



The Leader In Recreational Aviation



November 2007 Newsletter

Ames EAA Chapter 1452

[www.eaachaptr1452.org](http://www.eaachaptr1452.org)

### NEXT GATHERING

**Where:** Boone RV Builders Club, Boone Airport  
**When:** 7:00 p.m.  
**Date:** November 12<sup>th</sup>  
**Treats:** Tony Morris

### Future dates:

**December 10<sup>th</sup>** – Xmas party at Country House Restaurant in Colo. 6:30 p.m.

### Chapter Elections For 2008 Terms

During the October Chapter meeting, the group voted on the official officers for the next year. They will be as follows:

**President:** Scott Olson  
**Vice President:** Ron Hodges  
**Treasurer:** Mike Makelbust  
**Secretary:** Jason Dodd

Great thanks to those in attendance participating in this chapters first elections. We have a lot of active members, and there will be many exciting things happen over the next year.



### FROM YOUR HISTORIAN – Jim Triplett

#### Chapter 1452 Officers

**Scott Olson – President**  
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As the first historian of the Ames EAA Chapter 1452 I thought it would be a good idea if we could become a little better acquainted with each other. With this in mind I am going to ask the members to give me information about themselves so we can get to know them better. Since this is my idea I will be first to start. Here goes. My name is James (Jim) E. Triplett. I am 73 years old. I was born in Ames, Iowa and have lived here all of my life except for 2 years in Olympia, Washington during WW2 and 2 1/2 years in Palo Alto, California after graduating from ISU. I have had a passion for airplanes for as long as I can remember.



It probably started when I was 4 or 5 years old and my dad would buy 15 cent rubber models and gliders and we would fly them in the back yard. I bought my first gas engine during WW2. It was a GHQ as that was all there was available then. Try as I may I only ran 1 or 2 times and never started again. I decided that GHQ stood for "Go to Hell Quick". When the war was over in 1945 I was 11 years old and wanted to build a radio controlled model. It was during the beginning times of RC and Walt Good had plans for his "Rudder Bug" in a model magazine. I built the model from the plans. It was a high wing, tricycle gear, 6 foot span, covered with pure silk and weighed about 8 pounds including radio gear and all the batteries. In those early days you had to build all your own radio gear and you usually spent most of your time making it work. I needed an RK-61 gas triode vacuum tube for the receiver, but nothing was available due to the war effort. My dad was a friend of Dr. Spedding, the head of the Atomic Energy Commission at ISU and told him my plight. Within a week I had my RK-61 tube. I still have it to this day. All through grade school, Jr. High and high school a group of about 10 of us flew Free flights and RC in an open field at the northeast corner of 13th Street and Duff Avenue ( now all houses). In the summer evenings we would fly Control line and RC in

*A stunning sunset photo by Mark Langford, from his KR-2 (Friend of Brant Hollensbe)*



a vacant field where the ISU recreation Center now stands. Then it was off to college, only a mile away, as it was ISU, lived at the Phi Gamma Delta Fraternity, graduated in 1956 with my electrical engineering degree in hand and went to work for Hewlett Packard in Palo Alto, California as a design engineer. After 2 1/2 years at HP I returned to Ames to work in the family real estate and insurance business with my father. Forty-one years later I retired.

During college I took a few flying lessons but never completed my license. Then I attended a fly-in at Ottumwa, Iowa and saw a Whitman Tailwind and said to myself "I've got to have one of those and I can build it, it's just a big model airplane".

I was too poor to buy plans with house payments and 2 kids, so I borrowed a set, copied them and started in. Ten years later I finished. (I did buy a set of plans 20 years later to make the plane legal.)

I soon realized I needed a license if I was going to fly the thing when I got it done, so I bought the hulk of a 1941 Interstate Cadet (N37400) that was sitting behind a garage in Huxley, Iowa. It was minus an engine and some other parts, but had new Ceconite that was too tight and looked awful. I put it back together with the blessing of an A&P, installed a C-65 and got my license.

I think I had about 60 hours in the Interstate when I finished my Tailwind (N2JT) and started flying it. I had about 250 hours on N2JT when a guy from Wisconsin came along and made me an offer I couldn't refuse, so I sold it. Since then I have had a Cessna 152 and a Cessna 172XP, but also sold them, so I am presently without a current medical.

Upon retiring in 1999 I had to have something to do, so I pulled a wing kit out of storage for an Acro Sport 2 that I bought 10 years earlier and started building ribs while in Florida for the winter. I currently have the wings, tail feathers, and fuselage frame finished. It's on its wheels with the engine and fuel tank in place, but the engine still needs to be magna-fluxed. I think I am about 75% complete with 60% to go. I'm sure you have all been there. The little things take the longest.

I haven't had time to work on the Acro 2 this summer as we moved to another home early this spring and all my time has been spent on moving, building a new shop in the basement, etc. Most of those things are now done so I'm anxious to get started again on the plane.

My wife, Carole Sue, and I now live at 2364 Quail Ridge Road, Ames, Iowa. We are 3 miles North of 13th Street and 1 block West of Dayton Road.

Give me a call if I can be of any help to you or you would like to see my project. You can reach me at 515-233-1770 (home) or 515-450-2351 (cell).

***Fly Safely- Jim Triplett***

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## **COLD WEATHER INFLIGHT HAZARDS AND TIPS – A great article recommended by EAA**

By: Technical Counselor Dave VanDenburg (email: [WA8DOF@yahoo.com](mailto:WA8DOF@yahoo.com))

EAA Chapter 439 (Michigan)

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This month I would like to discuss cold weather operations by discussing some in-flight hazards and tips applicable in the winter months.

Probably the first in-flight hazard that comes to mind when we think about winter is icing. I have flown combat aircraft in a lot of areas of the world, and short of actual combat, only two things scare me in an aircraft. One is thunderstorms (which we don't see much of in the winter) and icing, which we do. If you see ice build up on your windshield or wings, change altitude or find clear air quickly. Don't be afraid to use the "E" word (emergency) to get whatever help is available from ARTCC.

If you experience a reduction in RPM (fixed pitch prop) or a reduction in manifold pressure (constant speed prop) suspect induction system icing. This could be carb ice or impact ice on your air filter. If you think you are experiencing induction system icing, apply full carb heat or select alternate air. If you have carb ice, the engine will probably run rougher (as the ice melts) but will clear up soon. I do not recommend using partial carb heat unless you have a carb air temp gauge. Partial heat may increase the carb ice problems.



If you are flying behind a constant speed prop, cycle it every 30 minutes or so to keep warm oil in the dome. A sluggish pitch change mechanism could be slow to react and result in an engine overspeed during a rapid power application. This could be real expensive (and dangerous).

Switch fuel tanks with plenty of fuel remaining in the tank. If you have a frozen valve and cannot select the full tank, you will still have enough fuel to land safely. If you wait until the engine coughs, and then find you cannot move the selector valve, you will probably call yourself a few bad names and join the ranks of those called "Glider Pilots."

Avoid power off letdowns. A high speed, idle, descent can result in very rapid cooling of your engine (shock cooling) and cracked cylinder heads. Lycoming recommends a maximum temperature change of 50 degrees F per minute. Keeping the engine leaned until you are approaching pattern altitude can also help keep your engine temps up.

After landing, run your engine at a low power setting for several minutes prior to shutdown. This also promotes slow cooling and will reduce oil cooking if you are turbo supercharged.

Lastly, I highly recommend you carry some form of survival kit. It would really stink to survive an off airport landing and then freeze to death before someone found you. Some of the things I recommend are space blankets, some duct tape, matches, an aluminum cup, knife, freeze dried coffee, tea, signaling mirror (a CD works great) and warm clothing to include a hat and gloves. Also carry a hand held radio.

These have been just a few ideas to consider when flying during the winter months. Lycoming has some cold weather tips in their book "Key Reprints." This book is available free online at [www.lycoming.textron.com](http://www.lycoming.textron.com). Your POH is also a great source of cold weather operating tips.

Winter flying is fun and can be just as safe and enjoyable as summer, if we take a few precautions.

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See you all at our next chapter meeting over in Boone, it should be incredibly informative!

Jason Dodd



*Chris and Rachel Jones enroute to Las Vegas in an RV-7A...What a way to travel!*