



EAA CHAPTER 515
 Fort Collins/Loveland
 Colorado
www.eaa515.org

NEWS

Volume 29 • Issue 6 • June 2003

In This Issue

- **Controllers Speak** 1
- **May Minutes** 2
- **Oshkosh Memories** 3
- **Time to Fly** 5

<http://www.eaa515.org>

515 Officers

President

Milo Smith
milosmith@myrealbox.com
 407-1105

Vice President

vacant

Secretary

Larry Larkin
larkinent@msn.com
 669-5090

Treasurer

Ron O'Dea
r2av8r@earthlink.net
 667-9558

Young Eagles Coordinator

Britt Crowell
britt@fortcollins.com
 484-9995

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



Controllers Speak To Chapter 515

By Ron Grob

A full room of 515 members heard Rick Austin and Ken Ashworth talk about the Longmont Air Route Traffic Control Center (ARTCC) and their work in refining available radar data to assist in searching for missing aircraft. These men are truly outstanding public servants who give the lie to the old joke about the "government men are here to help you." Rick Austin is an FAA controller and Senior Quality Assurance (QA) Specialist, and Ken Ashworth is an FAA controller and QA specialist. Both are pilots, paramedics, know a lot about computers, and truly are there for us. On their own time, and as a "hobby," they have developed ways to massage radar data so as to narrow down the search areas for missing aircraft. Doing that greatly minimizes the time to find a downed aircraft,

increases survival odds for pilots lucky enough to survive a crash, and greatly decreases the cost of a search. Pagers are not in their job descriptions, but they volunteered to wear them. They are both on call 24/7, and often are called out of bed to help find an aircraft. We really appreciate their work, and so does the FAA. Rick and Ken have been asked to expand their areas of influence for searches to cover from here all the way to the Pacific Northwest.

They had some practical advice for pilots. Searching for a downed aircraft is made a whole lot easier if you file a VFR flight plan. Once you file it, fly it. If there is some need to change the plan, call in to amend it. Talk to flight service, towers, etc. Doing so narrows the search area and saves vital time in case of an accident.

EAA Chapter 515 Presents

June Meeting

When: Tuesday, June 3, 2003 • 7:30 PM
Where: Hair Dynamics, 6464 S. College, Ft. Collins, CO 80525
Program: TBA

May Meeting Minutes

By Larry Larkin

May 6, 2003

7:35 p.m. the meeting was called to order by Milo. Milo discussed the meeting agenda. He stated that he talked to someone the previous week about serving as Vice President. The position is still open and the Chapter is still looking to fill it. The agenda consisted of old business, a silent auction, a video titled "Airport Watch", and two speakers from the Quality Assurance office of the Denver ARTCC in Longmont. There were three guests at the meeting. Steve Aden is an EAA member who moved here from Oregon and Steve owns a Rans S-10. Kevin Stasek is finishing up his Private Pilot certificate and has purchased plans for an all wood cub, which falls under the classification of Light Miniature aircraft. Joe Hutchinson also attended and previously was a member. Several Aviation books were donated to

the Chapter by Paul McCoy. A silent auction was held with the proceeds to be donated to the club's kitty. Members placed their bids on a piece of paper and placed them in the book of their choice. Member Dean Hall donated several magazines for the membership to take home.

An RV-10 update was given by a member. He hopes to have the RV-10 flying in time to display it at Oshkosh this summer.

Hugh Beckham updated everyone on his Sonex project. Dean Hall has been flying it and it has been painted. Dean says it flies very well.

Brit Crowell, our Young Eagles Director, had no update other than to remind the members that the Young Eagles fly-in will be on June 14.

An update was given for the annual Rocky Mountain Regional Fly-in June 28 and 29 at Longmont's Vance Brand Airport. Volunteers are still needed.

A video produced by AOPA in conjunction with the TSA called Airport Watch was shown. If you ever witness suspicious activity around the airport call 911 or 1-866 GA SECURE. A short break followed the video.

Milo then introduced Rick Austin and Ken Ashworth from the Quality Assurance Office of the Denver ARTCC in Longmont. They discussed the history and operations of the ARTCC. They then demonstrated how they go about assisting the Air Force and CAP locating missing aircraft. The meeting ended at 9:30 p.m.

Tuskegee Airmen Youth Day

by Gilbert Wheeler

The Tuskegee Airmen Inc. is having their National Convention in Denver the week of August 4 through the 10 of this year. We need your help and support. The 5th of August is schedule for a Youth Day; members will be meeting from 200 to 300 kids! We would like to turn this into a Young Eagle Event for Colorado EAA Chapters!

This would be an excellent time for us EAA members to add

them to our Young Eagles program, and give us the opportunity to meet some of the Tuskegee Airmen.

We are flying out of Front Range Airport. Please contact your Young Eagles Leaders to add your name to our list. We are going to need both pilots and ground personnel.

You may reach me at either (720)297-8515 or www.colorado-redtails.com

Gothenberg, Nebraska Fly-In June 14, 2003

A poster was received from Gothenberg, Nebraska (about 30 miles SE of North Platte) advertising their June 14 Fly-In. The Fly-In is free, including a pancake breakfast, and is billed as a fly-in to "help celebrate the Wright Brothers." There will be aircraft displays, including general aviation, homebuilt, antique, classic helicopter, and hot air balloons. Crop spraying (with water) and aerial fire drop demonstrations will be given. Young Eagles will be flown. Unfortunately, this event coincides with our Young Eagles event at FNL the same day.

2003 Chapter 515 Activities

Jun 3 - Meeting program TBA

June 14 - National Young Eagles Day (rally at FNL)

Jun 28-29 - Rocky Mountain Regional Fly-In, Vance Brand Airport, Longmont

Jul 1 - Meeting program TBA

Jul 20-Aug 4 - Airventure 2003

Aug 5 - No meeting due to Oshkosh. Probable Young Eagles Fly-In, Front Range Airport

Sep 2 - Oshkosh Review (bring your pictures and your stories)

Sep 6 - Bald Eagles Rally and Fall Picnic

Oct 7 - Program TBA

Nov 4 - Program TBA

Dec 2 - No meeting due to Banquet

Dec 5 - Winter Banquet (details soon)

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)

Oshkosh Memories

by Dean Hall

The combination of having built a couple of airplanes, and being active at Oshkosh, has given me the real pleasure of getting to meet some of the outstanding figures and names in aviation history. At the risk of being a shameless name dropper, I will recount some of them because they might be of interest.

Early on, I had the great pleasure of dinner with **T. Claude Ryan** who was wonderfully sociable and willing to share his aviation lore with me. He is most famous for his association with Lindbergh's Spirit of St. Louis. He was still active in his local EAA chapter in San Diego, shared his wealth of aviation wisdom with the members, and he recounted to me some stories of the happenings there including the story of a homebuilt airplane which was so nose heavy that on the first flight it demanded almost full power to keep the nose up in level flight. The test pilot had to leave the power on until the wheels touched. He managed to get it stopped by the end of the runway, and then got out and started kicking the plane. Mr. Ryan was kind enough to look at my Skybolt and make some generous remarks.

A little bit of history: It was in the late 1980s when I stopped and talked to a tall, slender, distinguished looking, white haired man by an interesting looking airplane. It was the Spencer Air Car, an all wood, pusher amphibian homebuilt, and the man was **Mr. Spencer** himself. The airplane was styled after the Republic Seabee, which he had also designed forty years earlier. We had a pleasant conversation, he almost convinced me that it would be an easy airplane to build, and by his standards it probably was. But it was a big airplane, would have involved major woodworking skills, and would have been a major project. He was clearly very knowledgeable about airplanes and had been an inventor in other areas. It was not until later

that I found out that he was only one generation removed from our Civil War, being the late life son of the inventor of the Spencer repeating rifle of that war.

Very high on the list of great pleasures was to meet **Reeve Lindbergh**, the youngest daughter of Charles and Anne Morrow. She is the only one of the Lindbergh children to go public, write a book, and speak about her memories of growing up with her famous parents. She told delightful stories. To her, he was not the "Slim" Lindbergh of his early fame but was a mature, big man who in spite of his being a notorious autocrat gave her wonderful memories of children's games and play. She has written these stories in her book, **UNDER A WING**. A couple of Reeve's stories which are not in her book: one night in the middle of a torrential down pour, Charles got the kids up, told them that they could forget about school tomorrow, there were more important things to do such as witnessing the powerful force of running water whereupon he took them to a local area where there was a raging torrent in a little ravine. Point made. Another time at Halloween, he took the kids to a cave on the home property where they built a campfire and sat around telling scary stories. My library has several Lindbergh books including those by **Anne Morrow**. I had the audacity to send a photo of my Skybolt to Anne Morrow and she was kind enough to autograph it and send it back.

We know of Lindbergh mostly by the mountain of literature about him and by him. I happened to have a unique, even if indirect, window on Lindbergh the man at his most vulnerable. One of my colleagues was a cancer radio-therapist who treated Lindbergh in a New York hospital for his last illness. She told me that he was totally composed, professional but personable in their relationship, in summary a gentleman and a fine



Dean Hall and Steve Wittman: one of us is 90 yrs. old—your choice.

patient. They had a long discussion about his illness and he told her that he would appreciate it if she would tell him if and when the time had come that the therapy was no longer effective and there was nothing more that could be done. That day did come; she sat down and explained it to him as gently as she could. He accepted it impassively but graciously, thanked her for all she had done, and began immediately to make plans to be taken to Hawaii.

A number of years ago, at one of the Board meetings, the EAA held a dedication ceremony of a P-38 in the museum in honor of **Major Richard Bong**, America's top fighter ace in WWII with 40 kills in the South Pacific, and a Medal of Honor winner. The plane was painted exactly like Bong's airplane including the picture of "Marge" on the nose. Bong was a true legend at that time. He was a handsome farm boy from Wisconsin and he remained clean cut and modest through it all. He had even written a letter to his mother, which was critical of the "naked women" painted on the nose of most of the airplanes, and instead he had an enlarged portrait of his girl friend, Marge, put on the nose of his plane. After his 40th victory he was sent home, and he married Marge in Feb. 1944. Bong was a national idol and my hero. I had dreamed of being a fighter pilot, but my limited military experience was ground bound. I was crushed when he was killed a few months later in a P-80 especially since he had survived all of that combat. This

(continued on page 4)

Memories... from page 3

was a nostalgic event for me. Marge was there at the dedication, had remarried, and was gracious to everybody.

Lt. Colonel Francis "Gabby" Gabreski, another legendary WWII pilot likewise was there at the Bong ceremony. He was the top American ace in the European Theater with 28 victories in the P-47, and he was friendly and sociable. I have similarly been impressed with **Bud Anderson** and some of the other ranking Warbirds. In contrast, I ran into **Chuck Yeager** many times and learned to avoid him. The word was that he was sullen and unsociable when approached by anyone outside of his inner circle.

You can't talk about Oshkosh without thinking about **Steve Wittman** for whom the field is named and who is a true aviation legend. He was on the Board when I first went on, and he was very kind to me. He started flying in 1924 and had pilot certificate no. 94, signed by Orville Wright. He started competing in air racing in 1926 and last raced in 1989 when he was 85 years old, always in planes which he had designed and built. He did his last aerobatic air show when he was 92 years old. Steve was generally quiet and modest, but he could be crusty. An Oshkosh native told me the story of getting his flight check from Steve many years earlier. The wind was blowing and gusting, and the guy was sure that they wouldn't fly. Steve said come on, and so off they went. At the end of the flight, he fought it all the way to the ground when it greased on. They got out of the airplane, and Steve, typically taciturn, said simply, "Nice landing" and then as an afterthought added gruffly, "But you didn't have anything to do with it." Steve told me about the time that he decided to try out the modified August Raspert triangular wing tip design on his TailWind. He decided to just build it on one wing tip in case it didn't work and wasn't worth the effort. When he taxied out, the tower called him to ask if he was aware that he had two different wings on the airplane, which he

acknowledged. During the takeoff run, the new wing tip lifted first. He had to keep feeding aileron into it until it stabilized. He still had aileron reserve by the time that he took off, so he continued the flight, satisfied that he had a winner. Steve had that kind of experience and confidence. I had dinner with Steve and his wife a month before they were killed.

Cliff Robertson has been generous in making promotional movies for the EAA. I happened to be doing some work on my airplane in the **Kermit Weeks'** EAA maintenance facility while he was making an EAA promotional movie out in front of the hangar. At break time in his part of it, the two of us sat at a lunch table in the corner of the hangar, shared some munchies and talked airplanes for a half hour as if we were old buddies, no hero worship, and no affect on his part. Likewise, the astronaut **Hoot Gibson** went out of his way to sign an autograph for the young son of a friend of mine. I got to spend some time talking to Neil Armstrong on one of his few visits to Oshkosh, and have an autographed photo of the two of us. Another time, I took my plate and picked a place at a picnic table across from a very affable fellow, introduced myself, and enjoyed a great conversation with **Scott Crossfield**, the pioneer test pilot who was the first to fly double and triple sonic. He was still flying actively, professionally, and confided that he had never gone to the trouble to get an instrument ticket. So far, nobody had hassled him.

On a couple of occasions, I got to talk airplanes with **Burt Rutan** who treated me very well. **Dick (Rutan)**, on the other hand, could be difficult and arrogant. On one occasion, he was grossly rude to me. It was not totally surprising that on another occasion, I overheard the Rutans' father suggest that he hoped somebody would "teach that boy some manners". A couple of years later, Dick didn't recognize me from earlier, and talked to me at some length about his proposal that we send a man to Alpha Centaurus, the closest star. This was not really a conversation,

but rather a monologue. He was very critical of the fact that nobody in authority had listened to him including the fact that he wanted badly to be that man. He was outright contemptuous and even demeaning of the guys who got themselves shot down by SAMs in Viet Nam. He had mastered the art of dodging them and felt that it was inexcusable for anybody else not to do as well. On one occasion, the Rutans and Jeanna Yeager were to present together the evening program at the Theater in The Woods. Dick went to the microphone and announced that "Jeanna doesn't talk", and that took care of that. Privately, Jeanna and I conversed a number of times, and she would greet me as an old friend.

Another of my great aviation memories happened at the Dayton Air Fare in 1989. I was fortunate enough to win the Wright Bros. Award for my Skybolt. The ceremony was held at the Wright Bros. Mansion, and the trophy was presented by their grand nephew **'Wick' Wright**. Orville had lived there for many years, but Wilbur had died in 1912 while the house was in the planning stages. A highlight of that experience was to meet **Ivanette Wright Miller**, who was then in her late nineties. She was a niece of the Bros. and relayed to us very matter-of-factly that in 1908, "I took the trolley car out to Huffman Prairie where Uncle Orville took me for an airplane ride, and then I went home." She was the first child ever to fly. Wick told us great stories of Orville's continued inventing and tinkering during his life in the mansion. For instance, Orville loved homemade ice cream, but he hated having to hand crank the old fashioned machine. So, he hooked up an electric motor. There was one small problem. It went too fast, and so he got butter. Easy enough. He changed the gearing, and enjoyed great ice cream for many years. That house is now a museum. The library still contains Orville's books, and we can only dream of spending unlimited time there.

Molt Taylor was one of the real pioneers and innovators of homebuilt aviation even if not

always accompanied with success. In the 1930s, he had made the combination airplane and automobile, which he called the AeroCar. It consisted of a little automobile with a removable upper structure of wings, tail, and engine with propeller. That unit could be detached and left at the airport while the car drove off. There were obvious big disadvantages: the car was a fragile, little, light weight unit, but even so it saddled the airplane with the excess weight of roadable chassis, transmission, four wheels, and a second engine. It never caught on. Over the years, he developed a number of clever and unique designs including a light-weight basically cardboard, composite pusher. These airplanes incorporated clever design parameters, but they don't show up at Oshkosh, and that always tells us something. Our own **Hugh Beckham** had some experience building one of those airplanes, and he shared it with us at one of our meetings. When I met Molt about 1990, even confined to a wheel chair, he was still passionate about the AeroCar and was convinced that it was the big auto and airplane industries that had blocked his dream. He confided to me the story of a cross-country flight that he and his wife had done many years earlier in two airplanes. Only one of them had a map, and the other had the only radio, but it worked. After this meeting, he went home to Washington State, and died of a heart attack a few days later. The prototype of his AeroCar is now in the EAA museum.

Just last fall (Nov. '02) I met a living piece of aviation history at the Board Meeting at Oshkosh. **John M. Miller** was being recognized by induction into the Vintage Aircraft Hall of Fame. He is 97 yrs. old and told of having watched Lindbergh take off for Paris. He said that he was directly behind the airplane as it, heavily laden, waddled down the rain soaked runway, and wondered which one of the two telephone poles he was going to hit. "I said to myself and to others that we would probably never see the poor guy again," [which was not an unreasonable observation since at that

moment, there were four dead, two missing, and three injured in that quest]. When the famous ticker tape parade down Fifth Avenue was held, John watched from a ninth floor window sill. John was already a pilot, had met Lindbergh informally on occasion around the hangars, including helping him push his airplane around and was rewarded spontaneously by Lindbergh giving him an autographed photo after his famous flight. John Miller went ahead to be an air mail pilot, a test pilot, and an air line pilot among other aviation careers, and he is still current in IFR, and as an instructor.

Aviation has introduced me to a number of special people from around the world including this country: the legendary fighter pilot **Gen. Robin Olds**, **Jon Johanson** of Australia and three times around the world fame, **Neil Loving** who was one of the venerated pioneers in the homebuilt movement, **Erik Shilling** an original Flying Tiger, **Major General Pat Halloran** who flew both the U-2 and the SR-71, **Bjornar Vollstad** of Norway, **Brian O'Sullivan** of Ireland who bought my Skybolt, and **Francois Mounier-Poulat** and **Bernard Bonfy** of France, not to mention **Paul Poberezny** the father of the EAA. All of these people have become personal friends, and I have shared each of them with the chapter either as a speaker or as a visitor to one of our regular meetings.

This is not to neglect the members of our own Chapter 515. We have people with their own memorable aviation experiences including decorated combat veterans. Look around at the next meeting; you may be sitting next to one of them.

As my career in aviation winds down, these are memories and reflections on it. Just the musings of an old timer. Aviation has been good to me.

Time for Me to Fly

By Tom Lucas

Depending on your musical tastes, and how old you were in the sixties, you might recognize that I ripped off Reo Speedwagon. It is intentional and has relevance.

It is ironic that approximately 12 years ago, Chapter 515 was meeting at Hair Dynamics and we have now returned to that facility. In a regular monthly meeting 12 years ago, Bob and Lynn Van Dalsam (long time 515 members) announced that they would like to retire from 13 years of involvement with the Rocky Mountain Regional Fly In. Bob and Lynn had done an excellent job over the 13 years and had contributed countless hours of volunteer time, although I would learn later on how measurable 'countless' is.

Over the 13 years that Bob and Lynn were involved with the Rocky Mountain Regional Fly In, it had grown in size and complexity. In announcing their retirement, they also requested someone from 515 to take over their position on the fly in organization committee. Not surprisingly, you could hear the MCI pin drop in the meeting room. To be honest, I wasn't much more enthusiastic about volunteering than anybody else in the room. There was plenty of time to reflect on what the lack of participation meant. I had attended the fly in and realized that it couldn't be put on by only 3 people. In the mode of "somebody has to do it", I raised my hand and said that I would take the task on.

Initially, my thought was that I would do this for one year and then hopefully pass that position on to someone else. That was 12 years ago. I am now at the same point that Bob and Lynn were 12 years ago. I need to retire and do some of the things that I haven't been able to do over the last 12 years. For the past 2 years I have been an

(continued on page 6)

Memories... from page 3

Assistant Director. Planning for the next fly in usually starts in September and involves monthly meetings from then on until the next fly in, with the exception of December due to the holiday season. If one happens to be a Director, then there is an additional executive meeting once a month prior to the general meeting. Back to the 'countless' comment. Disregarding the hours devoted to these meetings, I define the fly in weekend as how to put in 40 hours over 3 days. That is typical for most committee members.

A little known fact, or at least I think that it is little known: EAA headquarters would LIKE to see 2 representatives from EACH chapter in the region (CO, WY, & NM) participate on the fly in committee. Good luck. While the fly in probably wouldn't die on the vine without a 515 representative, it would be a lot better if there were one.

The positive: During my time on the committee I have met and interfaced with far more aviation folks along the Front Range area than I would have otherwise. These are relationships that I take to the bank.

The negative: I have not been able to look at an airplane. I mean really, really look at an airplane. I see airplanes on the ramp, but there is no time to really look at them. This is probably my primary reason for the retirement decision.

OK, now that announcement has been made.

This year marks the 25th EAA Rocky Mountain Regional Fly In. As such, Colorado Sport Aviation Inc. (yep, that's the committee) is striving to make it one of the best fly ins ever.

For the benefit of those who don't have internet access (...and why don't you?), I will try to give you a quick synopsis of what is happening as of 21 May 03.

Something new, if you DO have internet access, tickets can be purchased online. If you DON'T have internet access, tickets are also available at all front range King Soopers locations.

There WILL be a temporary tower in operation this year at Longmont. Hours of operation will

EAA Chapter 515 Newsletter

c/o Larry Drake (publisher)

5925 Sacajawea Way

Loveland, CO 80537

<http://www.eaa515.org>

June 2003

EAA Chapter 515

Page 6

be from 0630 to 1600, excluding the window of airport closure for the air show on Saturday and Sunday during which the Air Boss is in control. PLEASE check NOTAMS for the air show closure hours. I might quote them incorrectly and don't want to create confusion.

Acts that will be appearing will be: Lon Arnold in his Long EZ, Jon Melby in his S2B Pitts, the Trojan Phlyers, Rob Harrison in a Zlin 50, Falcon Flight formation RVs, Bill Greenwood in the Spitfire, and Warren Rempel in his T-6.

On Sunday there will be a Young Eagles event and pilots will be needed for this.

We have 4 or possibly 5 food vendors signed up that will be arranged in a food court format. Hopefully, there will be something for everyone's taste.

The Saturday evening banquet and program are not to be missed. The guest speaker is going to be Dennis Ebbets from Ball Aerospace Corp. speaking on the

Hubble Space Telescope. Now there is a 'homebuilt' project if there ever was one.

As usual, volunteers are needed. Sign up on the web site by contacting cherylesullivan@aol.com. That is about all that I can think of for now and can convey more information upon request at the June meeting.

Since I haven't been PIC for about 3 years, it is definitely.....time for me to fly.