



EAA CHAPTER 515

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Colorado
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NEWS

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True Story

By Dean M. Hall

How long does a pilot who has little or no instrument training expect to live after he flies into bad weather and loses visual contact? Back in the 1950's, a study was reported in which twenty flight students at the University of Illinois were flown into simulated instrument weather. The average time until loss of control was 178 seconds. The basic story is well known.

I have an old-timer's story, and have done a couple of experiments, all of which approach the instrument flight discipline from a different angle and which confirm and emphasize the basic fact that in the weather we have to rely on the instruments and ignore our senses. The first of those stories involved me only peripherally.

That story is more than fifty plus years old, but it is still valid, and is to me one of the most incredible so-called "instrument flight" stories that I know of. It was right after the big war, and the popular misconception was that everybody was going to be a pilot. We had a club of ten people who owned a Cessna 140. Nine of them hadn't the slightest idea about airplanes, but they

were game and approached it as if they were learning to drive any other slightly different kind of vehicle. I was still a kid, shortly out of the army, had not seen an airplane during the war, just a student pilot at the time, but I had been an airplane nut as a kid, and I knew about instrument flight even if I had never experienced it. Our airplane didn't have any gyros, not even a turn and bank, and so it wasn't a consideration, but it became central to the story. We had an old guy in the club, Lowell—well, he must have been nearly forty years old!!! He was a truck driver by trade and wasn't what you would call a natural born pilot, but was close to getting his private license. He had absolutely no concept of instrument flight. He had no idea what it was about, nor that you couldn't do it without gyros and training, or that in the clouds his life span should be measured in ticks of the clock. Oddly, that probably saved his life because he didn't know enough to be afraid.

I went to the airport one morning to fly our 140, having scheduled it in

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EAA Chapter 515 Presents

When: Tuesday, November 4, 2003 7:30 PM
Where: Hair Dynamics, 6464 S. College, Ft. Collins
Program: Q&A with an A&P

In response to requests for more "nuts and bolts" programs, Dave Nabus has made arrangements for us to have a question and answer session with an experienced A & P. This will be an opportunity to learn rules as well as procedures. Come with questions that have always bothered you and go home with answers.

2003 Chapter 515 Activities

November 4th - Program by
Dave Nabus, Q & A with an
A&P

December 2nd - Program to be
arranged by Dave Klink

February - Potluck Banquet,
with Chapter 515 providing
the meat (more details later)

Chapter 515 October Minutes

By Larry Larkin, Jr.

Hugh called the meeting to order at 7:45 PM on October 7, 2003.

The meeting was held at the Flight Simulator Building on the campus of Aims Community College in Greeley.

Hugh announced the candidates for next year's Chapter 515 officers. They are:

Hugh Beckham-President
Jeff Dinius-Vice President,
Larry Larkin-Secretary
Ernie Stevens-Treasurer
Ron Grob-Newsletter Editor
Larry Drake-Publisher (with
Britt Crowell assisting)
Dean Hall and
Steve McClintock-Members at
Large

We would like to take the opportunity to thank those members who volunteered their time this year and those who volunteered for next year.

Hugh reviewed the Chapter 515 membership requirements. All members must be in good standing with national EAA and must have paid their national EAA dues. This is a national EAA policy and will be enforced effective January, 2004!

Britt Crowell announced an

EAA Young Eagles Rally at FNL on October 18th. He is still looking for volunteers. This concluded the Chapter's business.

Simulator Tour

Dale Matuska introduced Bill Forbes. Bill is Director of Training for the Beech 1900D Simulator Program at Aims Community College. Aims obtained the Beech 1900D Simulator two and a half years ago in partnership with a company called TDI. The agreement was for TDI to build, run and maintain the simulator if Aims built the building to house it. TDI would then pay rent to Aims and Aims students would get 1000 hours/year of use in the simulator. Aims put over 3 million dollars into the building. The simulator cost upwards of 11 million dollars. Shortly after installation, TDI's financial backing went away and TDI went bankrupt. Needless to say, Aims was up the proverbial creek with a 3 million dollar custom building and the possibility of the simulator being taken away in bankruptcy proceedings. Aim's somehow managed to raise 8 million dollars to buy the simulator and things are now turning around.

Aims has now owned the simulator for about one year. Airline use is helping to pay the simulator off. Airlines lease the simulator for \$300 to \$350 per hour. Even at this rate, the simulator is getting a lot of customers. Flight Safety charges about double what Aims is charging per hour. The airlines have already booked nearly 500 hours of the 600 hours available this month. The airlines generally provide their own instructors. Aims students are not using it at this time, but Bill is helping to develop a curriculum for the Part 141 school at Aims.

Anybody with enough money will soon be able to get a type

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Engine Starting Recommendations

Submitted by Ivan Kaiser

In a recent issue of the Colorado Pilots Association "Flight Lines," Vern Foster had an interesting article which included some recommendations on engine starting. This becomes a bit more important as temperatures start to drop. I've copied a paragraph from his article for those of you who have not seen it.

"On engine start, set the RPM at 1000 and lean the mixture. After some 20 seconds you will notice that the RPM has increased by 50-75. Not to fear. The oil on the cylinder walls is warming—so move the throttle back to 1000 RPM. Let the engine do it's thing for 2 minutes so that ALL of the engine parts are being fully lubricated. When we see the first indications of OIL PRESSURE, that is an indication that the pressure pick up at a main crank shaft bearing senses pressure. How about the other parts such as cylinder walls, pistons, cam shaft bearings, valve guides, and the remainder of the valve mechanism? At the start these have only the residual lubrication from the last engine run. Low RPM is essential until the TOTAL lubrication action can be brought to life—which takes about 2 minutes. Most engine experts tell us that it takes about 2 minutes at low RPM for the engine to be running in a fully lubricated status and further that some 60-75% of engine wear occurs during the first minutes after engine start. The routine above will go a long way toward minimizing this engine start damage."

Vern has over 60 years of flying experience in all types of aircraft and has written an excellent book entitled "What I didn't learn in Flying School." If you don't have a copy, you should.

True Story (continued from page 1)

advance. But it wasn't there. We were based on a grass strip at Lapel in eastern Indiana. It seems that Lowell had flown it to Illinois the day before and hadn't gotten back. Well, I hung around for a while, and sure enough here came Lowell and the airplane. He went into the office, signed the airplane in, and then he and I sat for a spell on the back bench. He really didn't know what he had done, but he had a vague notion that the instructor might not have approved, and so he confided in me.

His flight was to Urbana-Champaign, IL. He had figured out that the heading was 270, and the flight time about an hour. There were clouds, but there was clear space underneath, and he figured it was OK. He took off on runway 27 and soon saw that he was getting close to the clouds. They were so low that he was afraid to turn around to land. The plane was trimmed for cruise climb, he was headed in the right direction, and so the easiest thing to do was just to keep on going including going up into the clouds. In solid, he knew he couldn't tell if the wings were level and so he just let loose of the wheel. His only concern was to keep going west, and so he kept his eye on the compass, and used the rudder pedals to keep the W centered in the compass window. It was pure luck that he was headed west (or east) since the compass is more stable on those headings. North or south would have introduced either lag or precession to minor corrections with the rudder, which would then have been compounded rapidly with probable very quick loss of control. He sat there patiently maintaining the heading because he couldn't think of anything else to do. He knew enough to be concerned that if he turned around he would still be in the clouds, and probably wouldn't be able to find the airport. So he did what was for him the obvious

and kept going. Not a problem. There was not a ripple of turbulence. The altimeter steadily climbed. After an hour, he was approaching 10,000 ft., and it was getting lighter in the cockpit. A few minutes more and he was in brilliant sunshine on top. A few more minutes and the clouds began to break up beneath him. He spotted a big hole, and directly below it there was a big airport. He had no idea of where he was nor what it was, but he spiraled down, and landed. Nothing to it. It was Urbana-Champaign. He visited with his relatives as per plan but elected not to fly home that day because while he figured that flying in the clouds was not a problem, he might have difficulty finding the home field. The next day was bright and clear, so here he was.

Lowell had no guile. He didn't know enough about airplanes to fabricate this story. Even though I was a novice pilot, I was completely aghast. I told him that had he run into turbulence, elected to turn around, failed to hold a steady heading, or done anything else, he would have had two minutes to live. His survival was the result of total innocence. I don't know that he understood what I was telling him, but he did believe me in some vague way. Maybe that had something to do with the fact that he gave up flying shortly afterward, as did fortunately most of the others in that flying club. I know that this isn't the first or last incidence of surviving in the clouds by using the compass, but nobody ever did it with less insight or apprehension.

Editor's note: Many members of Chapter 515 may not know that Dean is a medical doctor, specifically, Assistant Clinical Professor of Surgery, Department of Otolaryngology, USC, ret. Besides holding numerous 515 positions, Dean has served on the Board of Directors of the national EAA. We are fortunate to have someone of his knowledge and experience in our midst.

Pres Sez

By Hugh Beckham

You could not be involved with aviation and not know that December 17th marks the one hundredth anniversary of powered flight. It also seems that every organization in the world that is aviation oriented is planning a memorable celebration of the occasion.

EAA, in cooperation with the National Park Service and Ford Motor Company are planning to reenact the first flight at exactly one hundred years. EAA has been responsible for the reproduction of a very accurate replica of the Wright Flyer while FoMoCo was underwriting the training of pilots and crew. The National Park Service, who owns the site, is preparing for huge crowds and trying to anticipate all the possible related problems.

I started getting caught up in the excitement well before AirVenture and was thrilled to have an opportunity to fly the flight simulator. It was an easy step then for me to reconsider our plans to spend Thanksgiving with our daughter and grandchildren in eastern Tennessee. By going just a few days later than originally planned we could be within an easy drive of Kitty Hawk on the right day. We found that many others had the same idea and the nearest available motel room is fifty miles away. We decided that we could handle that so we got our tickets to the event itself. We felt that the thousand dollar price tag for seats was excessive so we have settled for general admission tickets. As of mid September we were advised that 75 percent of the 35,000 general aviation tickets were sold.

We do not often get this carried away, but some things a fellow just has to do.

Expect a report in January.

EAA Chapter 515 Newsletter

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rating for the Beech 1900D in the simulator. It is a level C simulator and the entire rating can be earned without the need to fly the actual plane (there are some limitations). The course includes about 40 hours of ground school and 20 hours of simulator flight time.

The tour was great! The Chapter would like to thank Dale Matuska for setting up the tour and Bill Forbes for his time demonstrating the Beech 1900D simulator to all of us curious folk.

Put it in the Newsletter! stories • announcements • ads

Send text and/or pictures to:

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Sad Notes

By Dean Hall

Bill Turner, legendary builder of replica classic racers under his business banner of Repeat Aviation, has died of natural causes. He was a fixture at Flabob Airport in Riverside, CA the home of EAA Chapter #1 which was started by Ray Stits. Tragically, David Stits, Ray's oldest son and current Chapter 1 president, was killed last week in a forced landing in, of all things, a Stits Playboy! I'm sure that we all share the feelings of Ray Stits.

Many of us remember that Richard Bong was the top fighter Ace of WWII. His P-38 had a picture of his girl friend, 'Marge'. He came home and married Marge. A few months later, he was killed in a P-80. The EAA museum has

Bong's airplane with the picture of Marge on the nose. I met Marge at Oshkosh a few years ago; she had remarried. Last week, Marjorie Bong Drucker passed away in Superior, Wisconsin. The live history of WWII is fading.

Receive Your Newsletter Sooner (and save 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, or call 667-9558.