



# EAA CHAPTER 515

Fort Collins/Loveland  
Colorado

www.eaa515.org

# NEWS

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## ATG Javelin

By Ron Grob

Rob Wolf, of Aviation Technology Group (ATG), enthusiastically described a new aircraft under development in Englewood, Colorado, at our well-attended March meeting. According to Rob, the Javelin is a "must have" for someone with an urgent need for speed. If all goes well, you can have one for your very own for only about \$2.2 million in about 2006.

If ATG can really pull it off, the Javelin will truly be a remarkable aircraft. Max. cruise speed is expected to be Mach 0.92 with an IFR range of 1250 nm. It will sport two 1500# thrust (each) turbofan engines, estimated to give it a 250 KIAS climb speed to 12,000 feet and a ceiling of 49,000 feet. It will be fully aerobatic. Their brochure

states, "Introducing the Javelin, the fastest most powerful business jet ever envisioned. Utilizing a modular aluminum structure, the two-seat Javelin is a unique, state-of-the-art, economical means of first class personal and business transportation. Its fighter-like appearance and performance are coupled with innovative aerospace engineering and the latest avionics. Certification is planned under FAR part 23."

If you want to see a mock up of the Javelin before you place your order, or if you are just looking for an excuse to go flying, it can usually be viewed outside in fair weather at Centennial Airport. For more information call 303/799-4197, or [www.avtechgroup.com](http://www.avtechgroup.com)

## EAA Chapter 515 Presents

### Denver ARTCC Locate Downed Aircraft

- When:** Tuesday, May 6, 2003 • 7:30 PM
- Where:** Hair Dynamics, 6464 S. College, Ft. Collins, CO 80525
- Program:** Rick Austin and Joe Ashworth, both of the Quality Assurance office at Denver ARTCC. These two guys are known throughout the FAA and AFRCC (Air Force Rescue Command Center) for their talents at locating aircraft that nobody else could find. There have been times that the downed aircraft were located by CAP within 1/4 mile of where they said they would be with nothing more than a couple of faint radar returns to go on. These guys are good!  
(See upcoming future events on page-2)

### 2003 Chapter 515 Activities

**May 6th** - Two Speakers from the Denver ARTCC

**June 3rd** - Meeting program  
TBA

**June 14th** - National YE Day  
(YE rally at FNL)

**July 1st** - Meeting program  
TBA

**August 5th** - No meeting due to Oshkosh

**September 2nd** - Oshkosh Review (bring your pictures and your stories)

**September 6th** - Bald Eagles Rally and Fall Picnic

**October 7th** - Program TBA

**November 4th** - Program TBA

**December 2nd** - No meeting due to Banquet

**December 5th** - Winter Banquet (details soon)

## April Minutes

By Ron O'Dea

- 7:30 p.m. Milo Smith called the meeting to order and provided the agenda for the evening. He asked for project updates, guests, and new members.
- John Szantho just received the boxes for his RV-9A kit. He is going to build it at home. The empennage will be in the basement and the rest will be in the garage.
- Bob Tucker (guest)
- Brent Olsen (guest) building Kit Fox.
- Jim Sampson (guest). His company, Scion Industries, is North of FNL. He is a tooling developer.
- Past member Chuck Hautamacki came by to see what was new.
- Ron Grob has completed his Lancair ES except for upholstery, and the aircraft now has over 75 hours on it.
- Britt Crowell just received the wings for his RV-7a and can't wait to get started.
- Hugh Beckham reports that his medical is being delayed because some of the FAA medical staff has been recalled to active duty.
- Britt Crowell, Young Eagles Coordinator, presented Certificates of Appreciation to members who flew Young Eagles. Britt says we will conduct Young Eagles with Boy Scouts of America at FNL on June 14, 2003. The BSA says that Certificated Aircraft must be used (no experimental aircraft) and the pilots must have a minimum of 250 Flight Hours.
- Chris Bolton no longer has his Piper Tripacer. He has all the manuals for this aircraft and will donate them to someone who wants them.
- Ron O'Dea, Treasurer made a financial report.
- Dean Hall reported that Paul McCoy has donated two boxes of "Coffee Table" type books to EAA 515. Dean says they may be raffled off and the proceeds donated to Chapter 515.
- Milo Smith introduced our Guest Speaker, Mr. Robert Wolfe, V.P. of Engineering of Javelin Aircraft Co. He is a member of EAA Chapter 301 and is a Lancair builder.

## "Any Traffic Please Advise"

Submitted by Dean Hall

Rick Durden writes extensively for the AVweb. His recent article, 'The pilot's Lounge #59,' addressed the issue with the title, "Any Traffic Please Advise and Other UNICOM Moronisms." We (the editorial we) have extracted some of the material from that article, quoted some of it, paraphrased a bit of it, toned it down a little, shortened it a lot, and submit it for our members' consideration. It happens that we agree with the main thesis.

He indicated that back in the '80s after the controllers' strike, when commuters were flying into fields that no longer had control towers, and were being held on the frequency by ATC until three or four miles from the airport, there developed the practice of calling "any traffic please advise" as soon as they could switch to Unicom after being released by the controller. The management of some airlines determined that this become standard operating procedure.

"Pilots who should have known better started emulating the commuters", and then the practice spread, including to some flight schools. Interestingly, the commuters soon recognized that the best and most productive technique was to simply make a position report, and they abandoned the "please advise."

Durden says that the "any traffic please advise" call does three things, all of which are bad.

1) It irritates some of the old hands who aren't in immediate conflict and who figure

correctly that their next routine position call will inform everybody adequately.

2) It prompts some who may be miles away to clutter the air with a needless response.

3) It has been known to incite rude remarks about the self-appointed controller, more airways clutter.

The important point is that when a proper position report is given, it automatically triggers the proper responses from any pilots who feel that they may be in potential conflict. They will naturally respond, which gets the initial caller exactly what he wanted. No need to make it any more complicated than that. If we do accept that on occasion the pilot on an IFR approach may feel the need to do it, the fact is that most of the calls come from pilots who have no better reason than the desire to play controller. I have even heard it from pilots starting their take-off. To me, this ranks right up there with "Position and Hold" on the runway before take-off, and that is another subject.

See and be seen is still the gold standard of collision avoidance. Good radio technique enhances safety immeasurably. These reports should be simple, accurate and brief. I fairly frequently hear something like this. Fort Collins-Loveland traffic, this is Piper four-nine-six-three Papa Uniform and we are uh-h-h about five miles east of the field and I'm gonna enter on the forty-five and fly a left hand pattern and land on uh-h-h-h runway one-five, this'll be a full stop. This could be shortened to Fort Love traffic, Piper three Papa Uniform, five east inbound one-five. The same information is presented. The forty-five entry to a left hand pattern is standard and under-

stood unless otherwise indicated. It need not be spelled out every time. The usual landing is to a stop, and that too need not be announced. If it is going to be different, then announce it.

There is no point in repeating the entire call sign. We amateurs are too busy, aren't really interested, don't have any need to know the full call sign, and probably couldn't remember it if we tried. One of my friends reports, "Cub 123" even though that isn't the exact number. Even I can remember that, and there is never any confusion.

Another annoying call, "This is Cessna 5678XU almost over the field at 8,500 going southeast." That doesn't involve the airport airspace, isn't required, and doesn't tell the local traffic anything. It only clutters the airways when there may be somebody who needs to give important information.

Durden summarizes: "So let's relegate the 'Any traffic please advise' to the pile of aeronautical failures and move on."

## 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)**

## ANNOUNCEMENTS

### Notice: Book Auction at May Meeting

Paul McCoy has donated a couple of boxes of aviation books. They range from a couple of paperbacks to several reference books, which Dean Hall calls coffee table books. Some of these are expensive-looking reference books, particularly of early aviation including JANE'S ENCYCLOPEDIA OF AVIATION. These will be auctioned off at the May meeting, with the proceeds going to the chapter. Our thanks to Paul for his generous gift.

### Tuskegee Airmen to Join Young Eagles - Pilots needed at Front Range Airport

Gilbert Wheeler, former Chapter 515 Young Eagles Coordinator, contacted us regarding a planned Young Eagles Flying Day at Front Range Airport, probably August 5. Gilbert says that the Tuskegee Airmen will have their national convention in Denver the week of August 4-10, and some of the original Tuskegee Airmen will be present at the Young Eagles event. Please call Gilbert if you can fly for the event. He can be reached at 720/297-8515 or gilbert811@yahoo.com

# EAA Chapter 515 Newsletter

*c/o Larry Drake (publisher)*

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<http://www.eaa515.org>

<http://www.rmrfi.org>

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## Rocky Mountain Regional Fly-In

[www.rmrfi.org](http://www.rmrfi.org)

There probably won't be any volunteer 'beg-a-thon' visit from the Fly In Volunteer Coordinator this year. Instead, we would prefer that folks visit the web site, see what positions volunteers are needed for, then contact the Volunteer Coordinator via email, or postal mail if they don't have Internet access.

### Receive Your Newsletter Sooner (save Chapter 515 some money)

If you have email, please consider having your monthly newsletter emailed to you. This saves considerable labor and postage and makes more money available from dues to pay for chapter activities. If you are willing to help us all by doing so, please send your email address to the Treasurer, Ron O'Dea.

His email: [r2av8r@earthlink.net](mailto:r2av8r@earthlink.net),  
or call 667-9558.

### Put it in the Newsletter!

stories • announcements • ads

Send text and/or pictures to:

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