



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

# NEWS

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### 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  
1IFRpilot@comcast.net

## Foul Play

*Submitted by Ivan Kaiser*

Many pilots enjoy turkey, duck, and other fowl as part of traditional American overindulgence during the holidays, starting with Thanksgiving. In the spirit of the season, the AOPA Air Safety Foundation presents a pair of cautionary true tales of pilots who were surprised when the main course was served in their airplanes.

The unexpected turkey serving was a couple of years ago, near Washington, D. C. An Atlantic Coast Airlines regional jet was on its takeoff roll at Dulles International Airport when two wild turkeys collided with the RJ. One of the turkeys entered the cockpit on the first officer's side, while the other battled with the number two engine. Fortunately, the RJ had not yet reached V1 and was able to abort the takeoff without human injury.

Three years ago, a pilot near Deadhorse, Alaska, inadvertently went duck hunting in a twin turboprop Beech 99 when a flock of four ducks flew from right to left in front of his airplane. Frantic maneuvering failed to avoid the ducks, which left substantial damage to the fuselage, forward bulkhead and radome. The pilot was able to continue to the nearest airport, which fortunately was his destination.

Many years ago a friend of mine spent a summer spraying mosquitoes in northern Minnesota with a J-3 on floats. He said that on several occasions he surprised 'sleeping' mallards early in the morning and had them leap upward and pass between the wing strut and wing. Now that would pucker you up!

With all the geese in the Fort Collins area it pays to stay alert for these guys, particularly early and late in the day when they are moving forth and back from their feeding and resting areas.

## EAA Chapter 515 Presents

**When:** Tuesday, November 2, 2004, 7:30 PM

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

**Program:** Tom Lucas on his having witnessed both award winning flights of Spaceship One.



**Be sure to vote first!!**

## German Homebuilder Woes

*by Dean Hall*

The current issue of the Falco Builders Letter has an article by a Falco builder in Germany by the name of Cipriano M. Kritzinger. The following is from his article and it is most interesting. We might become philosophical about our problems after this.

"After the paint job was completed, I looked for a suitable airport. An appropriate airport was 90 miles away from my home. On most airports around my home working on your own plane is not permitted, even moving the airplane in the hangar is done by airport personnel. There are some former military airports around but there is generally opposition against airports in Germany. Several of them have been closed down.

"Land for homes is barely available in Germany and often there is cheaper land available in noisy areas. But after buying homes close to airports people start protesting [Where have we heard that before? dmh], and the results are drastic restrictions. On some airports you pay a tremendous landing fee unless you have an appropriate noise certificate that is difficult to obtain with a conventional engine and propeller.

"With a fuel price of \$7.40 a gallon for AVGAS, flying became unaffordable in Germany. There is a tax on AVGAS which was invented about 20 years ago. General aviation is declining in our country. There is some homebuilt activity but compared to many other countries, Germany is of secondary importance."

He goes ahead to state that in Germany, the builder must present to the authorities for certification a copy of the builder's manual in German (which can be a considerable project in the case of the Falco since Alfred Scott provides detailed instructions, as do many others) because the builder might later sell the airplane to someone who could not read the English.

What can one add to that other than that we are fortunate in spite of the increasing costs and restrictions on general aviation. We really do have tremendous liberty in aviation, what with our homebuilding options, the EAA to support us, the new rules regarding Light Sport Aircraft, the Sport Pilot license, and the whole Ultralight program. We are blessed with a gigantic landscape in which we can fly mostly without restrictions, in marked contrast to most of the rest of the world. We have great designers and vendors, all the way up to and including jets which apparently some of us can afford. Maybe even someday there will be a kit for a space plane. "The sky's the limit" may not apply any more. Our chapter, like most others, has a wealth of talent and experience to call upon even if it is just the asking of a simple question. It deserves our support.

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## 2004 Chapter 515 and Area Activities

**November 2:** Regular meeting at Hair Dynamics, program to be announced. **Be sure to vote first!!**

## Chapter 515 October Meeting Minutes

*By Larry Larkin*

The meeting was called to order on October 5, 2004, by Chapter President, Hugh Beckham. A treasurer's report was then given by Treasurer Ernie Stevens. Hugh announced that EAA 2005 calendars are available to the Chapter at a bulk discount. If you are interested, please let Hugh know since there is a minimum number of calendars that must be ordered.

There were two guests in attendance, Randy Treadwell and Glenn Hetchler. Randy was born and raised in Ft. Collins and hasn't flown in about ten years. He is looking to get back into aviation. At one point, he had started building an RV-6, but had to sell it. Randy also builds replica Shelby Cobras. Glenn learned to fly at the University of Minnesota and has just relocated to Berthoud from California. He owns a C170 and is keeping it at Kelly Air Park. Welcome to Chapter 515 guys!

Hugh decided to do "On-the Spot" and the lucky members who gave a short bio were Dennis Mitchell, Dave Klink and Bill Arnold. Dennis has been flying homebuilts for twenty years. He has had two Thorpes and two RV-6's. He is a retired banker and came to Colorado from Indiana. He has lived in Colorado for thirty years. Dennis says that whenever he goes to Air Venture back in Oshkosh, he always tries to volunteer for something. Dave Klink started in aviation when his teenage daughter said she wanted to learn how to fly. He thought the two of them should learn together, so they did. Dave was president of this chapter in 1993. Dave has built and restored 16 airplanes with his good friend Bill Arnold. Bill learned to fly in a J-3 Cub on skis when he was 16 years old back in Oregon. He has built or restored 16 aircraft. He recently built and sold an RV-9 that sold in less than 3 hours. He received over 30 calls on it! His most recent project is the restoration of a Piper Tri-Pacer.

After a brief intermission, the membership watched a video tape on the Sonex.

The meeting was adjourned at the end of the video.



## 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

## 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

## 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.

**If you have not yet paid your Chapter 515 2004 dues (\$18), they are now long past due and you are truly a slacker!** Our treasurer is Ernie Stevens, 3656 Catalpa Court, Loveland, 663-0829.