



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

NEWS

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Fred Herr Entertains 515 Members at March Meeting

By Ron Grob

Fred Herr started his flying career at age 13 in gliders in pre-war Germany over 60 years ago. Gliding was taught by having 3 people pull on a bungee cord attached to the nose of a primitive glider, while 2 people held the tail. Little by little, more people pulling and more people holding until 20 people were pulling resulted in flights up to about 200 feet. When the war came, at age 16, Fred flew 3 missions in 109's after only 250 hours of flight time. Fortunately for Fred, Germany ran out of fuel, so only the more experienced pilots flew. That probably saved Fred's life.

In 1949, Fred came to the U. S. as an exchange student. He swapped aircraft cleaning for some flight instruction. In 1957, he immigrated to the United States. After a divorce from his wife (who would not permit him to fly) and after various flying jobs, Fred taught gliding and was a tow pilot in the Boulder Soaring

Club. He was a tow pilot in 1971-72 in Marfa, Texas, and in 1983 in Hobbs, New Mexico. Later, Fred operated Waverly West Soaring Ranch north of Fort Collins for over 10 years.

Fred has earned Soaring Society of America badges through the Gold with 3 Diamonds, which is the highest award given. That requires remaining aloft for 5 hours, climbing about 16,000 feet after release, and flying at least 500 kilometers in a straight line, or over a triangular course. At the time Fred accomplished that he was only the 86th person to do it in the United States. Fred did it in a wood and fabric glider, a Schleicher Ka6. Now, with far more advanced fiberglass gliders, about 4000 people in the United States have done it.

Fred's gold triple diamond flight

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EAA Chapter 515 Presents

When: Tuesday, April 6, 2004, 7:30 PM

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

Program: Doug Dempsey will tell us how to cool an experimental aircraft engine. Doug will cover heat production-how much and when, where the heat goes, how heat is transferred to air/water and how much air/water are needed, sizing of inlets and outlets, water heat exchangers, and graphs and formulas controlling successful installations with photos. A video of a successful cooling project will be shown. Doug's presentation will be quite technical, but any builder will come away with a better understanding of the necessary requirements for successfully cooling an experimental aircraft engine.



Chapter 515 March Minutes

By Larry Larkin, Jr. and Ron Grob

The meeting was called to order at 7:35 p.m. Hugh Beckham introduced a new member and a guest. The new member is Fred Schrecengost, who is building a Kitfox Series 7. The guest in attendance was Mark Gowdy, who is considering building a Europa.

Ernie Stevens gave a treasurer's report. The Chapter had \$2,543.14 as of the meeting time, but still had an outstanding balance of approximately \$500.00 in banquet expenses. Dean Hall gave a report on the annual banquet. Even though attendance was only about 34 people due to the holiday weekend, a good time was had by all. Hugh reported that there will be a Young Eagles Event at FNL on April 24th. Please mark your calendars. Tom Barlow attended a meeting with the Colorado Aeronautics Board for a discussion of locations for mountain AWOS stations. There will be four new stations erected. They will be placed at the Sunlight ski area, Cottonwood Pass and Badger Mountain Pass. The fourth location will actually involve moving the current AWOS station at Corona Pass to either the Eldora ski area or near Montgomery Pass, which is north of Cameron Pass.

On-the-spot this month involved the Chapter getting to know Mel Callen, Bob VanDalsem, and Don Piermattei a little better. Mel did not come from a family of aviators. After having a family, he decided that the only way he was going to learn to fly was to own his own

airplane. The only way Mel was going to own an airplane was to build one. It took Mel the next 17 years to build his Skybolt. After Doc Hall taught him to fly in it, he sold it at Oshkosh. Later, Mel's wife told him he needed to build another airplane, so Mel built an RV-4. He flew it for a couple of years, and then sold it to buy a house. After that, Mel built a Glastar, which he is currently flying, and he has even flown it to Alaska. He has over 500 hours in the Glastar and mountain flying has opened up a whole new dimension for him. Mel stated that he got bored again and is currently building a Giles 202, which is a two-place aerobatic airplane.

Bob VanDalsem's first flight experience was with an uncle who showed up at his Grandfather's farm with a Watkins Skylark, a low-wing radial. Later, he joined the Navy during WW II and became a Marine pilot. During his 27 years of service, Bob flew 35 types of aircraft. His first operational plane was the F4U Corsair. He flew it during WW II and in the Korean War. He flew A4's during the Vietnam War. While flying the F4 Phantom, Bob reached Mach 1.8. After leaving the service, Bob instructed at FNL for six years. Bob and his wife built a Vari-ez and he has been flying it for nineteen years.

Don Piermattei is a self-described airplane nut who had always wanted to fly, but didn't know why. After high school, Don went into Veterinary Medicine. Don learned to fly on the Korean GI Bill and soloed in an Aeronca Champ. He has been a partner in a Bonanza and has flown and owned every Cessna

tail dragger. He has built and flown an RV-6 and has now almost completed an RV-9.

Thanks to all those who participated in on-the-spot this month and thanks for sharing your diverse and interesting backgrounds.

After a short break, Hugh introduced the guest speaker, Fred Herr.

The meeting was adjourned at approximately 9:30 p.m.

Put it in the Newsletter! stories • announcements • ads

Send text and/or pictures to:

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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

I enjoy reflecting on the old days when I was new to things relating to aviation. When I joined EAA (at a cost of \$10.00 per year), the magazine went by the name "The Experimenter". Soon after, the name was changed to "The Experimenter and Sport Aviation," which it remained for twenty or so years, and then "The Experimenter" was dropped from the name altogether. Many years later, "The Experimenter" name was picked up by the ultra light part of EAA so the name is still in use but for a different purpose than the original.

In my opinion, Sport Aviation magazine has become a magazine for flyers, not builders. In fact, I sometimes compare it to "Flying" magazine. I am almost always disappointed in the content and have little or no interest in the articles about hundred thousand plus dollar homebuilts put together by teams of professional craftsmen.

I just received the latest issue of "To Fly" today and I could hardly put it down. There are articles on how airplanes are built! By purchasing a few back issues a person could build a Pietenpol, a Fly Baby, a Baby Ace, or a Henderson Longster with no other reference material. There is an article by Chad Wille (you need to be over 60 to know who Chad is) on flying a two cylinder

Aeronca C3 Razorback cross country with two souls and 50 pounds of luggage on board. There are two pages of builder's tips with some really great suggestions to make building easier and an article about three different engines that you can build up for your homebuilt for less than half the price of the little Jabiru in my Sonex.

"To Fly" is a publication of the Sport Aviation Association, a fairly new organization put together by Paul Poberezney and Wes Schmidt because they miss the old days too. It is a non-profit organization and has no dues, but a donation of twenty five dollars or more will get you four copies of this great magazine. If you would like to know more about this refreshing breeze from the past, write to Sport Aviation Association, Inc., PO Box 2343, Oshkosh, WI 54903-2343. You'll be glad you did.

Fred Herr cont.

was on April 6, 1968, and nearly ended his flying career. He released near Boulder and caught a mountain wave, climbing to over 24,000 feet before heading out over the plains. After getting into a dust storm, he got into rising air that carried him at 1000 feet per minute in cloud to over 28,000 feet. After encountering rain, hail, and lots of turbulence, and beginning to think that he was finished, he popped out of a cloud near McCook, Nebraska. Next, he got low over the Platte River and was setting up to land when he caught a thermal that carried him to 11,000 feet. He landed at dusk in high winds near Hastings and did a "helicopter" landing in a plowed field, stopping in about 50 feet.

Another noteworthy experience Fred shared with us occurred west of Waverly West. His glider

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2004 Chapter 515 Activities

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 talks about his Lancair 320 in his heated hangar at FNL. Dan will demonstrate composite building techniques.

June 1: Program to be determined.

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 past due. Our treasurer is Ernie Stevens, 3656 Catalpa Court, Loveland, 663-0829.

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Fred Herr cont.

was towed to release upwind of a lenticular standing wave, where the temperature was 34 degrees F. below zero. Heading west, he flew at a small angle to the wind just so that he drifted eastward back over the wave. Then he descended, flew under the wave, and back up in front of it. Then he did it again before returning to land! He was told later, that if he had gotten into the wave cloud that he probably would not have survived due to icing.

We are grateful to Fred for sharing his experiences with us. The 860 students he has trained

in gliders over the years probably appreciate his instruction too.

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.