



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

NEWS

Volume 30 • Issue 3 • March 2004

In This Issue

- **March Program**1
- **Banquet Info**1
- **Minutes**2
- **Prez Sez**.....3
- **Jokes**3
- **Chapter Activities**4

<http://www.eaa515.org>

515 Officers

President

Hugh Beckham
 586-6931
 merryhugh@msm.com

Vice President

Jeff Dinius 667-0633
 jhd3177@aol.com

Secretary

Larry Larkin 669-5090
 larkinent@msn.com

Treasurer

Ernie Stevens 663-0829
 3656 Catalpa Drive
 Loveland, CO 80538

Young Eagles Coordinator and Publisher

Britt Crowell 484-4995
 britt@fortcollins.com

Newsletter Editor

Ron Grob
 rong@rongrob.com
 PO Box 1417, Lvlld 80539
 offc 667-5320 / hm 667-3161
 fax 667-5322

Flight Adviser/Tech Cnslr Board Member at Large

Dean Hall 226-4486
 deandoc@verinet.com

Board Member at Large

Steve McClintock 221-1472
 11FRpilot@comcast.net

March Program Fred Herr to Talk About Soaring

Our speaker for the March 2 chapter meeting will be Fred Herr. Fred has been a regular at FNL for a number of years. His aviation history goes back much further. He flew a fighter plane for the Luftwaffe in

WWII, which would intrigue us, but that is a part of his background that has become a suppressed part of his memory which he prefers not to revisit. He is more proud of his achievements in a number of flight modalities including a variety of airplanes, gliders, balloons and helicopters. He regards himself simply as a "Flyboy", one who has appreciated flight with its pure enjoyment as the reward.

Chapter 515 Banquet

By Hugh Beckham

Our annual chapter banquet was not without a problem or two, but all those who attended were very pleased with the presentation by our guest speaker, Lance Zellers. Dean Hall was the driving force that put all of the festivities together, arranging the time, the place, the food, and the speaker. Dean even phoned the members who were not at our February meeting, but he was not able to overcome the problems caused by a three day holiday weekend.

Lance among other things, is a retired Marine Corps veteran, an EAA Director Emeritus, and a former officer and observer for N.A.I. (the agency which certifies all aviation records). He is now a professional motivational speaker so has the ability to hold an audience spellbound, which he did quite successfully at our banquet. In 1991 Lance had the opportunity to ride along as the official observer on a flight which retraced the flight around the world made by Wiley Post, 60 years earlier. The original flight was made in an amazing



time of only eight days, seven hours, and some minutes. The 1991 flight, with more modern and faster equipment, allowed time for the crew to participate in some very unique tourist activities in the U.S.S.R. just months before the Russian monster fell apart. Even with time spent being tourists (and smuggling a Russian into the U.S.), they completed the flight in five hours less than Wiley Post.

Thanks to the generosity of member David Nabors, we had a very nice door prize in the form of a color TV, won by Britt Crowell.

Our annual banquet, always held in February, has been our traditional substitute for a Christmas party.

EAA Chapter 515 Presents

When: Tuesday, March 2, 2004, 7:30 PM

Where: Hair Dynamics, 6464 S. College, Ft. Collins

Program: Fred Herr to speak about soaring



Chapter 515 December Minutes

By Larry Larkin, Jr. and Ron Grob

Our President, Hugh Beckham, called the February meeting to order at 7:30 p.m., February 3, 2004. Dean Hall announced that he was collecting money for the February 13th club banquet. The cut-off date for buying the cheaper tickets is still February 9th. Ernie Stevens is still collecting 2004 chapter dues. Hugh stated that the chapter's scales are now being stored at Bill Arnold's and Dave Klink's hangar. Britt Crowell is the new newsletter publisher. Those of you who did not receive a copy of the newsletter need to contact Britt. Britt, who is also the Young Eagles Coordinator, announced a possible YE event in mid to late April for an aviation class.

On the Spot

Leon Moore - Leon grew up as a Navy brat and moved around a lot. While working in Ames, Iowa, he could see gliders taking off and landing from the porch of his house. He took a ride in a glider that was auto towed. Leon got his glider rating, then went on to get other ratings and moved to Colorado in 1992. Leon has been working on an RV-6 for many years and has carved his own three bladed prop. The prop will hang from a Subaru engine.

Tom Barlow - Tom started flying and earned his private in 1976. He continued to fly in the flying club at the University of Wyoming in Laramie while attending school there. After college, Tom went to work for an oil company and flew a company owned Turbo C-210. While working at another oil company, Tom got to fly right seat in a Piper Cheyenne. Like so many of us, Tom got married, started having kids, and his flying days ceased. In 1993, Tom joined the EAA.

Tom started flying again two years ago and earned his instrument rating in only 10 days.

Gordon Smith - Gordon said his flying days started as a tail gunner in a friend's J-3 Cub shooting foxes. Gordon applied for the first Air Force Academy class but wasn't accepted due to a cataract caused by a wood chip from chopping wood years before. Gordon went into the Navy and flew fixed wing aircraft and spent five years flying helicopters. When he got out, Gordon went to work for an FBO in Moline, IL, and flew Beechcrafts for the dealer. Later, Gordon went to work for Western Airlines and moved to Denver. He started working on a Kasa and sold it. He later bought two old Mooneys and restored them. Gordon then got the Lancair bug and bought a partially built one from a friend. His hangar door collapsed on it and destroyed it. Gordon is now back in the Mooney restoration business.

After the break, Dan Jensen of Redline Aviation spoke to us about custom dynamic propeller balancing. Dan started in aviation in 1981 as a pilot and A & P. He flew the mail in Alaska for 10 years and accumulated 4500 hours. About 10 years ago, he lost his medical. He is the chief mechanic at Firewall Forward, and dynamically balances single and twin engine propellers on the side. Dan claims that there are numerous benefits to dynamically balancing propellers. Some of them are savings on avionics, baffling, cowling, and components repairs, as well as on engine overhauls. Costly spinner and bulkhead replacements and power train repairs are reduced. Even pilot fatigue due to high frequency noise and vibration is reduced. Dan favorably compares dynamic propeller balancing to spin balancing your car tires. Unless you do frequent filing of your prop due to flying out of a gravel strip, the job usually only needs to be done once. Dan's equipment is portable, so he will come to you if your plane is in the

local area. Dynamic propeller balancing is considered a major alteration, so certified aircraft need to have a 337 form completed. If you are considering having this work done, you may contact Dan at 720/272-4356

The FAI (Federation Aeronautique Internationale) has officially recognized Jon Johanson's first ever solo flight to the South Pole with the official establishment of seven speed records in his class--piston engine landplane with take off weight between 1000 and 1,750 Kg.

Dean

Put it in the Newsletter! stories • announcements • ads

Send text and/or pictures to:

Ron Grob (editor)

rong@rongrob.com

office 667-5320, fax 667-5322

PO Box 1417, Lvld 80539-1417

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 Jeff Dinius)

Instrument panel hole cutter

Nico press, with gauges

(bolt cutter style)

Scales (Bill Arnold, Dave Klink)

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)

PREZ SEZ

By Hugh Beckham

It is called the Experimental Aircraft Association for good reason. Not only do we build and fly experimental aircraft, we are able to legally do a lot of experimenting along the way that we could never do with production aircraft.

Most of you are aware that my Sonex has been completed and flying for nearly two years but that due to medical reasons I have yet to fly it as pilot in command. With many thanks to Dean Hall, I have been able to build some time in it from the right seat. With the Sport Pilot Bill nearing it's final efforts at becoming law, I am eagerly anticipating a day not too far away that I will be able to slide over one place to the left.

Now, neither Dean nor I are very large people, but we have determined that with two aboard, the little Jabaru engine really has its hands full when operating from our field elevation. Oh, it is safe enough, but it could sure use a little help in coming out of the hole. The next larger Jabaru would be one solution but it is a very expensive option. So what other options are there? As they used to say in the old time radio shows, "stay tuned for further details."

REMINDERS

As of January 1, 2004, in order to be a member of Chapter 515, you must also be a member of the national EAA: P. O. Box 3086, Oshkosh, WI 54903-3086, www.eaa.org, membership services at 800/843-3612.

Chapter 515 2004 dues (\$18) are now due. Our treasurer is Ernie Stevens, 3656 Catalpa Court, Loveland, 663-0829.

More flying information (the lighter side)

The pilot was sitting in his seat and pulled out a .38 revolver. He placed it on top of the instrument panel, and then asked the navigator, "Do you know what I use this for?"

The navigator replied timidly, "No, what's it for?"

The pilot responded, "I use this on navigators who get me lost!"

The navigator proceeded to pull out a .45 and place it on his chart table.

The pilot asked, "What's that for?"

"To be honest sir," the navigator replied, "I'll know we're lost before you will."

Tower: "Delta 351, you have traffic at 10 o'clock, 6 miles!"

Delta 351: "Give us another hint! We have digital watches!"

One day the pilot of a Cherokee 180 was told by the tower to hold short of the runway while an MD80 landed. The MD80 landed, rolled out, turned around, and taxied back past the Cherokee.

Some quick-witted comedian in the MD80 crew got on the radio and said, "What a cute little plane. Did you make it all by yourself?"

Our hero, the Cherokee pilot, not about to let the insult go by, came back with: "I made it out of MD80 parts. Another landing like yours and I'll have enough parts for another one."

There's a story about the military pilot calling for a priority landing because his single-engine jet fighter was running "a bit peaked."

Air Traffic Control told the fighter jock that he was number two behind a B-52 that had one engine shut down.

"Ah," the pilot remarked, "the dreaded seven-engine approach."

A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?"

Student: "When I was number one for takeoff."

Taxiing down the tarmac, the 757 abruptly stopped, turned around and returned to the gate. After an hour-long wait, it finally took off.

A concerned passenger asked the flight attendant, "What was the problem?"

"The pilot was bothered by a noise he heard in the engine," explained the flight attendant, "And it took us a while to find a new pilot."

"Flight 2341, for noise abatement turn right 45 degrees."

"But Center, we are at 35,000 feet. How much noise can we make up here?"

"Sir, have you ever heard the noise a 747 makes when it hits a 727?"

EAA Chapter 515 Newsletter

c/o Britt Crowell(publisher)

623 Lesser Dr

Fort Collins, CO 80524

<http://www.eaa515.org>

March 2004

EAA Chapter 515 Newsletter

Page 4

2004 Chapter 515 Activities

March 3: Fred Herr discusses soaring

April 6: Doug Dempsey talks about engine cooling

April 24: At the first Young Eagles event this year, we will primarily fly fourth and fifth grade members of an aviation club from Loveland

May 4: Dan Olsen gives a hands on about composite building at his hanger and show and tell about his flying Lancair 320

REMINDERS

As of January 1, 2004, in order to be a member of Chapter 515, you must also be a member of the national EAA: P. O. Box 3086, Oshkosh, WI 54903-3086, www.eaa.org, membership services at 800/843-3612.

Chapter 515 2004 dues (\$18) are now due. Our new treasurer is Ernie Stevens, 3656 Catalpa Court, Loveland, 663-0829.

If you plan to attend the banquet, Friday, February 13, please plan to attend the February meeting to sign up and pay.

Receive Your Newsletter Sooner (and 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 call Ernie Stevens, Chapter 515 Treasurer, 663-0829, or contact Britt Crowell, 484-4995, or britt@fortcollins.com.