



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

NEWS

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In This Issue

- Important Meeting 1
- Chapter Activities 2
- Upcoming Flyins 2
- Lancair Flies 3

<http://www.eaa515.org>

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Most Important Meeting of the Year!

Special Meeting

By Ron O'Dea, Treasurer 515

Just a reminder folks that our September meeting is very important! We need your participation. We are going to vote on whether or not we will remain an EAA Chapter. As this is a business meeting, we will not be inviting guests. Spouses and "significant others" of members are welcome, however, as recent board action granted them full voting privileges.

What brings us to this point is the difficulty we have had trying to attract officers. This year we had no Vice President. This situation dumped the whole load of activities and issues planning right on the President. At the time of Milo's resignation we only had two officers left. If Hugh had not

stepped up to be V.P. and had not agreed to act as President, we would be in tough shape.

In last month's newsletter I talked about changes the board agreed to. To make the job of V.P. less burdensome, the board will meet quarterly to, among other things, assist the V.P. in planning the activities for the next quarter. In addition to easing the burden on the V.P. it will cause the board members to interact with each other more frequently.

It was a sad thing last year that when looking for a candidate for V.P. we all just looked at each other and took no action. Without a full compliment of officers we cannot continue as an EAA Chapter. So that's the bottom line. Do we want to continue as a Chapter? If we do, we need officers,

(continued on page 4)

EAA Chapter 515 Presents

IMPORTANT MEETING

When: Tuesday, Sept 2, 2003
 Cookout 6:30 PM - 7:30 PM
 Meeting 7:30 PM

Where: Hangar 16X. Ft. Collins-Loveland Airport

Program: Meal and refreshments provided. Special business meeting to determine the future of the chapter. By action of the board, spouses and "significant others" of members are full voting members, and are welcome at the cookout and meeting. **BRING A CHAIR AND MOSQUITO SPRAY!**

All members are encouraged to attend

2003 Chapter 515 Activities

September 2nd -SPECIAL MEETING TO DETERMINE FUTURE OF CHAPTER 515
 October 4th-Bald Eagles fly-in at Ft. Collins-Loveland (tentative)
 October 7th - Program TBA
 November 4th - Program TBA
 December 2nd - No meeting due to Banquet
 December 5th - Winter Banquet (details later)

CONGRATULATIONS!



Dan's Lancair 320 Flies

by: Dan Olsen

Two Upcoming Mid-West Fly-Ins

The 47th Annual Tulsa Regional Fly-In will be September 19-20, 2003, at Frank Phillips Field, Bartlesville, OK. The mailer says the show will feature "the airplanes from the World War I era through the newest custom-built experimentals." For further information, contact: Charles W. Harris, P. O. Box 470350, Tulsa, OK 74147-0350, phone: 918/622-8400, www.tulsaflyin.com Suggested donation: \$7 adults, \$3 students, children under 5 admitted free. Children under 15 must be accompanied by an adult.

The other fly-in is the 8th Annual Fly-In 2003, Mid-America EAA Chapter 1091, at Lexington Airport, Lexington, NE, Saturday and Sunday, September 20 and 21. There is a free pancake breakfast for fly-ins, and others are welcome at \$2.50 each. Admission is free. For further information contact: Fly-In Director Calvin Kelly, 43032 Kilgor Road, Gibbon, NE, 68840, phone: 308/468-5189, ckelly@nctc.net

Like many EAAers, I have dreamed of building and flying my own airplane since I was a teenager...

At Oshkosh in August 1994 a bachelor engineer from Rochester, Minnesota laid down his deposit for a new Lancair 320 kit. By the time he took delivery in November of that year he had met a woman! The ensuing wedding, children, building a new house, etc. all conspired to leave the airplane kit securely stored in his garage - untouched.

No, that doomed builder was not me. However, I am the beneficiary of the twists and turns that led him away from building the Lancair. In October of 1997 I came across a Trade-A-Plane ad for an untouched Lancair 320 kit in Rochester, MN. I called on the ad on a Tuesday evening and by that Friday morning at 4:30 I was on the road with a borrowed trailer and mini-van with all but the driver's seat removed. On Saturday evening, with 1,800 miles under my belt, I returned with what has turned out to be one of the best deals of my life. The dream was becoming reality!

My original plan (officially approved by my wife) was to get a kit in 5 years, but we both agreed that this was too good of a deal to pass up. During those 5 years I was going to add on to my garage so I would have space to build the plane. Well, I got the kit before the garage addition began and was faced with the decision "should I put the plane aside and spend a year adding on to the garage or just make due with the space I have and leave the car outside?" What do you think happened? Of course, the car sat outside for the next 5 years!

When I purchased the Lancair kit I had no experience with composite construction at all. No training, no workshops, no fiberglass boats - nothing. However, I dug up as much information as possible from other Lancair builders, manuals, books, newsletters, internet chat group, and the Lancair tech support group. After about 6 months of working on the plane I finally got over the majority of the learning curve and got past the paranoia that had paralyzed my progress at the beginning.

I started this project with 2

small children and a wife and ended the project with 3 not-so-small children and the same wife! Needless to say, my family obligations have taken priority over the Lancair during the entire construction. Virtually all construction was done after 8:30 at night when the kids were tucked in to bed. Having the project in my garage made it easy to work for 30-90 minutes a night since there was no drive to the airport. If I had built at the airport I think I would still be only half done.

Advice I have for potential builders is two-fold. First, do not get fixated on the end result. Don't get too anxious to fly. Look at the project as a collection of a thousand small projects and allow yourself the sense of satisfaction of completing each one. Second, accomplish something every day. Make the project a part of your daily routine. One doesn't need 8 hour blocks of time to make progress. 30 minutes to do a fiberglass lay-up each day will make steady progress. A few days break can quickly become several weeks.

The end game was much more intense than the previous 5 years of construction. I spent 2-3 long evenings each week at the airport during the last few months finishing off the final details and getting ready for inspection and first flight. Terry Edwards, a civilian Designated Airworthiness Representative (DAR), inspected my plane on July 14th and signed me off for first flight with no significant discrepancies to fix.

On the morning of July 22nd my creation took its first flight under the experienced hand of Orin Riddell, a Lancair factory test pilot. I cannot describe the emotions running through me as I watched it break ground and circle the airport. When I got the kit I had vowed to myself and my wife that I would

not do the first flight myself. That was one of the best decisions I have made. Orin has built a couple of Lancairs himself and was the factory pilot for 9 years. He made his own VERY thorough inspection of the plane before flying it. He then flew it twice himself, gently opening up the performance envelope and testing all systems. Once he felt the plane was thoroughly checked out he checked me out. Lots of ground instruction and then several hours in the plane together, drilling into me the specifics of this model of airplane and the management of a high performance, highly wing loaded airplane like the Lancair. Thank you Orin.

I will not ever say the Lancair is "done" because it will never be. There is always tinkering to be done and improvements to be made. The major thing outstanding for N320DK is the lack of a finished interior - I have only the seats upholstered. The interior is a project for this winter.

Now that the plane is at the airport and there is not an unlimited amount of stuff to be done, I have found myself in somewhat of a state of withdrawal. I really miss the nightly routine of spending an hour on the plane each night. It was my therapy, my release from the daily pressures and stresses of work and life. Will there be another project in Dan's future? Probably... but not for quite a while. I have lots of flying to do with my wife and kids (but only one of them at a time since this is not a family machine)

Now, on to some specifics of flying N320DK. The performance and efficiency of this airplane is absolutely stunning. There are faster planes out there and there are planes that are more efficient but there are very few that strike such a fantastic balance between speed and efficiency. All things considered, it is a fairly simple airplane as well.

Some specs on the Lancair 320:

- * Engine: Lycoming IO-320-D1B, 160 HP, normally aspirated
- * Prop: 70" Hartzell constant speed
- * Landing Gear: Retractable, electric powered, hydraulic actuated.
- * Empty Weight: 1,142 lbs
- * Fuel: 44 gal
- * Gross Weight: 1,850 lbs
- * Useful Load: 708 lbs
- * Full Fuel Payload: 444 lbs

During my 25 hour flight test period I have measured cruise performance at a variety of power settings and altitudes up to 16,500'. The service ceiling is approximately 20,000' on a normally aspirated Lycoming IO-320 160 hp engine. 75% power cruise is approximately 192 KTAS, 65% is about 185 KTAS and 55% is 177 KTAS. At 16,500' I was cruising at 175 KTAS (200mph) and getting 36 miles per gallon!! Lower altitudes generally yield a little better cruise speed and mileage of 25-30mpg.

Best rate climb out of FNL on a hot day (density altitude of 7,500' to 8,000') is around 1,000 fpm. I usually cruise climb at 130-140 KIAS which results in 500-800 fpm, depending on weight and altitude. I'm anxious to get down near sea level on a cool day to see what the climb performance is like.

All in all, this project has been one of the best experiences in my life. Would I do it again? ABSOLUTELY!! Would I choose a different airplane? NO WAY!

EAA Chapter 515 Newsletter

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August 2003

EAA Chapter 515 Newsletter

Page 4

Special Meeting

(continued from page 1)

specifically, a Vice President and a Treasurer. Hugh probably wouldn't mind if someone wanted to be President. However, I leave him to address that at the next meeting.

Now for the good news:

FOOD will be served at the meeting, which will be held at Ron Grob's hangar 16X at FNL! Larry Larkin will be our Chef. Hamburgers and hot dogs will be served from 6:30 pm until 7:30 pm. Then we get down to business.

Please remember to bring a chair and mosquito spray! We were almost eaten alive at the July meeting.

We look forward to seeing everyone there.

Put it in the Newsletter!

stories • announcements • ads

Send text and/or pictures to:

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