



EAA CHAPTER 515
Fort Collins/Loveland
Colorado

NEWS



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PREZ SEZ

I received the following via email and was asked to share it with the members of the Chapter:

"A new company proposes to sell light sport and experimental category aircraft kits. The company invites EAA members and other interested parties to participate in a brief online survey concerning several proposed products. The survey, located at <http://www.klearn.org/airplane.htm>, will take approximately 10 minutes to complete; all information will be kept confidential/anonymous."

At the April meeting we will conduct the drawing for the Kitlog Pro software. If you are not familiar with Kitlog Pro, it allows the builder of any type of experimental aircraft to create, maintain, display, and archive the complete building process. The software includes an aircraft construction logbook, weight and balance calculator, FAA forms, FAA advisory circulars and more. You can learn more about Kitlog Pro and purchase a copy by visiting their website: www.kitlog.com. To date, we have only sold 14 Tickets, so the odds of winning the software are pretty good! Tickets for the drawing will be available before the meeting and during the break before the program in return for a \$1.00 donation to the Chapter. The winning ticket will be drawn at the end of the April meeting, and the winner must be present to claim the prize. Any disputes concerning the awarding of the prize shall be settled by the Chapter 515 Board of Directors, and the decision of the Board of Directors shall be final.

I look forward to seeing everyone at the meeting on Tuesday, April 5 (I'll be the guy selling the tickets!).

Fly safe and build carefully,

Tom

EAA Chapter 515 Presents

When: Tuesday, April 5, 2005, 7:30 PM

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

Please Park in front, west side of building

Program: "How to Survive a Checkride" - Jack Taylor - FAA Designated Examiner & owner of The Flying School at the Fort Collins - Loveland Airport



EAA Chapter 515**Regular Monthly Meeting – March 1, 2005****Minutes taken by David Williams
Time called to order at 7:33 PM**

Meeting called to order by President Tom Barlow. Steve and Sharon Sample were guests. Steve has visited the Chapter before.

The treasure's report was given by Ernie Stevens. The checking account balance is \$2033.95. 2005 dues are currently in the arrears for those Chapter members who have not paid to date. When submitting dues by check place EAA # and expiration date on check or submission form.

Old Business

Steve McClintock gave an update on Friends of FNL Pilots Association and the public meetings that have been held regarding the FNL Airport Master Plan. There was a question and answer period during the first two meetings with the airport management, master plan consultants, council members and community participants. At the third meeting the airport consultants spelled out the proposed airport plan (runway extension, terminal building for passengers, and control tower) in greater detail.

New Business

The Chapter needs to find a new home for the Chapter's tools and (3) scales dimensions are two feet by three feet. Also, the Chapter has two gas grills stored in Greeley where we may need to bring back to Fort Collins in the not so distant future.

April 23rd is Young Eagles Day. Last year 15 kids got to fly. This year it is expected to surpass that number. Dave Gordon has pledged \$250.00 for fuel to help in flying the kids. Brit Crowell is the Chapter liaison.

Raffle tickets are available for \$1; Kit Log Pro is the grand prize.

One Hundred Dollar Hamburger website will allow EAA #515 to post information and upcoming events on its web page.

EAA National is still in search of owners of aircraft for photo reconnaissance.

The Sun – N – Fun Chapter Leadership Barbeque will be held on April 15 at 5 PM. Anyone interested in chapter leadership is invited.

Dave Nabors received his new plane engine.

Hugh Beckham finally received the pieces for his Corvair engine. Unfortunately, the parts do not fit.

Program

Tom Larkin (Larry's Brother) gave a heart felt discussion of his time as a F15 pilot and flight instructor in the US Air Force. He was introduced early to flying by his father.

Meeting adjourned at 9:25 PM.

Special Announcement:

By now all Chapter members should be updated with information that Ivon Klohe died on 3-11-05 at 11:00PM. He died in his sleep after a long bout with multiple strokes and related problems.

Ivon Klohe

It has been said that when an old man dies, a book is lost. That can never be more true than with the death of Ivon Klohe. He was multi-faceted, a gentle giant, a walking history, a reluctant but formidable warrior, talented in many ways, generous in his respect for others,

Ivon hasn't been to a chapter meeting for a couple of years or more, and so

the new members are aware only that he was an icon in the chapter by virtue of the reports on his illness. I don't contend that I know all of his story and there are surely others who could tell it better.

Interestingly for me, Ivon was the first person that I met in the chapter. I happened to sit down by him at the first meeting that I attended fifteen years ago. He was personable and gracious in greeting me as a stranger.

Over the years, I was fortunate to spend some time with him and to know him a bit. I heard some of his story, which he recounted in vignettes as he was reminded of them. I may not remember all of the facts precisely, but the general theme is intact. His father taught him tradesman skills. His mother was a music teacher, and Ivon became an accomplished musician. He was athletic, and a competitor. This stood him in good stead; he was a leader.

WWII intervened, and Ivon became a bomber pilot. He was one of the few who flew a significant number of combat missions in both B-17s and B-24s. At age 21, he was a junior pilot and commander of a B-17 airplane and its crew on one of the highest casualty raids of the war. They survived, but so many of his colleagues were shot down that on the next mission, he was a squad commander.

I have in my library a treasured copy of an article in YANK, The Army Weekly newspaper which he gave me, and which he autographed. It is dated Oct. 3, 1943 and is titled, The Schweinfurt Raid. It was written by Sgt. Walter Peters, a member of his crew. The following quotes are extracted from that article, and begin with a short story of events following the briefing and trip out to the flight line. "The skipper of our ship was a 21 yr. old giant from Monterey, California, Captain Ivon Klohe. While waiting for the take-off, he pitted his hulk against two of the waist gunners, Sgts. Charlie Hill and



Lt. Colonel Ivon F. Klohe, Age 21, Photo.. circa: 1942

Editors note: Dale Matuska is collecting contributions for a plaque in Ivon's memory, on the Memorial Wall in Oshkosh. Anyone wishing to join in this effort may contact Dale via phone at 223-3148 or email at dale@verinet.com.

Edward Cavanaugh. Standing only just a little over five feet, Cavanaugh succeeded in pinning the captain's shoulders to the ground; Hill had a deadly lock on his legs. The remainder of the crew stood by and cheered for the gunners. Station time was announced. The men became suddenly serious as they took their position in the ship....."

They encountered heavy fighter resistance and B-17s began dropping as they progressed on toward the target. "Klohe headed the Fort north-east, hitting a straight course for the tall column of smoke 6,000 ft. high, which marked the target. At our level and higher, flak blackened the sky. Roth [the bombardier] was ready. It was only a matter of 20 seconds before he released the bombs. Then came the flak, great black balls of it were all around us. It seemed impossible to escape the barrage. We weren't having fighter trouble now; our enemy was flak, and there was nothing we could do about it---except take evasive action. Klohe did just that, beautifully. It seemed a miracle that we escaped. "

He goes ahead to describe more flak and more fighter action on the way home including some broken glass in the cockpit on two occasions but

nothing serious. Across the English Channel, "Klohe began dropping altitude. At seventeen thousand feet, Roth and Zorn took off their masks. I followed suit. Zorn smiled. Tired but happy voices began coming over the inter-phone. They were kidding again. Cavanaugh kidded the captain over the inter-com, and Klohe dished it back to him-----the mission was over."

Of 230 bombers on that mission, 60 were shot down, and another 47 were so badly damaged that they had to be scrapped. It was said that at that rate, the U.S. Air Force would last only a week. Ivon was in the middle of it, and he kept going back for more.

After his combat missions were completed, Ivon became an aide to the General. One of his stories was that one day, the general needed something from another base, and so he told Ivon to go down to the line, get an airplane and go get it. Ivon found a mechanic who stood on the wing and coached him through a left to right cockpit check, and he was off---in a P-47, which he had never flown before. Nothing to it. Imagine that in today's air force, or any of us in a highly different airplane.

Ivon spent 17 years in the Air Force and retired as a Lt. Colonel. He had enjoyed the camaraderie and friendly rivalry of the military. He reported that as a unit commander, he liked to show up in the morning and challenge his staff sergeant assistant as to who had the best shoe shine. He recounted a flight in a B-52 in which there was a structural failure, and he had to "ring the bell" to abandon ship. The exodus was successful, but a crewman landed in a pond and drowned. Nothing that Ivon

could have done about that, but it bothered him.

Ivon was a corporate pilot for a while including flying a Lear Jet. We knew him as the owner of a Czjetovick (sp?) homebuilt, a rare model, two place low wing, all metal retractable which much resembled a Mustang II. Ivon had not build it. Interestingly, it was terribly unstable in pitch, almost dangerously so. In spite of my best efforts, I could not keep it from departing either up or down, and I was not the only one to make that observation. But Ivon flew it as if it were on a wire. I put him in the front seat of my RV-4 and on his first flight he demonstrated how it should be landed. He had a touch. He was a genuine 'stick'.

He had ability, and conveyed confidence, but he was generous to those of us less endowed. He and I shared rides in both our planes. Once in my Skybolt, I made a dreadful mistake in the preflight without it resulting in the potential consequences. I had put at risk a man who had survived long odds in combat. The details aren't important here. The point is, that when I apologized profusely and sincerely, he simply said in that soft, commanding voice, "It's over. Forget it." And it was never mentioned again.

Ivon was still strong and athletic until a couple of years or so ago. He was a colorful character. He loved to hunt, and tromping around in the mountains was not a problem even into his 80s. He was an impressive figure, tall, straight, and confident; he appeared to be indestructible. Now he is gone. He will be missed.

Dean Hall

Announcements

- Kitlog Pro Drawing April 5, 2005
- We Need a new home for the Chapter 515 Toolchest
- Young Eagles Day on April 23rd - Lets Fly some kids!
- Bill Cherry is looking for hanger space for rent at FNL (or close to FNL). His plane is an RV-6A. Anyone that has space or can give Bill additional information can reach Bill via phone at 970-481-3534 or email at rcw@cherryfarm.com.

EAA Chapter 515 Newsletter

c/o Britt Crowell(publisher)

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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@brittcrowell.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.

If you have not yet paid your EAA Chapter 515 2005 dues (\$18), they are now due! Our treasurer is Ernie Stevens, 3656 Catalpa Court, Loveland, 663-0829.