean busier than normal while trying to remember how to read the modern digital monitoring center. Hugh taped labels on the screen to remind Dean what was what.

Hugh had his beautiful hand carved wood prop mounted up front. Right up his alley after years of experience as an industrial model maker. Unfortunately, the prop didn't quite match the engine so performance was a bit on the weak side. Dean made a big sweeping circuit of the pattern and returned for landing.

After replacing the prop with a factory built one, and adjusting the rigging on the flaps, Dean ventured skyward once again. Performance improved with the new prop, but not quite what everyone expected.

Talk with Hugh or Dean and get the full story. Congratulations Hugh. Finishing an airplane and getting it into the air is a major accomplishment in my book.



*Preflight can get exciting in the wild west!*

# 25 HOURS IN THE GLASTAR

by Ivan Kaiser

In spite of more restrictive operating procedures following September 11, general aviation still provides a great way to see America. We recently returned from two weeks of traveling and about 25 hrs. of flying in our GlaStar. This trip included stops in Stanford, MT, Invermere, British Columbia, Port Angeles, WA, Western Airpark—a private/public airport at Yelm, WA, Spanaway airport, and home again via Pendleton, American Falls, ID, and Rawlins, WY. Try to book those stops with a commercial carrier! We cleared Canadian Customs at Cranbrook, B.C. on our way to Invermere, and only lost three apples to the agent. We were informed that we could take the apples into Canada, but not the cores. Figure that out!???? Clearing Customs on our return at Glacier Park International at Kalispell was painless and only required a two-hour advance notice. It's always a crap shoot with U.S. Customs and the experience is largely dependent upon the agent you get. Our draw at Kalispell was great. No hassles. Two years ago I re-entered the U.S. from Canada at St. Clair County at Port Huron north of Detroit and was informed by an agent suffering from optical rectitus, that I needed 12" numerals on my

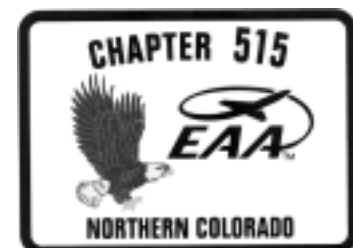
plane. I responded that those were only required for ADIZ penetrations and was quickly rebuffed. As it turns out he was wrong, but I didn't argue too strongly.

We were fortunate this time that for most of our trip we had light winds, good visibilities, except for some haze and smoke in the Kalispell and Rawlins areas, and spectacular scenery. You can of course have great scenery from your car, but it's special to fly over or near snow-capped peaks, to look straight down into a deep river gorge boiling with white water and full of boulders, observe partially frozen lakes, some still snow covered, and observe the mixing of a muddy river flowing into turquoise-colored lake waters, and having your windshield full of Mount Rainier, but still being many miles away. We observed the start of the Columbia River at Invermere and then saw where it dumped its contents into the Pacific just downstream of Portland. Flying over the mountains of the west always makes me realize what a great job the CAP does in finding lost planes. It is BIG country. And it always reminds me to keep my ELT batteries fresh!

When flying cross-country you always experience interesting people and different ways of

doing things. We visited an old friend at Spanaway airport in Slim Lawson, who has been in aviation for over 62 years and was recently inducted into the Washington State Aviation hall of Fame. He stands 6' 7" tall and I can still remember taking instruction from him in an Aeronca Chief, which placed his knees above his chin and control wheel when he was seated in the right seat. At Port Angeles we experienced a new way of collecting tie-down fees. The first 24 hrs. are free, then it is \$3.00/day, pre-paid. You put your money in the envelope provided and drop it into a parking meter fine receptacle. It worked great! At American Falls we borrowed the FBO's courtesy car for 5 bucks, plus 30 cents per mile. Before we left at 6 a.m. the next morning, we put the cash in an open box in the unlocked line shack—as directed.

**Get your Chapter Patch at the next meeting.**



# EAA Chapter 515 Newsletter

*c/o Larry Drake (publisher)  
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EAA Chapter 515 Newsletter

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## Put it in the Newsletter!

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**due: January 1, 2002**

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