



EAA Chapter 515

Fort Collins/Loveland
Colorado



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Next Meeting

- When** Tuesday, February 6, 7:30 PM
- Where** Hair Dynamics, 6464 S College, Fort Collins
Note: Please park in front of the building so students can use the N. side parking
- Program** "Scale Model Engines" (see Sneak Preview on [page 2](#))

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Events

EAA Chap 808

Flyin & Breakfast

May 6th
Apple Blossom Fest. weekend
Fremont County Airport (1V6)
7 miles East of Canon City, CO
7:30-10:00 AM, \$5.00/person
Jim Pinkerton Prez.
719-275-3123

January Meeting Minutes

Respectfully Submitted by Jeff Dinius, Secretary

The meeting was called to order by new president Mike Bond.

Ernie Stevens gave the treasurer's report. Ernie said there was \$2213.73. Some money changed hands in the form of dues and some bills but that stated number was close.

There were no visitors except for the evening's speaker.

There was some discussion of a possible Young Eagles Rally in the spring. Some dates were offered as possibilities with middle May being the general time frame desired. A comment was made reminding the group that there is a date set-aside by the headquarters as Young Eagles Day. The date for this national event was uncertain. Mike Bond was going to check and report back next meeting.

Steve McClintock offered to be available with his Bobcat to assist anyone needing snow removal. Steve has been busy since the big snowfalls but has caught up enough to offer help. Please contact Steve directly to discuss options.

Glenn Hetchler made the announcement that his wife has agreed to become the newsletter editor and web master. Glenn also commented that Edna had several hours of dual instruction and had soloed.

The topic of future programs was approached. There are several programs tentatively planned but there are still dates open for anyone that wishes to provide a program.

Mike Bond mentioned that he would be flying to the Stearman fly in held in St. Francis, KS June 9th & 10th. (www.stearmanflyin.org is the web site dedicated to this event) Mike suggested the chapter might want to make an aerial caravan to the event. The discussion was expanded to include a possible caravan to Sun 'n Fun and Air Venture. No details were finalized.

There was a motion and a positive vote to purchase every new member a chapter name badge. A show of hands was taken to establish how many current members had name badges. A second motion was made and passed for the chapter to purchase every member a name badge. There was some preliminary talk of instituting some rule or enticement to encourage name badge displaying at the meeting.

Mention was made of possibly purchasing a projector for use in presentations. Currently Hugh and Merry pick up a loaner from the Estes Park library. With the price and size continuing to fall and the almost universal use by presenters the time may be right for the chapter to make a purchase.

There was discussion around the items people own and might be willing to loan out. This is different from the chapter owned equipment. The talk turned to a list containing names and equipment available for loan. This led to a discussion of a possible list placed on the web site. The issue of security and access by members only ensued. This topic was left for a later date as time was slipping away.

Program for the night: "How to be Found" This was presented by John Mitchell, a local CAP pilot. The presentation covered topics beginning with preflight preparations to signaling search aircraft.

2007 Programs

Jan: John Mitchell
"How to be Found"

Feb: Dale Matuska &
Howard Beckett
"Scale Model Engines"

Mar: Open

April: Doug Dempsey &
Steve Boese
"Developing & Testing a
13B Rotary Pwd RV6"

May: Open

June: Open

July: Open

Aug: Open

Sept: Open

Oct: Open

Nov: Open

Dec: Open

Links

Club's Website
www.eaa515.org

FNL Pilot's Association
www.fnlpilots.org

Online Aeronautical Charts
skyvector.com

FAA Events & Seminars
www.faasafety.gov



www.eaa.org



www.poudreaviation.com



www.theflyingschool.com

For those interested in learning more about the CAP, the web site for the local squadron is www.colordowningcap.org/thompsonvalley.

John also mentioned they hold regular meetings at The Ranch in the 4-H building the 1st and 3rd Thursday of every month beginning at 7:30 PM.

Reminders

FAA Safety Seminars

To list the FAA events and seminars available in Colorado:

1. Go to www.faasafety.gov
2. In the left menu, click **SPANS Events and Seminars**
3. In the events search form at the top of the page, enter **Colorado**
4. Click **Search**

Note that you can also sign up to receive online notification of events through the Safety Program Airmen Notification System (SPANS), which the FAA has recently launched as a replacement for the current paper-based SnailMail system.

Bring Your Friends & Ideas to the Next Meeting

Try to bring a friend/potential member to the meeting.

Let's continue the brainstorming session begun last meeting. Topics included:

- Items the club should purchase
- Items members are willing to loan to other members
- Information you'd like to see on the club website
- Ideas for a nametag "raffle"
- Anything else?

Sneak Preview of February's Meeting

February's speaker will be Howard Beckett, who is a retired United Airlines Captain from Longmont. Howard is a member of the Colorado Yak Pack and flies a yak 52 at local and regional air shows with the Rocky Mountain Regional Performers. Not only will Howard discuss his career and adventures with us, but he will also bring and start a few of the scale model aircraft engines that he has built.

Howard has built everything from single cylinder models to 18 cylinder, two row radials that look and run just like the originals, and are exact in nearly every detail. His work is on display at DIA and in museums, and has been featured on the cover of several magazines. He is currently building a working *full scale* steam engine that will be installed and used on a real boat.

New EAA Member Benefit

From Brenda Anderson, EAA Chapter Administrator

The EAA Finance Program (administered by AirFleet Capital, Inc.) was unveiled at Sun-N-Fun and EAA AirVenture Oshkosh during 2006. AirFleet Capital staff was on hand to meet and greet pilots in EAA's Member Village at both events, answering questions and providing information to members. The staff from AirFleet Capital also attended the 2006 NBAA convention in Orlando, Florida, assisting EAA in reaching out to the business aircraft market.

The EAA Finance Program provides a wide array of programs to meet the needs of our members. It's currently able to finance experimental aircraft (kit & airworthy), light-sport aircraft, piston, helicopter, and jet aircraft.

With their extensive knowledge, passion, and experience in general aviation, EAA and AirFleet Capital have created a program that offers a variety of options that are constantly changing to meet the needs of members. This was evidenced by a new program launched by the EAA Finance Program that allows for financing of progress payments for the new

very light jets (VLJ's) which have recently been certified. There are many pilots looking to purchase an aircraft in this new class, but who have to make payments as the aircraft progresses in its manufacturing process. The EAA Finance Program is able to help those who are in a position to order their VLJ with the progress payments.

The EAA Finance Program has also been aggressively supporting the special light-sport aircraft (S-LSA) market. As this new class has developed, EAA and AirFleet Capital have been right there, rolling up their sleeves, obtaining information and research on the various aircraft, and producing financing options for these aircraft to fit the needs of the sport pilot. As the light-sport aircraft industry continues to develop and change the face of recreational aviation, the EAA Finance Program will continue to review the aircraft entering the market in order to support those aircraft that have been accepted and certified by the FAA.

This is all part of EAA's mission to make aviation more attainable and affordable to its current and future members.

To obtain more information on the programs offered by the EAA Finance Program, give them a call at 866-808-6040 and a representative will be happy to speak with you and answer any questions you may have.

Tools Needed to Construct an Airplane, or The Airman's Tool Box..... Revealed!!

Contributed by Hugh Beckman

Drill Press: A tall upright machine useful for suddenly snatching flat metal bar stocks out of your hands so that it smacks you in the chest and flings your freshly opened beer across the hangar, splattering it against that freshly painted wing or fuselage you were painting just minutes ago.

Wire Wheel: A circular tool with many steel wires arranged around the circumference that is used to clean paint off landing gear and brighten aircraft engine parts. When in use, this device will suddenly & deliberately grab or snare parts & pieces being cleaned and propel them somewhere into the dark, and inaccessible recesses under the workbench, at the speed of light. Also removes fingerprint whirls and hard-earned guitar callouses in about the time it takes you to say, "X\$%&??!! Ouch..!!"

Electric Hand Drill: Normally used for spinning pop-rivets in their holes until you die of old age.

Pliers: Used to round off bolt heads and tighten spark plugs after the only spark plug socket in your tool box was slung into the twilight zone under the workbench by the [Wire Wheel](#) while being cleaned of crud after dropping it in a gallon of un-thinned zinc chromate earlier.

Hacksaw: One of a family of fine cutting tools designed & built on the Ouija Board Principle. The tool transforms human energy into a jagged & crooked, unpredictable motion while cutting a piece of chromoly tube.... the more you attempt to influence its course, the more dismal your attempts become. This tool has been known to create a growing pile of useless chromoly tube pieces in the corner of some hangars...

Vise-grips: Secondary instrument used to round off Grade 8 bolt heads if the [Pliers](#) or nothing else is available; they can also be used to transfer intense welding heat to the palm of your hand in about the time it takes to say, "X\$%&??!! Ouch..!!"

Oxyacetylene Torch: Used almost exclusively for lighting or igniting various flammable objects in your hangar on fire. Also extremely handy for igniting the grease inside any aircraft wheel hub you want the bearing race out of.

Whitworth Sockets: Once used uniquely for working on older British motorcars, motorcycles, and aircraft that you picked up for a song on Ebay. The sockets are now relegated to mainly impersonating 9/16" and/or 1/2" sockets that you have been searching for the last 45 minutes under your workbench (see [Pliers](#)).

Hydraulic Floor Jack: Used for lowering an aircraft's landing gear leg to the ground after you have installed new disk brake pads, trapping the jack handle firmly under and crinkling the belly skin of the aircraft's fuselage.

Eight-foot Long, Premium Grade, Aircraft Spruce 2x4: An over-priced & expensive selection of aircraft-grade wood, used for levering the now bent fuselage of the 6 place Pukencawf 3000 upward and off of the [Hydraulic Floor Jack](#) handle.

Tweezers: A tool for removing wood splinters gathered from over aggressive sanding of the longerons on your Pietenpol homebuilt.

Phone: Tool for gathering grease and filth from your hands and transferring it to your ear(s).... sometimes used for calling the municipal airport in the next town to see if they have another [Hydraulic Floor Jack](#).

Snap-on Gasket Scraper: Theoretically used as a handy-dandy sandwich tool for spreading mayonnaise and/or mustard on your Bologna sandwich; but is used mainly for getting dog poop off your boot.

E-Z Out Bolt & Stud Extractor: A magnificent tool, ten times harder & stronger than any known drill bit on the

planet, that snaps off in the cylinder bolt holes of the Lycoming O235 you were attempting to save money on by performing a top overhaul all by yourself.

Two-ton Engine Hoist: A bulky and massive tool for testing the tensile strength on everything you forgot to disconnect on the firewall of your buddy's Belchfire Aire 6000

Craftsman 1/2" X 16-inch Screwdriver: A large pry bar that inexplicably used to have an accurately machined screwdriver tip on the end opposite the handle.

Trouble Light: The home aircraft mechanic's own tanning booth. Sometimes referred to as a drop light, it is a good source of vitamin D, "the sunshine vitamin," which is not otherwise found under the wings of Aircoupes & Piper Cherokees at night. Health benefits aside, its main purpose is to consume 40-watt light bulbs at about the same rate that 105-mm howitzer shells were used during the first few hours of the Battle of the Bulge. More often they are mostly dark rather than shedding light, the name can be somewhat misleading.

Phillips Screwdriver: Normally used to stab & penetrate the lids of "old-style" card-stock and-tin oil cans that splash oil all over your clean and freshly pressed Texaco shirt; The tool can also be used, as the name implies, to strip out Phillips screw heads on aircraft instrument panels.

Air Compressor: A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Chicago Pneumatic impact wrench that grips rusty bolts that were last over-tightened by you (instead of an aircraft A&E mechanic) during an annual years ago, and neatly rounds off each head of the Grade 8 aircraft bolts.

Pry Bar: A tool used to crumple the sheet metal surrounding that Dzus fastener or bracket clips of the artistically made, conformal metal cowling of your ZippyDeeDooDah 1000 that you needed to remove in order to replace a 50 cent part. Only problem here is, there are no 50 cent parts on an airframe...the part you are attempting to replace you picked up at ACE Hardware trying to save a few bucks toward a professional engine top overhaul at a certified FAA facility after you broke off several drill bits in your now useless Lycoming engine case that is sitting, gathering dust and dirt, in the far corner of your T-hangar...

Hose Cutter: A tool used to precisely cut important aircraft hoses too short.

Hammer: Originally employed as a weapon of war by fierce Nordic tribes, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts not far from the object you are trying to hit while overhauling your Slick Magnetos.

Mechanic's Knife: Used to open and slice through the contents of cardboard cartons delivered to your hangar; works particularly well on contents such as custom leather seats, vinyl records, corrosive liquids in plastic bottles, collector airplane magazines, government refund checks, and rubber or plastic Lycoming engine parts.

Dammit Tool: Any handy tool that you grab and throw across the hangar while yelling "DAMMIT!!" at the top of your lungs. It is also the next tool that you will need... but it has now rolled under the dark and inaccessible recesses of your hangar workbench where all the other sockets and other special tools now quietly & safely reside.

Expletive: A soothing balm, usually applied verbally in hindsight, which somehow eases those pains and indignities following your every deficiency in foresight.

Shit-clip or Dammit Spring: An expensive, especially hard to find, small clip or spring you are trying to install on the carburetor of the old Franklin engine you were trying to save money on by overhauling yourself, when it suddenly goes flying across the hangar to be lost forever...under the workbench to which you implore.... "Aw-w-w Sheeee-uuhttt!!"... where did that damn thing go now??" These kinds of parts are usually not sold separately or easily found, so you will now have to buy another complete assembly at 100 times the cost of a Shit-Clip or Dammit Spring; the parts folks at Aircraft Spruce & Specialty know you by your first name.

You try to console yourself by thinking that you have a treasure trove of extra parts on hand under the dark & inaccessible reaches of your workbench. In reality you will never ever again use anything off this carburetor assembly. It will occupy a shelf and take up valuable space in the hangar until you die and someone, years from now, cleaning out the hangar finds it and throws it away asking, "I Wonder what this was used for and why did he have this thing laying around....ummmmm?"