



# EAA CHAPTER 808

## December Newsletter 2017

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### A Word from the President

**December 2017**

This is time of the year that we celebrate the holidays with family and friends. We did so with our fellow EAA members at our annual Christmas party. It was a wonderful gathering with a group of great people. Thanks to Ron, Jon, and the Dials for setting it up. Special thanks to those that donated prizes with a special thanks to Jamie Deventcenty and Rocky Mountain Flower for the teddy bear and the 10 gallons of fuel. Our speaker Bill gave a great presentation on being a flight test engineer for several projects and an intriguing mission to Kuwait. He has written several books and if interested please contact Jon Fredrick for more information.

We are looking forward to the New Year with several items starting in January. We will have our first quarter Chapter 808 meeting at Pueblo Memorial Airport, January 13<sup>th</sup>; followed by several board members attending an EAA sponsored Leadership Boot Camp in Denver on January 27<sup>th</sup>. Next will be a fly out to La Junta (KLHX) on February 10<sup>th</sup> for a chapter meeting and recruitment. March 14<sup>th</sup> will be at Fremont County for a presentation on Basic Med.

David Springer is working on an updated e-mail listing and dues collection. Please, if you have not paid your dues please send them to David.

Please travel safe during the holiday season.

Merry Christmas and Happy New Year see you in 2018!

The President, **Terrence Terrill**

### Chili Nitro Burn

New Years' Day "Chili Nitro Burn" hosted by the Fremont County Radio Control Club.

Starts at 10:00 AM goes to 1:00pm at the Fremont County Radio Control Airfield, located directly South of 1V6. Look for the large water tower and turn West through the gate. There will be RC aircraft flying, skydiving, and the Amazing Hans Miesler and his smoking RV-4 (Smoke is intentional). Bring some soft drinks and a snack or bag of chips to share, but the chili will already be there. WEAR WARM CLOTHING...we held the event in a snowstorm one year... This will be my fourth one to attend and I really enjoy it! They invited all of us...

### The 2017 Christmas Party



**Everyone enjoyed the wonderful Meal**

The Christmas party took place on December the 8<sup>th</sup>. It was a lovely meal, and a great time for everyone. Door prizes were given; it was great visiting with the fellow pilots.

We had a very interesting guest speaker Mr. William Scott, Flight Test Engineer. See below for more information



### **Our guest Speaker, William Scott**

William B. Scott is a full-time author ([www.williamsboscott.com](http://www.williamsboscott.com)). He retired as the Rocky Mountain Bureau Chief for Aviation Week & Space Technology, following a 22-year career with the international magazine. He also served as Senior National Editor in Washington, and in Avionics and Senior Engineering Editor positions in Los Angeles. He covered advanced aerospace and weapons technology, business, flight testing and military operations, wrote more than 2,500 stories for the magazine, and received 17 editorial awards.

His latest solo-written novel, "The Permit," which is based on actual events associated with the murder of his eldest son, Erik.

He's also co-authored three other books: Inside the Stealth Bomber: The B-2 Story (nonfiction); Space Wars: The First Six Hours of World War III (fiction); and a Space Wars sequel, entitled Counter-space: The Next Hours of World War III.

Bill is a Flight Test Engineer (FTE) graduate of the U.S. Air Force Test Pilot School and a licensed commercial pilot with instrument and multi-engine ratings. During 12 years of military and civilian flight-testing, plus evaluating aircraft for Aviation Week over 22 years, he's logged approximately 2,000 hours of flight time on 80 aircraft types. He holds a Bachelor of Science degree in Electrical Engineering from California State University-Sacramento.

During a nine-year Air Force career, Bill served as aircrew on classified airborne-sampling missions, collecting nuclear debris by flying through radioactive clouds; an electronics engineering officer at the National Security Agency, developing space communications security systems for satellites; and an instrumentation and flight test engineer on U.S. Air Force fighter and transport aircraft development programs. He also served as a civilian FTE/program manager for three aerospace companies: General Dynamics (F-16 Full Scale Development), Falcon Jet Corp. (Coast Guard HU-25A development and certification), and Tracor Flight Systems Inc. (Canadair Challenger development and certification, plus numerous fighter, transport and helicopter test programs

Bill and his wife, Linda, live in Colorado. They have two grown sons, Erik and Kevin. Unfortunately, Erik was killed through a senseless, horrific tragedy in July 2010.

### **Time to pay your Dues**

If you have not paid your dues, they are now past due. They can be sent to: 1608 N. Amache, Pueblo West, CO 81001

**It was voted to raise the dues this year to \$20 for singles and \$25 for family memberships.**

### **Classifieds:**

Anyone have anything to sell or any wanted items? Go to [Eaa808.org](http://Eaa808.org), or email me at [testpilotjed@gmail.com](mailto:testpilotjed@gmail.com).

## **Secretarys' Report:**

The November Meeting was held on Sat. November 11<sup>th</sup>, 2017 in the Pueblo Airport Conference room, called to order by the president Terrence Terrill, at 9:20 AM.

First off was the Treasurers' report from our Treasurer Dave Springer. As of 11-11-17 there was \$2226.62 in the checking account. \$300 came in from the sale of the pedal plane, and around \$700 from the fly in breakfast in Fremont at the Fremont County Airport Fly In, in September. It was moved, Seconded and passed to accept the report.

We reviewed the events of 2017. The consensus was that the two Young Eagles Rallies where we had flow 25-26 Young Eagles, showed this was about the right number to fly at one rally.

When we do the next Fly-in Breakfast at Fremont it was suggested that it be served until a little later, in the morning.

The Christmas was to be in Penrose @ the Penrose Senior center, located at 405 Broadway

## **From the Editor:**

We are nearing the end of 2017. It hardly seems possible that it has been 17 years since the world was supposed to come to a halt because of Y2K. We are still making things happen. However, it brings to mind how we have gotten so dependent on technology. When I was in Independence, Ks, one of the young men that did deliveries was supposed to be delivering a plane to Lakeland, FL. The plane he was to take a C172 only had one nav/com and a transponder. The airplane was new and certified for IFR but was not equipped with much. This young man was trying to find a handheld GPS because he just did not feel that he could fly to Florida without a GPS, and then on top of that the next day it was IFR. I had done some flying for the company, and they asked me if I could fly it, it

on December the 8<sup>th</sup> 2017, @ 6:15 with Happy Hour across the street in the VFW. (This took place as scheduled as seen above.)

We will follow the published schedule, which means the next meeting will be at Fremont County Airport. (This has already taken place) the January meeting will be January the 23 at KPUB, with Breakfast at 8:00 am, and a business meeting at 9:00 am.

It is time to replace Don Brosh and Dave Myhre on the board. Jon Federick and Grant Schimmer volunteered.

Dave Springer – we should look at having a pumpkin or flour bomb drop sometime.

The President; Thanked the members for all their help. It was suggested that we advertise a chapter more. Also, there is a Bonanza for sale here at Pueblo airport. Salida Airport is looking to have an airshow.

Meeting adjourned @ 10.03.

down for them since the young man felt he could not. I filed the VOR's and airways, and made a successful flight. When I trained and received, my Instrument Rating a GPS had not heard been of. Challenge yourself occasionally, to fly with the map, and maybe a VOR, etc. When I used to fly my Sonerai II, I only had a handheld com and flew all over the country, with just the charts.

A few years ago, I was training a pilot to fly, and he insisted on using his Anywhere Control Vision that connected to his IPAQ handheld. I refused to let him use it on his cross-country, saying that there never is a power failure with Sectionals. Shortly after he got his private, he called me and said he was glad I trained him the way I did because he had lost all his electrical

system. While I enjoy the GPS, I have no hesitation of getting into a minimally equipped airplane and heading cross-country.

A couple of years after Cessna put the Garmin 1000 in their single engine planes; a pilot ran out of fuel and crashed. The letters in the Aviation Magazines could not hardly believe that one would run out of fuel in a Technically Advanced Aircraft. (TAA). The pilot had to enter the amount of fuel on board before flight, for the computer to calculate fuel burn, if it is entered wrong, will you know what happens. I remember reading where someone asked Richard Collins if he thought the GPS, etc. would make his flying safer. His reply was "It only tells me where I am at and I already know that."

I also know of a pilot that had a GPS in the panel, one on his yoke, and a handheld in his

bag. A pilot friend of mine, who had done some flying with him, said I do not think he could fly the airplane if he lost his electronics. Is it easier to fly with the technology? Yes, However know how to fly without it.

So as the New Year approaches, challenge yourself to review basic flight procedures and navigation. Land with a cross wind rather than trying to pick a runway so you can land into the wind every time. Challenge makes flying fun. Have a Merry Christmas and a Happy New Year.

John E. Davolt, Newsletter editor.