



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



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**Jon Johanson Sets  
 Another Record ...  
 ... reminiscent of past record**

**Monday, December 15, 2003**

Just a quick note to let you know that Jon is out of Antarctica finally. He has flown the 2,000 miles back to Invercargill in southern New Zealand. Even so, he still has a flight of 1,000 miles back to Australia. I have no idea of what his plans are more than that.

**Tuesday, 9:41 pm MST**

I'm happy to report that Jon Johanson is safely home in Adelaide, Australia.  
 Dean Hall

**Letter from Alfred Scott to Dean Hall**

That's pretty impressive. Also, it reveals a bit of a crazy streak, but who am I to talk?

Have you ever read "The Flight of the Mew Gull" by Alex Henshaw? It's a book both you and Jon would enjoy and it's about Henshaw's flight before WWII from England to Cape Town and back in a Mew Gull racer.

The speed record stands to this day, and he landed at strips in the desert at night and was so exhausted when he got back to

England, he had to be lifted out of the plane.

Henshaw also wrote "Sigh for a Merlin" about his job with the RAF doing excellent books.

My friend Parke Smith, who you may have met at Oshkosh when we first brought the Falco to Oshkosh, flew with the RAF in England and once saw Henshaw fly. I don't know if you are familiar with Alex Henshaw, but prior to WWII, he was as famous in England as Lindberg was in the US.

He was a son of a wealthy man and he was pretty much used to doing anything he wanted to, and he continued to do that in the RAF. Parke was a young recruit and they all gathered at an airfield to see Henshaw fly the Spitfire, but they got there and the weather was terrible, with a low overcast ceiling at 5-600 feet. So they waited around for a while to see if Henshaw would come (he was at another field) and they finally gave up and headed back to the bus. They were walking through the big hangar, which had open doors on both ends, when they heard the Spitfire coming in fast and low. It bombed

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**EAA Chapter 515 Presents**

**When:** Tuesday, January 6, 2004 7:30 PM  
**Where:** Hair Dynamics, 6464 S. College, Ft. Collins  
**Program:** Hugh & Merry Beckham describe their own "Wright experience"



## 2004 Chapter 515 Activities

### January 6:

Installation of Officers. Hugh and Merry Beckham tell about the Centenary re-enactment on December 17, 2003, of Wright Bros.' flight at Kitty Hawk.

### February (tba):

Banquet location and date to be announced. Lance Zellers tentative speaker.

### March 3:

Doug Dempsey talks about engine cooling

### April 6:

Dan Olsen talks about his Lancair 320 in his heated hangar at FNL

will talk at the January meeting about their trip to Kitty Hawk. The February meeting is possibly going to be a Club Banquet at a location to be determined. The membership voted to have Lance Zellers flown in as a guest speaker for the banquet. In March, the program will surround aircraft cooling and April's program will be at Dan Olsen's hanger for some tips on working with composites. The next Board meeting is scheduled for Jan. 20, 2004. Hugh announced the new Chapter officers. They are as follows: Hugh Beckham-President, Jeff Dinius-Vice President, Ernie Stevens-Treasurer, Larry Larkin-Secretary, Ron Grob-Newsletter Editor, Steve McClintock and Dean Hall Members-at-Large. The Publisher position is open.

After a break, Steve McClintock demonstrated and explained his latest invention. It was a Valve Spring Compressor Tool. After searching for a better way of compressing valve springs, Steve finally decided to make his own tool. After showing it to a few mechanic friends, Steve searched for a manufacturer and has just finished his first production run. He is currently getting them ready to go to market. Dave Klink then presented his program for the December meeting. The topic was the Wright Flyer. Dave explained many of the little known details about the Wrights and their feat of engineering in designing the first powered aircraft. Dave then showed a video tape about the Flyer. Thanks again to Dave for a great program. After the video the meeting was adjourned.

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## Put it in the Newsletter! stories • announcements • ads

Send text and/or pictures to:

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## IFR Stories

By Dean M. Hall

This set of stories involves a couple of fun experiments, which could only be done in aerobatic airplanes and maybe even then not everybody would want to do them. The fact that I did may tell you more than you wanted to know.

The first one I did fifteen years ago. I flew my IFR equipped Skybolt inverted into a cloud intentionally to see if it would be difficult to maintain control. In short, it was not. I was experienced in sustained inverted flight in clear air, and the transition to the instruments was not difficult even inverted. I negotiated some turns, tested climb and descent, and came out basically where I went in. It was surprisingly easy to read the gyro horizon, and to control it in all axes. For those who are curious, I had a skid ball mounted inverted on the top wing, and I had already determined that it worked the same as upright, just 'kick the ball'. Later with a check pilot, I did some rolls under the hood.

Quite recently here in Colorado, I was doing some aerobatics in my RV-4 under a 2000 ft. ceiling near the foothills in an area where the MEA was above 14,000. I headed east, away from the mountains, and elected to do a double aileron roll, initiating it while pitched up steeply so that it would put me into the clouds. At less than half way through the first roll, I went into solid IMC still rolling rapidly (probably in the area of 200 degrees per second, not fast compared to the 720/sec. of advanced aerobatic planes, but still quite fast). The fascinating thing to me was that while I knew that the plane was rolling rapidly, all of the senses including the semicircular canals had stabilized, and there was no sense of motion.

Parenthetically, this may be a good time to review the very basics of the balance system. We get input from

## Chapter 515 December Minutes

By Larry Larkin, Jr.

At 7:30 PM on December 2, 2003, Hugh Beckham called the meeting to order and presented the 2003 club officers with Chapter Service Awards. Hugh also informed the membership that the State Aeronautics people were looking for volunteers to help decide the location of future mountain AWOS equipment. A couple of the members volunteered to help. Hugh then selected Larry Drake, Ivan Kaiser and Larry Larkin to be "On the Spot" and tell the club about themselves. All three had very diverse backgrounds, but all enjoy being around and flying homebuilt aircraft. Thanks again Larry, Ivan and Larry for participating. Hugh discussed the upcoming programs. Hugh and Merry

**IFR ...** (continued from page 2)

three sensory sources, the visual, the vestibular (inner ear), and the proprioceptive (muscle and joint sensors). Earthbound, we can maintain balance utilizing any two of these three systems. For instance, we can walk with our eyes closed, but if you remove either of the other two, then we can't manage and will fall. Flying is a totally different situation. In stable, level flight in VFR conditions, there is no conflict in the senses and so for the moment, there is no problem; the horizon, the head motion, and the sitting position are all monitored correctly and are in agreement. But in a maneuver as simple as a normal turn, the visual input appropriately relates to the horizon and tells us that we are leaning and turning while the proprioceptive (seat of the pants) sense says that we are sitting perfectly upright and still (because of the g forces related to the turn and coordination of the rudder as needed) while the inner ear which detects primarily acceleration may or may not give us any input. In flight, there is often a sensory conflict, and this is the basic cause of air sickness which of course is aggravated in aerobatic flight particularly if there is poor coordination. In VFR flight, the eyes give us the basic story. The horizon is there in front of us and that is all we need. We learn to disregard the others.

In instrument flight conditions, all three senses are removed from giving us useful information. The visual system sees nothing outside the airplane to help it. The vestibular system is most sensitive to acceleration but it rapidly adapts to a steady state including turning or rolling as in

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**JON ...** (continued from page 1)

right through the hangar and pulled up into the overcast. The man knew how to make an entrance.

They then rushed out the field and watched him fly the plane. Parke said it was astonishing. He did a normal aerobatic routine flying down the runway, doing a roll this way or that way, and then pulled up into the clouds. They could hear him droning away as he did a turnaround in the clouds, then he popped out of the clouds and did another pass down the runway. He did this a number of times, like a fish jumping out of an upside-down lake, and then in a flash he was gone.

Alex Henshaw was then known as "Spiffy" Henshaw, a nickname he hated and never acknowledges that anyone ever called him. He's still alive today, and he and Parke have become good friends. Parke wrote a book about his WWII experiences and Henshaw wrote the preface. Henshaw is now 92 and Parke told me last week that Henshaw has just soloed a two place Pitts.

Alfred

*Editor's note: Alfred Scott is the vendor of the Falco home built wooden airplane. Jack Lange, a Chapter 515 member, is building one.*



**Take a kid to work day**

**"Gentle" Persuasion**

*Submitted by Ivan Kaiser*

As the crowded airliner is about to take off, the peace is shattered by a five-year-old boy who picks that moment to throw a wild temper tantrum. No matter what his frustrated, embarrassed mother does to try to calm him down, the boy continues to scream furiously and kick the seats around him.

Suddenly, from the rear of the plane, a man in a Marine uniform is seen slowly walking up the aisle. Stopping the flustered mother with an upraised hand, the courtly, soft-spoken Marine leans down, motioning toward his chest, and whispers something into the boy's ear.

Instantly, the boy calms down, gently takes his mother's hand, and quietly fastens his seat belt. All the other passengers burst into spontaneous applause.

As the Marine slowly makes his way back to his seat, one of the cabin attendants touches his sleeve and asks quietly, "Excuse me, sir, but could I ask you what magic words you used on that little boy?"

The Marine smiles serenely and gently confides, "I showed him my pilot's wings, service stars, and battle ribbons, and explained that they entitle me to throw one passenger out the plane door, on any flight I choose."

**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, wellwo@aol.com*

**Engine hoist**  
**Flat bed trailer (call Scott Doyle)**  
**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)**

# EAA Chapter 515 Newsletter

*c/o Larry Drake (publisher)*

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this case. The proprioceptive system knows only that we are sitting in a seat, with or without lateral forces depending on what the rudder is doing. So, instrument flight is possible only by relying on the visual sense using information artificially provided by the gyros.

To continue with the story of the roll in the clouds, there was absolutely no sense of motion nor any concept of up or down. I could just as well have been sitting in my easy chair had not that instrument in the center of the panel been rotating rapidly. Interestingly, the appearance was that it was rolling faster than I had ever appreciated in clear air. In the process of multiple aileron rolls, the path of the airplane is through a parabolic arc since we are not utilizing any lift. I knew that I would soon come out the bottom of the cloud, but it was important that

the exit be made upright, otherwise the speed build up could be excessive. I concentrated on the artificial horizon. It was somewhat reminiscent of the old adage that, "nothing clears a man's head like the knowledge he's about to be hanged." I stopped the roll upright—well OK, I was actually 10-15 degrees past—and then promptly came out of the cloud, an exhilarating experience to say the least. It really wasn't that big a deal. The instruments told me where I was. All one had to do was concentrate, and trust. It was a pleasurable experience, even if the tiger's tail was being twisted a bit.

Most of us have experienced vertigo in flight particularly under the hood. The main difference with organic vertigo is that in flight it is typically short lived. In flight, there may be a false sensation of motion, or as in the story above, there may be a false sensation that there is no motion.

The management is exactly the same in any case. Depend on the instruments, no matter how basic, because they present the only information that is reliable. There is no choice.

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