

EAA - MILE HIGH CHAPTER 43

Volume 18, Number 1

January 1994

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Our Next Meeting:

The next Chapter 43 meeting will take place at the annual Christmas Party.

Minutes From Our Last Meeting:

Last months meeting was held on December 10th.

Our visitors were George Warner and John Mason, both of which are interested in the RV-6.

The Officers for 1995 were introduced:

President	John Evens
Vice President	Gene Milligan
Secretary	Chuck Ogden
Treasurer	Chuck Graf
Newsletter Editor	Fred Wallace
Data Base Editor	Bill Wright
Rocky Mountain Fly in Representative	Dave Cousminer
Board of Directors	Brad Davenport Ron Denight Mark Yelich

The Treasures Report:

Savings \$306	Expenses: Calendars	\$375
Checking \$700+	Newsletters	\$140

- Additionally, dues are now being collected by the Treasurer

Old and Other Business:

- Nametags are now ready for pickup.
- Young Eagles: No new activity since the last report. Glen still has no lack of riders, just pilots.

Minutes Continued.

- Annual Banquet: Aaron Schomberg reported that several reservations are in hand and reminds us that of the need to pay in advance and select a menu choice.

Location: Ramada Hotel 9773 Yates Dr.
Westminster, Co

Any questions call:

Teresa Wallace 940-9280

Aaron Schomberg 794-5592

Builders Forum:

-Mark Yelich authored a letter to the Aircraft Spruce folks which declines their offer to assist with our forum.

- Chapter 43 received a \$200 check from the Forum Committee for the profit sharing dividend.

- The Forum Committee is planning to add aircraft electrical to next years forum.

- The location for the forum may change next year as there is no long term agreement with Tri-county. The same location may be available next year but depends on the schedule of work on hand during the forum.

Calenders - The calendars for 1995 are available for \$5 each. See Chuck Graf

Chapter 242 - The fine folks at Chapter 242 have sponsored and built a Habitat for Humanity House.

Copper State Fly In: Held at Williams AFB near Mesa Arizona. Several Members attended and reported a good show despite terrible weather.

Progress Reports:

-Chuck Grow had his Taylor Titch inspected and all looks good.

-Mark Yelich brought a copy of Kent Pasers book to share with us. Mark has used some of the ideas in the book to increase his airspeed.

-Doug Bloomberg has a new job. Way to go Doug!!

Horsmans Corner:

Ib Hansen's Cassutt (N81SS) has been stolen along with the Cassutt's trailer. The cassutt is blue and trimmed in yellow. The cassutt carries a #13 and "National Aeronautics Co." The trailer is white (manufacturer is Elder). On the left side is an "Englewood Colorado" label. On the right, a faint rainbow arc can be seen through the paint. Please be on the look out for the trailer and/or the cassutt. The trailer could be used anywhere, and not necessarily around an airport. (Lets nail these guys if possible! Ed.)

Horsmans Corner continued:

Bob Hoover's appeal has been turned down. On Dec 3 the court ruled in favor of the FAA.

A bill that exempts non-commercial aircraft from FCC radio licence (H.R.4522) almost made it through the Senate. The bill failed primarily due to additional amendments tacked on at the last minute. A similar bill minus the amendment baggage will be reintroduced during the next regular session of Congress and is expected to pass.

The Air Traffic Control folks at Piedmont Triad International Airport have a new 15 million dollar ASR-9 radar system. Unfortunately, they also have a new static target for the new radar system. Currently under construction is a 174 ft. water tower near the airport. If completed, the tower will impact the field of view of the radar and thus its usefulness. The FAA approval of the tower was based on erroneous information. A report issued by the FAA Southern Region office contained an error (10 Longitude, 60 miles) concerning the towers location.

In response to repeated petitions from the AOPA, the FAA issued a "notice of proposed rule making". The FAA is offering the following for third-class medical periods: Under 40 - three years, 40 to 69 - two years, 70 and over - every year. Additionally, blood pressure and vision requirements are recommended for change, 150/95 and 20/40 corrected respectively.

The program for the evening was a video tape on engine management.

The Presidents Corner:

First of all, I hope everyone had a wonderful holiday season! The weather has been exceptional, and some of us have been getting in quite a bit of flying.

I want to thank the membership for asking me to serve in this position. Phil, and Mark before him, showed so much enthusiasm, and really made the meetings enjoyable for me. I've got some very big shoes to fill, and not sure I can even come close. I'm just glad there's so much outstanding talent in our group to help me along the way. I'm sure we'll get it done.

I look forward to seeing all of you, my friends, at our banquet. To me this is what it's all about. John

Editors Notes:

The members are invited to offer comments or suggestions concerning the contents the newsletter. Any ideas for improvement are welcome.



EAA Chapter 43 Newsletter
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A bill that exempts non-commercial pilots from FCC radio licenses (H.R. 1825) almost made it through the Senate. The bill failed primarily due to additional amendments tacked on at the last minute. A similar bill during the amendment process will be reintroduced during the next session of Congress and is expected to pass.

In response to repeated petitions from the AOPA, the FAA issued a notice of proposed rulemaking. The FAA is starting the process for two-class medical certificates. The FAA is starting the following for two-class medical certificates: **8152-10455** - Two Class Medical Certificate - 2007 Year

John
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