

EAA MILE HIGH CHAPTER



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NEWSLETTER
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LAST MONTH: There was no regular meeting for September because it fell on the weekend of the Fly-In. A report on the Fly-In is found elsewhere in this Newsletter. We certainly want to thank all the members of the chapter who came to the Fly-In and volunteered their time to help make it a success. Would you believe that the entire site was torn down and cleaned up by 6:30 P.M.? The coordination and help was fantastic! It went up on Friday almost as fast. We are really learning how to make this thing go together smoothly and each year we get better. We know that everything is not perfect. The difficult we do immediately, the impossible takes a little longer. We are working on it. Thanks again to all who helped make it a success.

THIS MONTH: This month's meeting will be held on Saturday, October 8, 1983 at Colorado Aero Tech at 7:30 P.M. The main business will be election of new officers. As you know this year's officers with the exception of the Vice President are mainly holdovers from the previous 2 years. We want to get new fresh talent in all offices, so please nominate from the floor if you have a candidate and have his or her permission to nominate them. Good officers are needed to make an organization run well and we know that we have many members who can do a good job. So how about giving it a whirl? Try it, you might like it! We will also have a film to round out the evening.

MEMBERS: During the Fly-In, two of that hard working Frosty Repeater Radio Group who put together those necessary communications and PA system for us decided to join Chapter 43 and by golly I don't believe we twisted their arms either. Welcome aboard guys and now if we can help you decide what kind of airplane you would like to build, why let us know. The two are Antony W. Quinn, 9123 Kent St., Westminster, CO 80030 and Herbert H. Hessling, 4771 Bryant St., Denver, Co 80211. Do you suppose Earl had anything to do with this?

CONGRATULATIONS: To member Vernon Hoppes. Understand he is now a part owner in a Stinson. Welcome to the club Vern!

WHAT'S NEW! Flying activities have taken their usual fall slowdown now that our Fly-In is over. Garden City did not have their Fly-In this past weekend as per usual. Couldn't put it together this year. Many people in this area usually try to attend that one. Reno is now history, as is the Thunderbirds in the Springs. Gee, what do you do when your airplane isn't flying, there are no out of the ordinary aircraft happenings going on, and the weather is still pretty good? I'm not going to touch that one with a ten foot pole! I know what I have to do. Oh yes, Beech has flown their new twin engine canard. It is a scale unit built by Rutan's new Scaled Composites Inc. It will be interesting to see if anything comes of it. Incidentally, it appears that since Rutan has decided to let the Defiant become a homebuilt with plans available, many people are going to take the plunge. Know of a couple of partys here in Denver who want to tackle one.

CONGRATULATIONS AGAIN: The Best Homebuilt and Colorado Grand Champion awards at the Fly-In went to Bob Green for his Pober Pixie. Bob is a member of Chapter 43 as well as a full time volunteer at Oshkosh every year at the aircraft repair barn. It was well deserved Bob. Your trophies are coming. Also you will notice in the Fly-In report, attached, that Chapter 43 member Ron Denight also won the "Most Unique Feature" Trophy for the change in tail on the Denight Special. Congratulations Ron.

CHANGEOVER: Hopefully, you will have a new editor for the November issue of the Newsletter. He has the option of changing any or all of the format of this publication and I hope that you will all give him the encouragement and help that he will need to make it go. You have all been so supportive of my efforts the past 6 years that I can only say thank you and back him as well please! It is interesting to note that in reading the other Newsletters that I receive, that no two of them are formatted alike, and that is as it should be. Individual style and likes and dislikes make them all interesting and we all plagiarize something fierce. But we use each others "For Sale" columns regularly, otherwise how would you guys know what was available? I believe that I will miss seeing all of those every month, since your editor deserves to receive them direct. Hope he will bring them to the meetings afterwards as I have been, so I will have a chance to read them.

MARKETPLACE: WANTED: Wheel pants, McDonald starter, and C85-8 engine to put in the #47 Aeronca Chief which we are rebuilding. Bill or Marilyn Schneider 750-5535

FOR SALE: Long-EZ Project, Fuselage, center section spar and canard essentially finished. Most kit materials. \$4,000. Bill or Marilyn Schneider 750-5535

From Chapter 72 Newsletter: FOR SALE: Sidewinder Project; Over 50% completed, fuselage on gear, all materials to finish aircraft, including 180 HP Lyc (IO-360-BLE) engine and accessories, Pacesetter prop, spinner, cowl, canopy and instruments. \$10,500. (\$7,500 without engine) Hurstle Stidham (303) 633-5680

Skybolt Project; Near completion. Excellent workmanship by meticulous A&P. Minus engine. \$9,000. Leon Essex, (303) 599-7813 anytime.



Chapter 43 Newsletter
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AD's—Short for "Avoiding Disaster"

There isn't an aircraft owner around who doesn't cringe at the sight of an airworthiness directive (AD) in the mail. Typical reactions range from "What is it this time?" to "How much is it going to cost me?"

AD's don't bring good news. In fact, it's their very purpose to alert owners to either an existing or potential threat to air safety.

While AD's are extremely serious business, they're often misunderstood by aircraft owners and operators. And sometimes, with serious consequences, they're just ignored.

Pilots should know that AD's are required by law. One of the safety functions charged to the FAA is to require correction of unsafe conditions disclosed in any product, be it an aircraft, engine, propeller or accessory. The medium used to provide notice and to require correction of the unsafe condition is the AD. The AD prescribes the conditions and limitations, including inspection, under which the product may continue to be operated.

AD's are published in the *Federal Register* and are generally mailed to the registered owner of the aircraft make and model affected. When an emergency condition exists, telegrams may be sent.

Depending on the seriousness of the unsafe condition, AD's are published in one of the following categories:

- **Notice of Proposed Rule making**—An NPRM is issued when there is no emergency affecting air safety. Comments are invited from the public and the notice may be changed or withdrawn. When an NPRM is adopted as a final rule, it is published in the *Federal Register* and sent to registered aircraft owners.

- **Immediate Adopted Rule**—This is an AD of an urgent nature where prompt action is essential. It is issued without notice (NPRM) and is made effective less than 30 days after publication in the *Federal Register*.

- **Emergency AD**—This type of AD is issued when an immediate action is required to correct an unsafe condition. Emergency AD's are distributed to the registered owners of the make and model affected either by telegram or priority mail and are effective upon receipt.

On occasion, AD's are issued that apply to engines, propellers, and accessories (fuel pumps, magnetos, etc.). When the product can be identified as being installed on a specific make and model aircraft, AD distribution will be made to the registered owner.

There are times, however, when a determination cannot be made and direct distribution to the registered owner is impossible. For this reason, owners and pilots should subscribe to AD summary publications available either from the federal government or a commercial source.

Each AD has an applicability statement specifying the product and, if applicable, the aircraft category to which it applies. AD's that are not specifically limited will apply to all models set forth in the applicability statement, regardless of category.

Some aircraft owners and operators are of the opinion that AD's are not applicable to aircraft certificated in certain categories, such as experimental or restricted. This is *not true*; if an AD does not specifically exempt a category, then the AD will apply to that category.

No person may operate a product to which an AD applies, unless it is operated in accordance with the requirements of the AD. It is understood that to "operate" does not apply not only to the person who causes or authorizes the product to be used, such as the owner or lessee.

Compliance with emergency AD's could be a problem in the case of leased aircraft. The FAA has no other means available to make notification, other than to the registered owner. For this reason, it is important that the owner make the information available to the operators of the aircraft in the most expeditious manner possible.

Compliance times specified in AD's are established from a safety standpoint and can be stated in numerous ways. Some AD's are of such a serious nature they may require compliance before further flight. Others may express compliance time in terms of a specific number of hours of operation, such as "compliance required within the next 50 hours time in service." Or compliance times may be expressed

in terms of landings, such as "within the next 10 landings after the effective date of the AD."

When a direct relationship between airworthiness and calendar time is identified, a calendar date may be the limiting factor for compliance. It should also be noted that due to the nature of the unsafe conditions, not all AD's have a one-time compliance and repetitive inspections at periodic intervals after initial compliance may be required.

In some instances, owners are able to substantiate longer inspection intervals on the basis of accumulated service experience with their particular maintenance practices. In order to provide flexibility under these conditions, a statement may be included in the AD to permit reasonable adjustments in the intervals specified to allow compliance at an established inspection period of the owner.

The Federal Aviation Regulations require the person performing an annual inspection to provide the owner with a list of discrepancies, including noncompliance with AD's. The list and the entries should aid the owners and operators in meeting their responsibilities regarding AD compliance and recording.

However, according to another FAR section, the owner or operator is *primarily responsible* for having AD's complied with and is responsible for ensuring that the appropriate entries are made in the aircraft maintenance records.

And finally, the FARs required each registered owner or operator to keep records of the current status of applicable AD's including, for each, the method of compliance, the AD number and the amendment date. If the AD involves recurring action, the time and, if applicable, the date when the next action is required must be recorded.

AD's may be unwelcome news and sometimes hit an owner hard in the wallet, but they're invaluable to air safety. AD's are helping you "Avoid Disaster."

Attendance at the fly in is estimated at 1100 plus, based on the number of tickets sold and airplanes in attendance. There were about 260 cars (total both days) and 120 airplanes, including a counted 19 ultralights (there may have been more). The Saturday night steak fry cooked 182 steaks, and we sold a whole bunch of hotcakes, hamburgers, and Pepsies. The treasurer will have a financial report at the committee meeting.

Only 49 aircraft elected to be judged, with the following results:

Grand Champion: Stearman N2S-4, owned by George Taylor, of Rangely, Co.

Reserve Grand Champion: Mustang II, owned by Mike Rudolph, of Tulsa, Ok (last year's grand champion).

Colorado Grand Champion: Pober Pixie, owned by Bob Green, of Vanaire Airpark, Co.

Best Homebuilt: Pober Pixie, owned by Bob Green, of Vanaire Airpark, Co.

2nd Homebuilt: Gold Nugget, Owned by Herrill Davenport, of Broomfield, Co. (This airplane was built some 15 years ago by Herrill's dad, and is recently recovered.)

3rd Homebuilt: Baby Lakes, owned by C.H. Stump, Jr., of Loveland Co.

Best Antique: Stearman N2S-4, owned by George Taylor, of Rangely, Co.

2nd Antique: Beech Staggerwing, owned by Jack Munroe, of Boulder, Co.

3rd Antique: Taylorcraft BL12, owned by Jim Aspenson, of Wichita, Ks.

Best Classic: Cessna 140, owned by Mike Walker and Ellen Gorden, of Vanaire Airpark, Co.

2nd Classic: Cessna 170A, owned by Don Piermattel, of Fort Collins, Co.

3rd Classic: Cessna 170B, owned by Jim Goodwin, of Colorado Springs, Co.

Grand Champion Ultralight: CGS Hawk, owned by Lonnie Price (no address)

Reserve Champion Ultralight: Opteryx, owned by Mr. Leverentz (no address)

Best Engine Installation: Piper PA-22/20, owned by Ken Monahan, of Denver, Co

Best Instrument Panel: Piper PA-22/20, owned by Ken Monahan, of Denver, Co.

Best Static Display: Cri Cri, owned by J.B. Harper, of Lafayette, Co.

Best Interior: Hiperbipe, owned by Don Severts, of Westminster, Co.

Best Composite: Long Eze, owned by Mike Guthrie, of Denver, Co.

Best Wood: Emeraude, owned by Craig Thompson, of Scottsbluff, Ne.

Best Tube & Fabric: Gold Nugget, owned by Herrill Davenport, of Broomfield, Co.

Best All Metal: Thorp T-18C, owned by Nate Eastman, of Kimball, Ne.

Most Unique Feature: Denight Special, owned by Ron Denight, of Northglenn, Co.

Ladies' Choice: Cri Cri, owned by J.B. Harper, of Lafayette, Co.

Most Recent First Flight: Pitts Special, owned by Len Cresawn, of Castle Rock, Co.

Oldest Aircraft: Taylorcraft BL12, owned by Jim Aspenson, of Wichita, Ks.

Colorado 99s Trophy to the woman pilot with most recent solo: Sandra Moore, of Colorado Springs, Co.

CONTEST RESULTS

Bomb Drop:

1. Don Severts, of Westminster, Co. (Hiperbipe).
2. Don Evezich, of Frederick, Co. (Stinson L-5E)
3. Ted Lemen, of Lakewood, Co. (Luscombe 8A).

Spot Landing:

1. Dick Rowley, of Colorado Springs, Co (Luscombe)
2. N49802 (no name) (Cessna 152)
3. Don Geddes (no address) (Comanche)

Balloon Bust:

1. Ken Monahan, of Denver, Co (Piper PA-22/20)
2. Don Geddes (no Address) (Comanche)
3. Varga Kachina (no name or number)

Ultralight Efficiency Contest:

1. John Hatfield, (Mitchell A-10) 57 mph, 1.5 gph
2. Lonnie Price (CGS Hawk) 51 mph, 1.85 gph
3. Jim Andersen (Quicksilver MXL) 51 mph, 2.22 gph

Ultralight Spot Landing

1. Dan Cooper (LEAF Trike)
2. Terry Fuller (CGS Hawk)
3. Dave West (Cobra)

Ultralight Bomb Drop:

1. Terry Fuller (CGS Hawk)
2. Harry Wolfe (Rotec Rallye)
3. John Coyne (Opteryx)