



In This Issue

- Jepps Story 1
- Elections 2
- Annual Picnic 2
- Meeting Location 2
- Member Jeff Hall 3

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@hotmail.com
667-9558

Newsletter Editor

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

Publication

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

Mike Pound of Jeppesen Sanderson tells



The Jeppesen Story

Our speaker for the September meeting at our new digs was Mike Pound, of Jeppesen Sanderson. Mike talked about the founder, Elway Jeppesen, the company he founded, and about some of their products.

Mr. Jeppesen obtained his pilot's license in 1929, and it was signed by Orville Wright. He bought a Jenny for \$500, barnstormed, and even reluctantly wing-walked. In 1936, he flew the air mail from Salt Lake City to Cheyenne, but initially, without any aeronautical charts." He did quite a

bit of "flying the U. P. (Union Pacific railroad)." "Jepp" started making notes about all of the airports, and carefully recorded his observations in his "little black book." He eventually made copies of the book contents and sold them to other pilots for \$10. In a taped interview, he said that he was "just trying to keep pilots from getting killed between Salt Lake City and Cheyenne." He ended up creating what is today the world's largest aviation information supplier.

(continued on page 4)



When: Saturday, October 5, 2002 • 9:00 AM
Where: Terminal Building, Ft. Collins-Loveland airport
Program: Flying in each others' airplanes, and picnic

515 Elections 2003

By Milo Smith

It has been the tradition of Chapter 515 to select a Vice-President during the 11th hour. As those who were considering the job begin to realize that someone else is not going to step forward as they had hoped, the news comes in "We have a Vice-President." A whooshing sound like that of gale force winds sweeps through our ranks as people breathe a sigh of relief over the fact that they made it through another year without being compelled into service.

Joking aside, we need to try something different this year. We live in a democracy where elections and voicing your opinion is not only tolerated but encouraged. We like freedom of choice, options, and competition; we view all of this as good for us. So then, let's use our freedom of choice to choose our next Vice-President/President (this person will be Vice-President in 2003 and President in 2004). Let's ask a member that we respect and view as a suitable leader to organize interesting programs, support our members, and lead our chapter to exciting projects and adventures.

Enclosed in this newsletter you will find a postcard on which to nominate two individuals for the position of Vice-President/President. The board will tally the nominations and notify the people with the most nominations that the chapter wants them to volunteer. A bio of the two volunteers with the most nominations will be presented in the November newsletter along with a voting ballot. Your choice will then be printed in the December newsletter.

This is an opportunity for us to select our leadership, and to tell the next Vice-President/President that we want them, as a chapter, to assume this role. Please take a few minutes now to nominate someone you feel would be right for the job.

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)



There are some rather strange features to Chapter 515's new meeting place (meaning the mannequin with the wig), but the facility is great.

515 Annual Picnic Saturday, October 5

Chapter 515 will hold its annual picnic at the Fort Collins/Loveland airport terminal building on Saturday, October 5. The Bald Eagles (all of us who have always wanted to fly in somebody else's airplane or wanted to share a flight in our own) will start flying at 9:00 am. Bring your airplane or your wish list to the terminal building.

We will fly until noon and then have a picnic. Food will be catered by Dorothy's Catering and compliments of Chapter 515.

Please contact Milo or one of the chapter officers to let us know you are coming. We are planning food for about 60 people. We don't want to end up short.

New Meeting Location

Our September meeting was held at our new location at Dale Matuska's place of business, and future regular meetings (BUT NOT THE OCTOBER MEETING) will be held there:

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. Park on the north side and use the North entrance. Dale will be there at 7:00 PM for those who wish to network before the meeting.

Chapter Member

Jeff Hall

by Dean Hall

Jeff Hall is another of our skilled members who has professional pilot ratings and is an airplane builder. He recently completed his RV-4 and test flew it. How did he get to this point? He didn't have the advantage of a big aviation exposure as a child, nor an expanded aviation career, but he has paid his dues. Back to the beginning, one of his first memories related to airplanes was getting to go into a garage, age 8 or so, where there was a bare bones Cub type fuselage and thinking, 'wow, that could turn into an airplane'. His first airplane ride at age 13 was not particularly inspiring. It was a commercial ride from LA to Sacramento in a Convair, and "Nobody ever told me that you could see the wings bend in flight, that was scary."

Jeff's military career was as a member of the U.S. Coast Guard where he was a radioman. He begged rides in a variety of military aircraft including C-130, Grumman Albatross etc. Out of the C.G., he moved to Michigan and began his career in the specialized field of dental equipment: installation and maintenance, sales, and office design, which he still practices.

His career in aviation started in the late 70's, which

was "bad timing". He got his ratings under the G.I. Bill: Pvt., Commercial, CFI, CFII, MEL, and Advanced Ground Instructor. While a student at Lansing Community College in Lansing, MI, he planned to get a type rating in their DC-3, but the airplane was sold before he could get into it. He notes that at that time, the cost was \$1450 for the rating; today it would probably cost that for an hour. Jeff is still frustrated by missing out on that one. He did some Part 135 charter work hauling cruise missile engines in a Seneca during the Gulf War. But this was a down time in aviation. Jeff did some instruction and put out his resume to 36 FBOs and flight schools up and down California, and didn't get a single response. So, it was back to Michigan and the dental

equipment business. He started the RV-4 in 1988. This put him into the era of real builders, no 'quick build' or 'predrilled' then. You had to plan

and lay out every rivet hole, and that was almost as time consuming as doing the actual construction.

In the course of his career, Jeff has flown a number of different airplanes, and he has formed some strong opinions. The 'funniest' airplane was the Socata Rally. It had automatic

leading edge slats which helped give it phenomenal low speed landings, and would allow one to hang it on the edge of a stall, and make the slats flip in and out. The airplane that he liked least was the Navion. Some of us

remember the Navion as an airplane that we admired and coveted, but Jeff found no redeeming virtues in the airplane.

Jeff and Jenny moved to Colorado in 1993, and the airplane project came along. It is now 14 years since he started it; he built the whole thing and it has now flown. The details of the airplane: Jeff has kept it a straight forward, basic RV-4. And he has kept it light. He found a Lycoming O360J2A which was designed for the Robinson R22 helicopter including light weight cylinders and carburetor. It had been down-rated to 145 hp so that it could maintain that horsepower to 8,000 ft. Changing the carburetor brought it back to 180 hp. It had the typical, heavy alternator, and that has been exchanged for a lighter one. It has a fixed pitch Sensenich metal propeller. The empty weight is 977# which is about as good as you can do especially considering that it has the bigger engine, i.e. nominal 180 hp, and it is IFR equipped.

In the meantime, Jeff was a partner in a Beech Sundowner for a while, and has had access to, and significant time in an RV-6. He now has six hours on the new airplane. OK, we know what his funniest and least fun airplanes are. Has he an opinion



(continued on page 4)

EAA Chapter 515 Newsletter

c/o Larry Drake (publisher)
4800 Patmore Ash Dr.
Loveland, CO 80538

October 2002

EAA Chapter 515 Newsletter

Page 4

Put it in the Newsletter!

stories • announcements • ads

Send text and/or pictures to:

Ron Grob (editor)

rong@rongrob.com

office 667-5320, fax 667-5322

PO Box 1417, Lvld 80539-1417

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

Jeff Hall - (continued from page 3)

about the best one. No contest. It is the RV-4, "based on control harmony and performance". No equivocation there. The airplane is flying well, and he is now involved in finishing up the little details. Our compliments to Jeff for persistence and a job well done.

Jeppesen - (continued from page 1)

Later Jepp became a captain flying for United Airlines, where he met his wife Nadine, a stewardess. He said that he asked for a cup of coffee, and got a lot more. Jepp and Nadine's part-time basement chart business was growing, and in 1954, he left United to work on the business full time. Due to growing liability concerns, the Jeppesen's sold their business to Times-Mirror in 1961, it was merged with Sanderson in 1974, and it finally ended up in the hands of the current owner, Boeing.

Mike concluded with a discussion of some of the current and future Jeppesen products.

