



**EAA CHAPTER 515**  
Fort Collins/Loveland  
Colorado

# NEWS

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## First Flight Congratulations



*Jeff Hall's RV-4 Flies*

**B**uilders in Chapter 515 are on a roll! On July 15, Jeff Hall's RV-4 was airborne for the first time. N605RV is equipped with a Lycoming O-360-J2A engine, Sensenich F/P prop, and an IFR panel. As of August 3, there were 6.1 hours on the tach. Our hearty congratulations go to Jeff. Anyone who has built or is building an aircraft knows how much hard work go into one before it finally can be

flown.

Unfortunately, Jeff may have to wait a little longer to fly off the rest of the hours. He temporarily lost his medical due to a recent kidney stone, so has to undergo a CT to assure the FAA that it is gone. Hopefully, that will be resolved by the time you read this, and Jeff will be enjoying the fruits of his labor, flying off his hours.



**When:** September 3, 2002 • 7:30 PM  
**Where:** Hair Dynamics, 6464 S. College, Ft. Collins, CO 80525  
**Program:** Speaker from Jeppesen

# Tales from AirVenture 2002

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At the August meeting, our members shared some of their impressions, experiences, and information that they gained from their recent sojourn to Oshkosh

Hugh Beckham observed that there were only about 20 airplanes, other than ultralights, with cruise airspeeds below 100 mph. He saw a Baby Ace that was trucked in, and a Fly Baby. Hugh feels that we are “losing the fly-in.” Dean agreed that the slower aircraft are having a tougher time making it into the event, but he also pointed out that he had heard similar comments about the changing nature of the fly-in as far back as 1973. Most of the aircraft at AirVenture 2002 were faster and more expensive than in the past. The fly-in is certainly evolving, but it still attracted about 750,000 people this year—not a record, but still a lot of people. The record was around 800,000, but the recession may have something with the decline too.

Dale Matuska observed that although the show is now big and busy, there are better food and rest room facilities than in the past, so it doesn't seem as crowded. Dale was able to buy a Garmin 295 at a great price by

waiting toward the end of the show. He cautioned that the last day is not the day to do that, since the traffic is very light and all the dealers just raise their prices back up to those on the first day. Dale also told about a new (to the US—there are about 180 flying in Europe) aircraft from the Czech Republic, the TL-2000 Sting Carbon which sells for about \$42,000 to \$58,000, depending on equipment, and is a certified aircraft, ready to fly. It cruises at 165.

There was some discussion about some new engine designs, including the Rutan designed rocket powered Long-EZ.

Dean said that the Grand Champion at Oshkosh was the Fairey Firefly, resurrected in Fort Collins by Ray Middleton. It also won the Golden Wrench award.

This year, there were 2 accidents, one of which was observed from Dean's RV. Fortunately, there were no fatalities in either accident.

## *IMPORTANT NOTICE*

### **NEW MEETING LOCATION**

Our new meeting place will be at Dale Matuska's place of business, which is:

Hair Dynamics, 6464 S. College, Ft. Collins, CO 80525. Hair Dynamics is on the east side of Highway 287, or S. College, just a little north of Trilby Road. It will save us quite a bit of time, coming from Loveland, but it is hard to get back on to 287 southbound.

We will use the North entrance (well marked) of the building thus keeping the general public from coming in the West side facing College avenue thinking we are open. Also the cars should park on the North side for the same reason. Early next year Dale will be open in the evenings for night classes if all goes well with our expansion of the school. The night school will have no interference with our meetings as we can move upstairs if needed. Dale will be there at 7:00 PM for those who wish to BS before the meeting.



Some may recognize this view of Dean Hall from the back seat of his RV-4. Dean seems to prefer viewing the world from this perspective.

## Builder's Tip... for fiberglass part building

By Hugh Beckham

I needed to add an air scoop on the cowling of my Sonex to get sufficient cooling air to my oil cooler. In the past, I have attempted to use modeling clay to create a form or plug and then lay up the fiberglass onto the modeling clay, which is then dug out of the fiberglass part. The problem with this is that the modeling clay soaks up much of the polyester resin and the clay becomes a gooey mess as well as coating the inside of the part. I have tried a lot of substitutes over the years and have always gone back to the modeling clay for the convenience it offers in

creating a form, in spite of the drawbacks.

I have discovered a solution to the problem that is so great that I want to share it with everyone who has ever had the same experience. I was watching a world famous sculptor (we have many of them in the Loveland area) creating a bust in clay to be later cast in bronze. I learned from him that instead of using one of the oil based clays such as Plastilene, that he had a water based modeling clay which, except for the oily surface, worked just like the Plastilene. I failed to ask him what it was. Later, I found it at Greyrock Clay Center in Ft. Collins. The material is called Wed Clay and is very inexpen-

## 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)

sive. For just over \$10.00, I got a 25 pound block that not only is enough for my job, but gives me plenty to share. This material works just like the Plastilene and then starts to firm up immediately. I did not wait for it to harden completely but laid up my fiberglass part as soon as I had completed the plug. I did not use any coating or parting agent but worked directly on the clay. When my part had cured, the plug came out easily and did not leave any gooey mess in the part. In fact the plug came out so clean that I returned it to the bag of clay to use again in the future. Next time that you want to add a scoop or fairing, remember Wed Clay. I have plenty to share.

# Travels with Ivan

By Ivan Kaiser

We had business in Cortez, CO in early July, which is a day's drive or a 3-hr flight in the GlaStar. What's it gonna be??? We cranked up the Lycoming and dodged the TFA's west of Fort Collins. AOPA's web site proved useful and allowed us to print out maps of TFA's along with a detailed written description of areas to avoid. A fire near Glenwood Springs was still raging and common sense dictated that we should not go over Vail and down the Colorado River to Grand Junction. Instead, we continued west after Cameron Pass and a herd of feeding elk, to Meeker, and then southwest to Grand Junction, where we stopped to de-coffee the crew and refuel.

It was a hot climb-out from Walker Field, even at 9 a.m., with temperatures already pushing the high 80's. We had density altitudes about 2,500' higher than our indicated altitudes all along our route. Cortez showed up on schedule, just beyond some humungous and spectacular canyons northwest of Cortez that the Delores River helped create.

Our return flight started at dawn the next day, just as our trip over did. We managed to

avoid the mid-day heat and turbulence and were rewarded by some wonderful views of western Colorado. Winds were light and visibility was over 50, which was a bit surprising considering the fires that were burning.

Two weeks later, we departed 3V5 at daybreak on our first leg to Appleton/Oshkosh. Our destination was O'Neill, Nebraska, where I grew up and where my mother, sister, and her husband still live. It was a direct flight and we arrived about mid-morning. Things were starting to warm up when we climbed into one of three available courtesy cars available at the John L. Baker O'Neill Municipal Airport. All three had air conditioning—that worked! A couple of years ago when I flew into O'Neill, the airport manager told me that if I flew in late and no one is around, to just take one of the courtesy cars (keys inside). He just asked that we add a bit of fuel.

It's always interesting to learn why a local airport is named after a particular person. John L. Baker grew up in O'Neill and served as a fighter pilot during the Korean War. He later served as president of AOPA for many years, and still serves as a trustee emeritus with that association.

We left town early the next morning for Minneapolis to visit friends and permit Annette to catch a Northwest flight to Toronto to visit her daughter. She decided not to attend

Oshkosh this year, remarking that the previous year she had seen every plane at least twice and thought that should suffice.

We were planning to land at Crystal Airport in Mpls, but about 30 miles out ATIS changed, indicating that the ceiling had just dropped to 600' and it was now IFR. I thought about requesting a special VFR clearance, but decided to change my destination to Flying Cloud, which was still VFR. Elliott Aviation provided free tie down space for four days and 100LL for \$2.88/gal.

Annette flew out on Saturday in the midst of a downpour. I left on Monday as soon as the moisture burned off behind a P-51 that I thought needed a head start. I was off to Appleton, but had to stop in Marshfield, Wisconsin, because Appleton was still reporting IFR.

Duffy's Aircraft proved most accommodating, with fuel at \$2.27/gal and a nearby restaurant. An hour later Appleton was open and off I went. Dry conditions at Appleton made screwing in the tie-downs a laborious job! With everything shut down and covered up, I caught a ride to Kolosso Toyota to pick up my rental car. Some of the Oshkosh highlights were discussed at our last meeting, so I'll pass on those. I'm always struck at how different people always have such varied recollections of that aviation extravaganza.

I stuck around Appleton

*(continued on page 5)*

**Travels With Ivan - cont'd from page 4**

until mid-morning on Sunday and was about to take off for Mpls, but had to hold short of runway 29 for a returning RV-4 that lost a gas cap when departing Appleton's runway 21 five minutes earlier. Since I would be airborne long before the runway intersection, I elected to depart before a thorough search could be launched. It was a gorgeous flight into Crystal Airport, with exceptional visibility after rain had cleared the air. The Flying Scotchman FBO at Crystal did not have tie downs, but did have grassy areas between the hangers (maybe that's why they call it The Scotchman!). I had tie downs and they practically screwed themselves in after all the moisture that had fallen on Mpls over the past couple of weeks.

After relaxing the rest of Sunday, we collected Annette and left about mid-morning the next day, retracing our path to O'Neill. Another splendid flying day, but the effects of a strong wind and hailstorm 12 hours earlier were clearly evident from 1,000' on the partially flattened corn fields of eastern South Dakota.

We stayed over again in the Irish Capitol and left at daybreak on Tuesday, to beat the heat. We didn't. It was in the 60's on the ground, but as we climbed so did the temperature. At 6,000' we were indicating 90 degrees, with humidity evident. We couldn't

get home fast enough, but a headwind did its best to hold us back. We touched down at 3V5 and were glad to get back to cool Colorado. Yea-right! Just leave out the cool part.

**Chapter 515****News Briefs****Bald Eagles Day**

Mark your calendar for Bald Eagles Day on Saturday, October 5, and plan to attend. Those who attended last year had a great time riding in others' airplanes. You only need to be a paying member to participate. If you can give rides, it will be greatly appreciated.

**October Meeting Cancelled**

Because the Bald Eagles Day is so close to the monthly meeting, the October 8 meeting has been cancelled. If you need your monthly EAA fix, you'll have to join in on Saturday, October 5th.

**Lost Trailer**

Does anyone know where the Chapter 515 trailer is? If you have it, and drive it, you are no longer legal. Please contact Ron O'Dea if you have it, or know where it is.

**Membership Record**

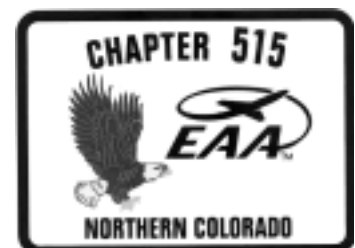
Ron O'Dea reported that there are now 71 paid members, and that is a new record.

# Manager of local airport leaves

*By Business Report Daily Staff*

LOVELAND - Fred H. Anderton, manager of the Fort Collins-Loveland Municipal Airport, has been selected to serve as the director of operations for the Birmingham International Airport in Birmingham, Ala.

During Anderton's 11 years at the local airport the number of aircraft based at the facility more than doubled and the airport became FAA certified. In his new position, Anderton will work with commercial airlines like Delta, Southwest and Continental Airlines. Anderton begins his new post on Sept. 23. Originally published Aug. 13, 2002



# EAA Chapter 515 Newsletter

*c/o Larry Drake (publisher)  
4800 Patmore Ash Dr.  
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EAA Chapter 515 Newsletter

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## Put it in the Newsletter!

stories • announcements • ads

Send text and/or pictures to:

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### **CHAPTER MEMBERSHIP ANNUAL DUES:**

**amount: \$18/year**

**due: January 1, 2002**

**pay to: EAA Chapter 515**

*bring your dues to the Chapter  
meeting or send them to:*

EAA Chapter 515 Treasurer

Ron O'Dea

3166 6th Place SW

Loveland, CO 80537

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## **Lexington, NE Fly-in**

"7th Annual Mid-America EAA  
Chapter 1091 Fly-In 2002"

Saturday and Sunday

Sept. 21 & 22

at the Lexington, NE airport.

Fly-In Pancake breakfast

7:30 to 10:30 AM,

\$3.00--Public Welcome

No charge to Fly-Ins.

Hot dogs and soda pop available.