

# Experimental Aircraft Association



Chapter 23



Salt Lake City, Utah

## FEBRUARY 2010 NEWSLETTER

### Minutes of Last Meeting

**Friday, 8<sup>th</sup> January** – The annual awards dinner was held at the Salt Lake Community College Campus. A great dinner and program.

### Next Meetings

**Friday, 12<sup>th</sup> February** – 7:00 pm is the monthly Chapter Meeting. We are returning to the CAP Building, 640 N. 2360 W., Salt Lake City through the month of March. We'll be having a demonstration on forming metal by hand.

**Friday, 12<sup>th</sup> March** – 7:00 pm is the monthly Chapter Meeting at the CAP Building.

**Saturday, 10<sup>th</sup> April** – 9:00 am is a Breakfast and 10:00 am is the Chapter Meeting, at Bill & Dana Letcher's hangar at Bountiful Skypark, 1983 Thunderbird Dr. #B.

### Upcoming Events

### Articles

#### President's Newsletter

As your new chapter president, I want to thank our former chapter officers for their service over the past two years. For those chapter members who missed the Annual Banquet on January 8th, service recognition awards were presented to Bill Letcher (President), Doug Benson (Vice President), Chris Cosman (Secretary), and Connie Cosman (Treasurer). On behalf of all the chapter members we appreciate you volunteering your time and service advancing the goals and purpose of EAA Chapter 23.

I look forward to the next two years serving all of you. EAA Chapter 23 has given me a great opportunity to rub shoulders with other like-minded "plane-crazy" people. Additionally I recognize the long history and legacy of our chapter back to when it was founded on April 1, 1956. As Mike Cosman, former Chapter President said, "We sometimes have a tendency to enjoy these kinds of blessings without appropriately reflecting on their source. EAA Chapter 23 is more than a social club that meets to be occasionally entertained. We have a

rich legacy of service and sacrifice in support of each other and our aviation community. We who serve today stand on the shoulders of giants, who pioneered, developed and solidified both the skills and technology that allow us to build, and the legal rights that allow us to fly our own aircraft."

I think it's appropriate to share with you my background and passion for aviation. It seems like general aviation has always been a part of my life and it all started with my father, Ralph Crosgrove. In 1966, when I was 2 years old, dad purchased 1/2 ownership in a 1948 Cessna 170 (N4236V) and took flight lessons in it. It was an odd-look airplane that had the Met-Co-Aire tricycle gear and metalized wings. Here's some interesting history regarding this conversion. In 1953, Tom Hebert quit work as an aeronautical engineer for Douglas and started his own company at Fullerton Municipal Airport, in California. His company was the first to offer "metalizing" of Stinson and Cessna wings, stripping off the fabric covering and replacing it with aluminum. Hebert's tricycle gear conversion for the Cessna 170 was copied by Cessna and gave birth to the Cessna 172.

Dad "hangered" the C-170 in the only standing T-hanger at the old Draper airport. It was made of cinder-block and didn't have a door, but it kept the snow off the wings in the winter. Spending time at the airport and around that old airplane planted in me the seed of a life-long love affair with all things that fly. In 1972 dad purchased the other half of the C-170 and moved the family to Boise, ID where he took a job as a salesman for Mosler Safe Company. His territory covered Eastern Washington, Eastern Oregon, Idaho, Montana, and Wyoming. The C-170 became his second company car allowing him to call on banking customers in Spokane, Billings, Missoula, Great Falls, Butte, and Idaho Falls in a fraction of the time it would take to drive to these destinations.

One day dad and a friend were spotting elk in the Idaho back country. On their way home the engine began to run rough. Soon the oil pressure went to zero and the oil temperature pegged. They managed to land at an airfield in Emmett, ID. A couple saw the plane trailing black smoke and followed it to the airport. After the engine tear-down they found a hole in a piston. During the rebuild dad converted the airplane back to a tail dragger but left the metal on the wings. In 1978 dad sold the C-170 and purchased the current family airplane, a

1958 C-182. The extra horsepower and constant speed prop made the trips over the Idaho backcountry more practical. During the summer months I would join him on these trips. Landing at Johnson Creek or Chamberlain Basin are great memories. In 1987 I moved to SLC and started working for Fidelity Investments, where I continue to work today. For the past 20 years I've helped employers and employees save for retirement. In 1989 I obtained my Private Pilot's license renting C-152's and C-172's. Eventually I checked out in the C-182 and now have most of my hours in that airplane. Together Dad and I have taken the C-182 to Oshkosh twice (1999 & 2009).

Growing up with an airplane in the family and access to go flying whenever we wanted to, seemed like a rather normal situation. Now I realize how lucky I was and only wish I could have give the same experience to my own children. For my dad and I, flying is something we both treasure and is a binding common interest for us.

I look forward to seeing each of you at our monthly meetings and continuing the great legacy of EAA Chapter 23.

Shawn Crosgrove

#### Retired President's Newsletter

Dana and I want to thank all the folks in Chapter 23 for letting us ramrod things for the last two years. We had a great time doing it. We have a great group of people in our chapter.

We are looking forward to the next two years with the new officers. Hope they have as much fun as we did.

#### *Hanger News*

The hanger part of the hanger is finished except for painting the hanger floor and finishing the kitchenette. Hopefully it will be painted before the next meeting. I don't remember if that is two months or three months away.

We are working on the parts/work room upstairs. Sheet rock is done and painting has started. What a mess to clean up before we could do anything else. We've been cleaning for a month.

Haven't been flying much in December or January the weather just hasn't cooperated. Been keeping the RV in another hanger while we were working in ours and it is not easy to get it out when you want it so that has slowed us down also.

Larry Adamson is doing as well as can be expected. His wrist and pelvis are pined, but not together (wouldn't that be a sight) and healing nicely. With any luck he might attend the next meeting. That will depend on how many steps he can do. Right now it is 3 or 4 and sit and rest a while.

That's all for now. Looking forward to seeing you at the next meeting.

Bill

#### An Interesting Story

Contributed by Tim Maher, sent via email by a friend

During a private "fly-in" fishing excursion in the Alaskan wilderness, the chartered pilot and fishermen left a

cooler-box and bait in the plane. And a bear smelled it. This is what he did to the plane.





The pilot used his radio and had another pilot bring him:

- 2 new tires,
- 3 cases of duct tape,
- A supply of sheet plastic.

He patched the plane together, and FLEW IT HOME!



**Classifieds** (usually run for 2 newsletters)  
*February Ads*

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(vacant)

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