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Fly Safely and Legally

Gene Boortz gave us a refresher course on airspace and accident prevention at the December meeting. Gene instructed flying for over 38 years, flew helicopters for over 30 years in the military, and has single and multi-engine ratings, for a total of over 9000 hours of flight time.

Gene urged us to really learn the rules for flying in the "alphabet" airspace, not only to fly safely, but also in order to remain legal. The controlled airspace is A, B, C, and D, the uncontrolled is G, and there is also special use, and "other" airspace. To be sure that we don't wander into airspace where we don't belong, Gene stressed that in the local area, each of us needs to carry

current Cheyenne and Denver sectionals, and the current terminal area chart for DIA when we fly.

Regarding runway incursions, remember that it is possible to incur a violation at an uncontrolled airport too. For example, pattern traffic in VFR weather at Fort Collins-Loveland has right of way over an aircraft making a long straight in final. Departures should be either straight out, or at a 45-degree right turn (for a left hand pattern). Use the radio, and accurately tell others where you are. At controlled airports, remember to ask for progressive taxi instructions if you are not thoroughly familiar with the layout.

January Meeting

When: January 7, 2003 • 7:30 PM

Where: Hair Dynamics, 6464 S. College, Ft. Collins, CO 80525

Program: What's going to happen to KFNL now that Fred Anderton is gone? What's this about building a hospital on the approach to 33? Who's going to be the new airport manager? Ever wondered about the about? Then join Dave Gordon, KFNL's new airport manager, and your fellow club members at our January meeting, where Dave will discuss the future of KFNL.

Britt Crowell

Young Eagles Coordinator

By Dean Hall

Who is Britt Crowell? Well, for one thing, he is our new Young Eagles coordinator. And, he volunteered! Britt is one of our younger members, and he is setting an example. He, along with Milo Smith, is ushering into our chapter a new era of younger leadership. We need more.

Michael Brittain Crowell was born in Montgomery, AL, not even 30 years ago, and so his story is not as long nor as full of aviation lore as some of our seniors who have been flying for twice as long as his age, but it is still the stuff of dreams. He was an airplane kid. One of his early memories is of a wood model airplane, a biplane, at age 5. He was into balsa stick models, and later in Jr. High, into RC models. He lived close to some lakes, and in the balmy south, water skiing was his other passion as a youth, and it is still with him.

He got his first airplane ride at age 16 in a C-172. But he was more impressed when a year later he got his first commercial ride. It happened to take him above a layer of clouds in the late afternoon setting sun, and this was "the most beautiful thing ever." The dream was reinforced.

Britt drifted a bit in college, having briefly attended three different schools in engineering. He spent 8 years in the National Guard as the crew chief on a helicopter, and this included some flying as a passenger. He

moved to Ft. Collins a few years ago and started working as a cabinetmaker. This didn't work out, but in the meantime, he had bought a computer and "picked it up on my own." He was the second employee of a small internet company, and now he is a consultant for HP. He has voluntarily established our chapter web page <eaa515.org>, which includes our newsletters. As an aside, isn't that maddening to us old-timers who have enough trouble just booting up the damn thing. He has a screen saver, along with a bumper sticker, which says, "I'd rather be flying."

He started flying lessons four years ago and currently has a total of 125 hrs, mostly in Cessnas up through 182s, but including .2h in a Turbo Arrow. He has to rent the airplanes. But that won't last forever. He had bought two BD-5 kits five years ago, had not done anything on them and sold them two years ago. That was a good move. He has now completed the tail of an RV-7, and he is just starting on the wings. In the meantime, he took the EAA Sport Aviation workshop on building a metal airplane, and is comfortable with the building process. He plans to get some tail dragger time, and is going to build the tail dragger version of the -7. He has talked with the people at Downtown Airport about the Franklin engine. It offers a little extra horsepower, plus the smoothness of six cylinders, and he would pair it with an M-T three bladed prop. Sounds like a winner.

Prez Notes

By Milo Smith

Last year I had the privilege of serving you as the vice-President and I hope you found the programs and experiences that were planned this year enjoyable. This year the privilege continues as President.

I have a very simple goal in life, "In some way, be that every so small, I want to improve the lives of everyone I meet." I want the same of our club. When I leave office in December, I want our club to be better than in January. Not big changes or spectacular revelations but more like the soft smile that comes with making a new friend or the improvement one more year of experience brings.

Our club has functioned for years without me with some of The Greats at the yoke, Ivon Klohe, Bob VanDalsem, and Dean Hall just to mention a few. I don't think I'm going to do great things, but I still want to make a contribution to the legacy that is EAA chapter 515.

As I think about our group one thing stands out, hospitality. We like to hang-out, talk, and eat. You cannot come to a 515 meeting and not feel like you are part of a family. I think we can build on this strength to bring others into the club and encourage youth to take an interest in aviation.

What will the next year bring? That is the million dollar question isn't it. I'm not sure, but with your help and support, we will make it an enjoyable year for all our members, Young Eagles, Bald Eagles, and anyone else we come in contact with.



On a Wing and a Prayer

by Rick Reilly (Sports Illustrated)

Now this message for America's most famous athletes: Someday you may be invited to fly in the back seat of one of your country's most powerful fighter jets. Many of you already have — John Elway, John Stockton, Tiger Woods to name a few. If you get this opportunity, let me urge you, with the greatest sincerity.... Move to Guam. Change your name. Fake your own death. Whatever you do, do not go. I know. The U.S. Navy invited me to try it. I was thrilled. I was pumped. I was toast! I should've known when they told me my pilot would be Chip (Biff) King of Fighter Squadron 213 at Naval Air Station Oceana in Virginia Beach. Whatever you're thinking a Top Gun named Chip (Biff) King looks like, triple it. He's about six-foot, tan, ice blue eyes, wavy surfer hair, finger-crippling handshake — the kind of man who wrestles dyspeptic alligators in his leisure time. If you see this man, run the other way. Fast. Biff King was born to fly.

His father, Jack King, was for years the voice of NASA missions. ("T-minus 15 seconds and counting...." Remember?) Chip would charge neighborhood kids a quarter each to hear his dad. Jack would wake up from naps surrounded by nine-year-olds waiting for him to say, "We have a liftoff." Biff was to fly me in an F-14D Tomcat, a ridiculously powerful \$60 million weapon with nearly as much

thrust as weight, not unlike Colin Montgomerie. I was worried about getting airsick, so the night before the flight I asked Biff if there was something I should eat the next morning. "Bananas," he said. "For the potassium?" I asked. "No," Biff said, "because they taste about the same coming up as they do going down." The next morning, out on the tarmac, I had on my flight suit with my name sewn over the left breast. (No call sign — like Crash or Sticky or Leadfoot — but, still, very cool.) I carried my helmet in the crook of my arm, as Biff had instructed. If ever in my life I had a chance to nail Nicole Kidman, that was it.

A fighter pilot named Psycho gave me a safety briefing and then fastened me into my ejection seat, which, when employed, would "egress" me out of the plane at such a velocity that I would be immediately knocked unconscious. Just as I was thinking about aborting the flight, the canopy closed over me, and Biff gave the ground crew a thumbs-up.

In minutes we were firing nose up at 600 mph. We leveled out and then canopy-rolled over another F-14. Those 20 minutes were the rush of my life. Unfortunately, the ride lasted 80. It was like being on the roller coaster at Six Flags Over *. Only without rails. We did barrel rolls, snap rolls, loops, yanks and banks. We dived, rose and dived again, sometimes with a vertical velocity of 10,000 feet per minute.

We chased another F-14, and it chased us. We broke the speed of sound. Sea was sky and sky was sea. Flying at 200 feet we did 90-degree turns at 550

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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)

Chapter 515 2003 Officers

We have a new slate of officers for 2003. Milo Smith graduates to President, and Larry Larkin has agreed to serve as Secretary. Three of us have agreed to an encore performance: Ron Grob, Editor; Larry Drake, Publisher; and Ron O'Dea, Treasurer (Ron O'Dea reminds us that the \$18 2003 dues are due now.). Britt Crowell will serve as the Young Eagles Coordinator, with the able and experienced assistance of Randy Bailey. The office of Vice President is still available, so act now to volunteer before the opportunity passes you by.

EAA Chapter 515 Newsletter

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

January 2003

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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PO Box 1417, Lvld 80539-1417

CHAPTER MEMBERSHIP ANNUAL DUES:

amount: \$18/year

due: January 1, 2003

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

Wing and Pryer - *continued from 3*

mph, creating a G-force of 6.5, which is to say I felt as if 6.5 times my body weight was smashing against me, thereby approximating life as Mrs. Colin Montgomerie.

And I egressed the bananas. I egressed the pizza from the night before. And the lunch before that. I egressed a box of Milk Duds from the sixth grade. I made Linda Blair look polite. Because of the G's, I was egressing stuff that did not even want to be egressed. I went through not one airsick bag, but two. Biff said I passed out. Twice. I was coated in sweat. At one point, as we were coming in upside down in a banked curve on a mock bombing target and the G's were flattening me like a tortilla and I was in and out of

consciousness, I realized I was the first person in history to throw down. I used to know cool. Cool was Elway throwing a touchdown pass, or Norman making a five-iron bite. But now I really know cool. Cool are guys like Biff, men with cast-iron stomachs and Freon nerves. I wouldn't go up there again for Derek Jeter's black book, but I'm glad Biff does every day, and for less a year than a rookie reliever makes in a home stand.

A week later, when the spins finally stopped, Biff called. He said he and the fighters had the perfect call sign for me. Said he'd send it on a patch for my flight suit. What is it? I asked. "Two Bags." Don't you dare tell Nicole.