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Oshkosh Board Revisited



or
An Old-Timer's Rambling

by: Dean Hall

I revisited Oshkosh this November. The occasion was a combination of the regular fall EAA Board Meeting, and the EAA Hall of Fame Inductions. Among the inductees were my special friend, Frank Sanders, and others whom I have known through the years that I have been involved with aviation including the 15 years that I spent on the Board of Directors at Oshkosh. Some of you may remember Frank Sanders doing his spectacular air shows in his Sea Fury equipped with the wing tip smoke systems which he invented and produced. Unfortunately, this was a posthumous award. I had had lunch with Frank and his wife, Ruth, the day before he was killed in his T-33. Ruth and son Brian were there to accept the award, and they generously invited me to

share their table at the awards banquet. The banquet is a real highlight of these meetings. There were 300 people there and it is a great time to meet all the old friends.

How is this for aviation history?

One of the other inductees was a fellow by the name of John Miller. I had not met him before. He was tall but stooped, and had a steady step. He is apparently in his late nineties and reported having gone out to Floyd Bennet field to watch Charles Lindbergh take off for Paris. He reported that he was directly behind the airplane and wondered which one of the two poles he was going to hit. He was already a pilot by that time and had met Lindbergh informally around

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When: December 3, 2002 • 7:30 PM
Where: Hair Dynamics, 6464 S. College, Ft. Collins, CO 80525
Program: Gene Boertz, USAF retired, will speak on airspace.

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the airport. He continued to meet Lindbergh occasionally at the airport, would help him out if needed, and was rewarded with an autographed picture.

With the aid of a tail wind, I flew the -4 to OSH in 3 hr., 53 min. Of course, it was pay back time coming home, which took 5 hr., 30 min. of flight time, with a stop in Yankton, S.D. The weather was great and it was the usual soul-stirring experience to watch this great country of ours slide beneath the wings. The flight was its own reward.

The board meetings are a much bigger event than you might imagine. There are two main boards, the EAA Board, and the EAA Foundation Board. Each has about twenty-five members. In addition, there are substantial boards for each of the divisions, i.e.: Aerobatics, Warbirds, Ultralights, Vintage, and the Homebuilders Council. Vintage has three subdivisions, each with a Board. Also, there is NAFL, the National Association of Flight Instructors, which they point out somewhat defensively is only an affiliate. The meetings are serious, and they go on for three days for some of the people. There is one general meeting in the auditorium, which everybody attends. The two EAA Boards have two combined meetings of 2-3 hrs. each, and then they meet individually.

The whole thing seems somewhat ponderous, but it

works. I am impressed with the entire process, particularly with Tom's leadership, and with the wealth of volunteer talent in that organization. I sat in on a combined Board meeting at which there were about seventy people counting headquarters staff people and a few visitors like me. An interesting announcement by Tom was regarding a letter from Paul Harvey, who has been a volunteer speaker at the Convention a number of times. He asked for help in getting a room at Kitty Hawk next year for the centennial celebration of the first flight. Incidentally, there just happened to be a \$100,000 donation in that letter. I think we can probably help get him a room.

There were, of course, a

What to do with a large number of planes and other artifacts that are weighing on the system.

number of committee reports. One big question, which was discussed at length, is what to do with a large number of planes and other artifacts that are weighing on the system. Even when I was on the Board, we had begun to be selective in accepting donations. We now have more airplanes than we can

properly display or even shelter. An F-89 is sitting out in the weather, and airplanes deteriorate fast in that environment. There are two obvious solutions: build more museum space, or get rid of some of the planes. Neither one of these is easy. In the end, both need to be done. An addition to the museum would take at least a couple of million dollars or more. And, the people who donated these planes will be offended if we dispose of them improperly. Each donor will be contacted, and so far as possible, his wishes will be respected. We have some duplicates which other museums would be happy to have, and so on.

In addition to the nuts and bolts of running such a large organization, and trying to keep everybody happy, the EAA has a number of programs in various fields such as education. The Young Eagles program is one with which we are most familiar. One department is concerned primarily with government issues such as the Sport Pilot and Light Sport Plane programs. The talent on the EAA Board is awesome. Mal Gross was a general partner at Price Waterhouse, and wrote the book on tax deductible donations to non-profit organizations. Joe Ryan is the Chancellor of Vanderbilt University and is an impressive force in the education world. Vern Raburn was one of the first ten employees at Microsoft, is the Pres. of a dozen

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Minnesota Dave and the case of the cracked oil filter

By David Koelser, submitted by Hugh Beckham

I had a good day showing off my Sonex, giving a few rides and impressing everyone with the smooth quiet power of my Jabiru 3300. On the way home though I ran into some trouble. I was still 50 miles from home when I began to smell something odor of something burning. Even though my EIS was reporting everything within normal limits, I decided to stop and check it out. I punched the "NRST" button on my Garmin GPS and found Independence, IA, was just five miles away. When I landed and got out, I found the bottom of the cowl and the belly of the plane covered with oil. Sharp guy that I am, I knew that this was not a good thing. I pulled off the cowl and found the inside of the left cowl covered with oil right up to the area around the oil filter. However, since oil was covering everything, I could not pinpoint the location of the leak. I wiped off the filter, sandwich plate and

cooler hoses to see if I could find where the oil was coming from, but without the engine running no more oil was leaking out. It was getting late so I arranged to have a friend come and pick me up. The FBO manager was kind enough to put my plane in the hangar that night.

I drove back the next day with all my tools, a new filter, 4 qts. of oil, and new hoses. When I got there we instantly became suspicious of the oil filter since oil had oozed out where I had cleaned it the night before. The filter was a K&N HP1003 which has a hex cap spot welded to the

Oil was oozing from under this cap

end of the filter so you can take off the filter with a regular wrench and has holes so it can be safety wired. Oil was oozing from under this cap. I cut the safety wire and removed the filter. The FBO manager helped me cut the filter open to inspect the element and check for cracks. We did not find any metal chips in the filter. However, we did find several cracks along the spot welds. I was somewhat relieved and I hoped we had found the problem. To be on the safe side though, I installed a new Fram 4967 filter. I have been using Fram filters forever and never have had one leak or spin off by itself. I don't mean to cast suspicion on the

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Who has the trailer???

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)

REMEMBER

New Meeting Location

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

Hair Dynamics, 6464 S. College, Ft. Collins, CO 80525 on the east side of Highway 287, (S. College), just a little north of Trilby Road.

Use the north building entrance (well marked) and park your car in the north parking lot. The meeting room is up the outside staircase to the second floor.

Dale will be there at 7:00 PM for those who wish to hang out and talk before the meeting.

EAA Board - (continued from page 2)

companies, is the prime owner and driving force behind the Eclipse light jet, and has a Lockheed Connie for flying around the patch. Ray Scholler was Vice Pres. of the EAA for almost fifty years, and owns one of the top ten magazine publishing houses in the country, which helps to explain the quality of our publications. Jack Harrington is a prominent aviation lawyer. Kermit Weeks owns an oil company. Need I say more?

Twenty-five years ago, I was completing my first airplane and had developed an interest in the EAA, having attended my first convention four years earlier. I was curious about how the outfit was being run, and had the audacity to approach Paul Poberezny regarding being on the Board. He put me on, and that is how it works. I have contended for the past several years that no way would I be able to get on the board now. The reason is simple. It is no longer enough just to be an airplane enthusiast; you need to be able to fill a niche with special skills that are needed in a big corporation, witness the people referred to above. I don't necessarily agree with that, nor with everything that is done by the management. But that in no way implies that I don't regard the organization highly. I definitely do. But as an example, all the Board members are chosen at

the pleasure of the President. That is fine so long as it works, but there is the risk of corporate inbreeding that can lead to corporate abuses, such as has occurred in the business world. At the annual business meeting, the Pres. has 70,000 or so proxy votes in his pocket and they are voted as a block, while there may be fifty other voting members present. I made the recommendation that we elect 49% of the board members democratically from the geographic areas of the country. Obviously it didn't happen. So far, the system has worked very well. Paul founded a great organization, and Tom is outstanding as a leader. It works, and so maybe we ought to leave it alone, at least for the time being.

That is my window on aviation and the Oshkosh world. When I first took my Skybolt to Oshkosh, I complained about the judging. They made up for it the next year by giving me the Stan Dzik award for design innovation on a homebuilt. Five years later when I went on the board, at the first meeting, the subject came up that Claude Gray, the Chairman of Judging Standards, had arbitrarily overruled the Antique judges and given the award to his choice. I was incensed, and indiscrete enough to push the issue. Having criticized the judging on two occasions, the obvious happened. They gave me the job, and I became the new Chairman of Judging Standards. It worked

well for the next fifteen years.

At this meeting, I roomed with Bob Reece who is on the Board and who replaced me as Chairman of Judging Standards. Things haven't changed much. There are still a few complaints, some of which are legitimate, and some of which are completely off the wall. I remember one year when a fellow wanted a trophy so much that he stole some chrome work off another plane in order to eliminate the one defect that would keep him from getting it. It wasn't hard to figure out what had happened, and he left unceremoniously. Judging is subjective and can never be perfect, but the guys are knowledgeable, work hard at it, and overall it is done quite professionally.

In summary, I believe that we all can be proud of our EAA. It is in my judgment the best aviation organization in the country. The management has tried to play a constructive role in its dealings with the FAA, as opposed to always being confrontational and obstructive. As a result, the EAA has the respect of the FAA and we have been effective in moderating and preventing onerous rules and dicta, particularly as regards the terrorist threats. EAA has also had a great effect on the new Sport Pilot and Light Sport Plane categories. Being part of it has been one of the most rewarding experiences in my life, and I feel privileged and honored by it.

Cracked Filter- (continued from page 3) K&N filters but I just could not convince myself to put another one on. I would always have wondered if it would crack on me again.

I did a complete oil change. I was able to drain about 1.5 quarts of oil from the sump. Neither the oil pressure light nor the oil temp light ever came on as I was landing, so I hoped the engine was not damaged. I am glad I landed when I did or I would have had a very expensive paperweight hanging on the front of my plane. I also spent a lot of time cleaning the old oil from the engine compartment and from the plane's belly. Not fun. W100 sticks to everything. I guess that is why it is such popular stuff to use inside engines.

Today, I ran up the engine and checked for leaks. I did find some oil drips but I expect that it was just old oil which vibrated out from where I could not get at it to clean it off. It certainly was not the spray of oil that coated the inside of my cowl. I cleaned it and did a run up again. This time a little less oil dripped out. I expect that I will be cleaning up oil for a long time. 2 quarts of W100 go a long way.

Once I was satisfied that the engine was working properly and was not going to dump its oil again, I installed the cowl and took it up for a spin. I climbed up, staying close to the airport just in case, and watched the oil pressure and oil temps like a

hawk. I circled for 30 minutes and when I was confident that things were working right I landed. Now all I had to do was get my plane back to Cedar Rapids.

I drove back home and arranged for a friend of mine to fly me up and act as my chase plane on the way home. And as you may have surmised from my writing this, my Sonex and I made it home safely.

Lessons learned:

#1 When in doubt, stop and check it out! It is always better to find yourself standing next to your plane at an airport than to find yourself lying at the bottom of a smoking crater.

#2 Expect the unexpected. I'm partially using this one for it's Zen value but also to point out that just because you have never heard of a problem does not mean that it cannot happen. I certainly had never known an oil filter to crack before.

#3 Trust your nose. If it doesn't smell right. It probably isn't.

#4 Do a pre-flight inspection before EVERY flight. I guarantee finding a problem on the ground is far preferable to finding it in the air. Even though I had been flying trouble free all day, I should have done a more thorough preflight before I left Minneapolis. I might have found the problem sooner.

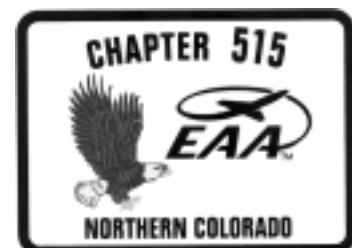
#5 An aviation GPS with a "nearest" function is the best thing ever invented.

Airline Humor

A controller was working a busy pattern and told a 727 on downwind to make a 360. The 727 pilot complained, "Do you know that it costs us \$2000 to make a 360 in this airplane?" Without missing a beat, the controller replied, "Roger. Give me \$4000 worth!"

The German air controllers at Frankfurt Airport are a short-tempered lot. They not only expect one to know one's gate parking location, but how to get there without any assistance from them. So, it was with some amusement that a PanAm 747 crew listened to the following exchange between Frankfurt ground control and a British Airways 747 (call sign "Speedbird 206") after landing. Speedbird 206: "Top of the morning Frankfurt, Speedbird 206 clear of the active runway." Ground: "Guten Morgan! You vill taxi to your gate!" The big British Airways 747 pulled onto the main taxiway and slowed to a stop. Ground: "Speedbird, do you not know vare you are going?" Speedbird 206: "Stand by a moment ground, I'm look-

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EAA Chapter 515 Newsletter

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EAA Chapter 515 Newsletter

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Put it in the Newsletter!

stories • announcements • ads

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*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

Humor - (continued from page 5)

ing up our gate location now.”
Ground (with some arrogant
impatience): “Speedbird 206,
haff you never flown to Frank-
furt before?” Speedbird 206
(coolly): “Yes, I have, in 1944.
In another type of Boeing, but I
didn’t stop.”

“I am a German, flying a Ger-
man airplane, in Germany. Why
must I speak English?” Un-
known (interrupting before
ground could answer): “Because
you lost the bloody war.”

A Pan Am 727 Flight
Engineer waiting for a
start clearance in Munich,
Germany, heard the following
conversation. Lufthansa (in
German): “Ground, what is our
start clearance time?” Ground
(in English): “If you want an
answer, you must speak En-
glish.” Lufthansa (in English):