



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

NEWS

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<http://www.eaa515.org>

515 Officers

President

Hugh Beckham
 586-6931
 merryhugh@msm.com

Vice President

Jeff Dinius 667-0633
 jhd55@comcast.net

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, Lvld 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

New Suggested Meeting Day

By Ron Grob

The first Tuesday of each month often seems to follow shortly after a holiday or AirVenture. The June meeting this year was the day after Memorial Day. The July meeting is 2 days after the 4th (and a lot of businesses will be off on the 5th), the regular August 3 meeting will be the day after the last day of AirVenture 2004, the September meeting will be the day after Labor Day, the November meeting will be on Election Day, and the first 2005 meeting will be 2 days after the New Year's Day weekend. I frequently plan a trip around a holiday in order to minimize time away from work and suspect that others do too. At least, life might be a little less hectic if we had a later meeting day each month. I know that it would be for me.

I suggested at the June meeting that we change our meeting day to the second Tuesday of each month. I certainly do not have any strong feelings about the day of the week. I only suggested Tuesday since most members are probably used to the idea of going to the meeting on a Tuesday. I suggested at the meeting

that we put the suggested day change in the newsletter, like a "notice of proposed rulemaking," so everyone could comment at the July meeting. If you cannot attend the July meeting, please email me at rong@rongrob.com or call me at 667-5320 (days) or 667-3161 and I will report your comments to the membership.

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

EAA Chapter 515 Presents



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

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

Please park in front, west of building

Program: To Be Announced

Chapter 515 June Minutes

By Larry Larkin, Jr.

The June meeting was called to order by Vice President Jeff Dinius in Dan Olsen's hangar at FNL. Jeff thanked Dan for the use of his hangar and asked if there were any new guests. The two guests were Dan's next door neighbor Bill Green and Dan's father. Treasurer Ernie Stevens gave a treasurer's report.

Under old business, Jeff asked Dean Hall if there was any news about Jon Johannson's upcoming visit. Dean stated that Jon will be here for the August meeting and the meeting will be held in the north hangar of the FBO. There will be a slide show presentation. The Chapter will send out electronic invitations to the other chapters in the area and to the Colorado Pilots Association.

Under new business, a suggestion was made by Ron Grob to start meeting on the second Tuesday of every month rather than on the first Tuesday of every month. The first Tuesday of the month follows several holidays throughout the year and makes it hard for members to attend the meeting. It was decided to publish this suggestion in the newsletter and see how the membership feels. Ron also brought in several flyers for two upcoming fly-in events to share with the members.

Next, Dan Olsen spoke to us about composite materials and construction techniques. Dan is the builder and owner of a beautiful Lancair 320. Dan started off the program explaining why he chose a composite aircraft and why he specifically chose a Lancair. Dan made up a great handout that outlined a variety of topics dealing with composites. Dan spoke on materials used in composite aircraft construction, and why some techniques and materials are better than others. He also talked about the tools and supplies necessary to get started building. Dan passed around several composite samples and lay-ups for the members to see and touch. At the end of the program, Dan set up work stations for those who wanted to try their hand at composite construction. Thanks for a great program Dan!

The meeting was adjourned at 9:15 PM.

PREZ SEZ

By Hugh Beckham

I was in Wichita recently and was given a copy of the Chapter 88 newsletter dated November 1974, one which had come out while I was president of Chapter 88 and which contained a PREZ SEZ column which I had written. The information it contains is statistical and is out of date but the message is as true today as it

was then. Please allow me to reprint it here.

"Let's talk about aviation safety as it affects us.

Accident statistics are readily available for all kinds of aviation-related accidents. Our local paper and electronic news people report airplane accidents as though they were international incidents. We are well aware that the non-flying public believes that those of us who fly are going to be either killed or maimed as a result of our defying gravity. Our elected representatives have dedicated themselves to saving us from ourselves. They are so dedicated to this task that many of us have begun to believe that we really do need to be protected from ourselves.

Accident statistics are easy to find when it comes to airplane accidents so we had presumed incorrectly that all sorts of accident statistics would be easy to come by. Not so. For instance, automobile accident death figures are not available from the Police, Sheriff, Highway Patrol, or public library. We did find one list which had a daily auto death breakdown, and could not find one day among the one-hundred days listed which had less than 48 fatalities.

But, did you know that in 1973 [remember that this was written in 1974] there were over 900 deaths as a result of bicycling accidents? Or that over 600

people died during that year as a result of falling out of bed? Or that aspirin caused more deaths in one year than airplanes, bicycles, and falling out of bed combined? Or that power lawn mowers, with only a few months per year to do their work in are blamed for more deaths than all forms of water sports? And did you know that in 1973 there were over 10,000 reported injury accidents including 321 deaths in which the dangerous instrument was a Television set? We are not suggesting that safety should not always be a consideration in your flying - where there is motion there is always potential hazard; but the next time someone suggests that all people who fly have some sort of death wish, ask them how they feel about driving, bicycling, sleeping in a bed, taking aspirin, mowing their lawn, or watching television."

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)

2004 Chapter 515 and Area Activities

July 6: Regular meeting at Hair Dynamics, Program to be announced.

July 24: Kelly Airpark Annual Pancake Fly-In. This is open to all members of Chapter 515. See flyer available at June meeting.

July 27- Aug. 2: AirVenture 2004

August 3: Jon Johansson will speak about his flight to the South Pole and will give a slide presentation. The meeting will be in the north hangar of the FBO at FNL. More details later.

Quotes About Flying Stuff

Authors (mostly) unknown, submitted by Hugh Beckham

You've never been lost until you've been lost at Mach 3 (Paul F. Crickmore—test pilot)

From an old carrier sailor—blue water Navy truism: There are more planes in the ocean than submarines in the sky.

If the wings are traveling faster than the fuselage, it's probably a helicopter—and therefore, unsafe.

When one engine fails on a twin-engine airplane you always have enough power left to get you to the scene of the crash.

Without ammunition, the USAF would just be another expensive flying club.

What is the similarity between air traffic controllers and pilots? If a pilot screws up, the pilot dies; if ATC screws up, the pilot dies.

Never trade luck for skill.

Weather forecasts are horoscopes with numbers.

Progress in airline flying: now a flight attendant can get a pilot pregnant.

Airspeed, altitude, and brains. Two are always needed to successfully complete the flight.

I remember when sex was safe and flying was dangerous.

Mankind has a perfect record in aviation. We never left one up there!

Flashlights are tubular containers kept in a flight bag for the purpose of storing dead batteries.

Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding or doing anything about it.

When a flight is proceeding incredibly well, something was forgotten.

Just remember, if you crash because of flying VFR into IMC, your funeral will likely be held on a sunny day.

EAA Chapter 515 Newsletter

c/o Britt Crowell(publisher)

623 Lesser Dr

Fort Collins, CO 80524

<http://www.eaa515.org>

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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.

REMINDERS

PLEASE PARK IN FRONT, WEST OF BUILDING for all future meetings at Hair Dynamics. Our gracious host, Dale Matuska, conducts business meeting nights and the parking area north of the building is needed for customers. Thank you.

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

For Sale

Pitts Model 12 For Sale - NEW

As seen on the cover of June, 2004, Kit Planes Magazine. Beautiful, one-of-a-kind Model 12 with lots of extras. Stunning, orange, blue and white. A real sweet flying rocket ship!

See it at www.kitplanes.com

Please call Craig Eicher 303-247-0191
ceicher1@aol.com