



**EAA CHAPTER 515**  
Fort Collins/Loveland  
Colorado

# NEWS

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## Chapter 515 September Meeting

By Larry Larkin, Jr.

President Hugh Beckham called the meeting to order at 7:30 p.m. Hugh inquired if there were any guests at the meeting. Abe Williams, a new private pilot, was in attendance. He is not currently involved in sport aviation, but is trying to learn more about all aspects of aviation. Jason Rouault was also in attendance. Jason is getting ready to start an RV-7A project. He is in good company in that there are at least five RV-7/7A projects at different stages of completion in our chapter, not to mention other RV models as well. Hugh also mentioned that name tags are still available for \$5.00. Dean Hall gave a report on last month's very successful chapter meeting with Jon Johanson and his friend Sue Ball.

Under the heading of old business, Hugh was able to track down some information on the chapter's scales. He was told by the manufacturer that the scales are accurate for any weight above 50 lbs. He also stated that the chapter, at some future time, may want to look at the option of selling the old scales and purchasing a new set of electronic scales. The difference in price would only be around \$600.00. Not a bad idea considering all the projects being built. The nominating committee had no new progress to report.

Hugh asked Dave Nabors and Doug Moore to give a project report. Dave is nearing completion of a Model 3 Kitfox. He reported that his engine is on the way and he has been staying busy with finishing up a lot of the little details. He hopes to have it done around February. Doug's RV-7 is also nearing completion. He stated that it is about 80% done. He built his own long range tip tanks and has installed a dual electrical system. He is using electronic ignition on the 200 hp Lycoming, which by the way, has 10:1 pistons. The canopy is almost done and the wings are already painted.

Steve McClintock gave a brief overview of the new FNL Pilots Association and their goals. More information can be obtained at their website [www.fnlpilots.org](http://www.fnlpilots.org). After a short recess, a DVD of Britt Crowell's trip to Oshkosh last month was played for all to enjoy.

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

## EAA Chapter 515 Presents

**When:** Tuesday, October 5, 2004, 7:30 PM

**Where:** Hair Dynamics, 6464 S. College, Fort Collins  
Please Park in front, west side of building

**Program:** To Be Announced



## Technicalities

Submitted by Hugh Beckham

I came across a very interesting link recently. This link contains every aviation-based calculator that you can think of. Check it out at <http://www.csghnetwork.com/aviationconverters.html> As they told us in school, "you don't have to know it if you know how to look it up."

How many times have you heard that your prop should be properly oriented to your crankshaft? And who knows just what the proper orientation is? Well, someone finally asked the people who make them. Both MT-Propellers and Sensenich agree as to the theoretical preferred radial propeller positioning relative to the piston stroke positions on horizontally opposed engines.

A) On a two blade propeller installation for MINIMUM POLAR MOMENT OF INERTIA with number one piston on TOP DEAD CENTER the propeller blades should be VERTICAL

B) On a three blade propeller installation for MINIMUM POLAR MOMENT OF INERTIA with number one piston on TOP DEAD CENTER NO BLADES SHOULD BE HORIZONTAL. (But the improvement on a three blade installation on a SIX cylinder engine is likely to be quite small.)

## Chuck Brenner Dies in Crash of His Lancair 360

By Ron Grob

It is with a heavy heart that I report the death of a close friend, Chuck Brenner. He died on September 10 in a crash of his homebuilt Lancair 360. Details are sketchy, but apparently, Chuck had been having some trouble with his landing gear. He made a low pass down the runway, stalled, and crashed into trees off the end of the runway. He was killed instantly. I don't know if he pulled up too fast in an attempt to get the gear down and locked, and got into an accelerated stall, or whether he got too slow due to inattention. Possibly, there was some other factor.

Probably only a few of you met Chuck, but he was the certified mechanic who helped me build my Lancair ES wings, flaps, ailerons, and empennage from the "slow-build" kit while I was working in my garage in Loveland. As we worked together and I got to know him very well, I learned to value his knowledge and judgment of all things aeronautical, especially homebuilt Lancairs. Chuck was very honest, ethical, fair, and a loving, dedicated family man. He loved his work and was fortunate to have found his "passion." Sometimes, things didn't go well on my project, but Chuck and I always found a way to accomplish our goals in spite of sometimes faulty or spotty directions. He had a great sense of humor and we had a lot of fun working together. My wife, Rebecca, usually made lunch for us when Chuck came to work with me in Loveland and she considered him a good friend too. He was like one of our family.

Chuck played one practical joke on me that took me a while to get over. When we were about to close one of the wings, and Hysol had already been applied to all the surfaces to be bonded, Chuck (after peering down into the wing) said, "Oh no! (or something like that)." He knew that I was pretty worried about the closeout and knew exactly how to push my "button." He got the desired result, I panicked, and we all had a good laugh after I found out that there was nothing wrong. That actually helped me calm down for the closing after my blood pressure finally settled back down. For you RV drivers, once Hysol is mixed, you only have about an hour to work, and it is very hard to remove after it hardens.

After doing what we could in my garage, I decided that if I were going to do any flying in my plane before I could no longer pass the physical, I had better have Chuck finish the project. Otherwise, it probably would have taken about 8 more years. Besides, the Lancair-ES is a big airplane and I needed a hangar for the balance of the work, and I did not have one then. I bought the fast-build fuselage kit and Chuck completed the airplane for me. I could not be more pleased with the results. My plane will always be a tribute to Chuck's great craftsmanship. He will be sorely missed by all who knew him.

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## 2004 Chapter 515 and Area Activities

**October 5:** Regular meeting at Hair Dynamics, program to be announced

## Mountain AWOS System

By Tom Barlow

Below is a copy of the email I received last month regarding the Corona Pass AWOS. I spoke with T.K. Gwin at the Colo. DOT today, and received the following update:

1. There is a 90% chance that the Corona Pass AWOS will be at the Mines Peak site. Installation would occur during the first week in October. FCC/FAA certification date is unknown at this time.
2. Sunlight AWOS (at Sunlight Ski Area above Glenwood Springs) is being installed tomorrow. FCC/FAA certification date is unknown at this time.
3. Mt. Werner AWOS (at Steamboat Ski Area) is being installed the week of 9/27/04. FCC/FAA certification date is unknown at this time.

Hopefully certification can occur in a timely manner (1-2 Months), but there is certainly no guarantee, given that multiple bureaucracies are involved! The following was received from T. K. Gwin on August 18, 2004:

As you may or may not know, here is the latest on Corona pass AWOS. The first site we selected for the Mountain AWOS system was Corona Pass. We located the system on Niwott Ridge at the University of Colorado Alpine Research Station. This seemed like a good place however we have been plagued with problems. The electricity is not reliable, we had to build special equipment for the communications link (nothing but problems), and the access is more than the average person can take when it is good. When it is bad it is impossible to get into. There are transmission problems to the north. Although we changed the antenna configuration and improved it considerably, it is still not to the level we would desire.

We made a decision a while back to move the Corona AWOS to Eldora ski

area. This solved all the above-mentioned list of problems and moved the site closer to Corona Pass. We have already taken the AWOS off Niwott Ridge and moved it to Eldora, waiting for Forest Service approval. Monday this week, I received an email from Eldora that said they now felt that having a system that records bad weather, particularly lightning, caused them concern. They withdrew their offer to place the AWOS on their property. To make a long story short, I am looking at two more possible sites. One is Mines Peak that is east of Berthoud Pass. Although this is about 11 miles southwest of Corona it is at the top of the continental divide, and would have valid information for Corona and Berthoud. This site is managed by Colo. State Telecommunications and they have agreed to let us use it. The second site is Winter Park Ski Resort. I don't know enough about the top of their area to know if it will work or not. I have not spoken to the ski resort, although I have a call in to them. I would like to get any comments you want to send to me. If you will please use the reply to all so everyone can see your comments and suggestions. I appreciate your help.

T.K. Gwin, State Airport Engineer,  
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Aeronautics Division, 5126 Front  
Range Pkwy, Watkins, CO 80137, T.  
K. Gwin, TK.Gwin@dot.state.co.us  
303/261-4418

### Engine for Sale

Lycoming IO-360-A1B6D, 200 hp,  
3450 TT,  
1900 SMOH, complete log books.  
Removed from M20J because valve  
guide material was found  
in the oil filter. I have decided to use a  
new engine on my project. \$7,000  
Chris Bolton 970-532-2573  
chris.bolton@earthlink.net

## Quotable Quote

By Benjamin E. Mays

It must be borne in mind that the tragedy of life doesn't lie in not reaching your goal. The tragedy lies in having no goal to reach. It isn't calamity to die with dreams unfulfilled, but it is a calamity not to dream. It is not a disgrace not to reach the stars, but it is a disgrace to have no stars to reach for. Not failure, but low aim is sin.

(Editor's note: I kept this quotation on the wall in my garage all the time I worked on my Lancair-ES. Reading it periodically helped me to keep going.)

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

Send text and/or pictures to:

**Ron Grob** (editor)

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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)**

# 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](mailto:britt@fortcollins.com).

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## 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](http://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.