

EAA - MILE HIGH CHAPTER 43

Volume 18, Number 10

October 1995

President John Evens 420-2724	Vice President Gene Milligan 466-0831	Secretary Ron Denight 452-0458	Treasurer Chuck Graf 232-0176	Newsletter Editor Fred Wallace 940-9280	Data Base Editor Bill Wright 457-9809
-------------------------------------	---	--------------------------------------	-------------------------------------	---	---

DISCLAIMER: Be aware that as always, in past, present, and future, any communications issued by Experimental Aircraft Association Chapter 43, regardless of format, and/or media used, which includes, but is not limited to, this newsletter and audio/visual recordings, is presented only in the context of a clearing house of ideas, opinions, and personal experience accounts. Anyone using ideas, opinions, information, etc., does so at their own risk. Therefore, no liability is expressed or implied by the Experimental Aircraft Association Chapter 43, or any of its members. Any event announced and/or listed herein, except as noted, is done as a matter of information and does not constitute approval, sponsorship, control, or endorsement of said event.

Our Next Meeting:

The next Chapter 43 meeting will take place at 7 PM on October 14th, at the Jeffco Airport Terminal building (our normal meeting time and place).

Election Time - During the October meeting we will nominate candidates for next years officers. If you would like to be in command, now is the time. If nominating someone else, please discuss this with that person first.

Minutes From the September Meeting:

The meeting was held on September 9th at the Jeffco Airport Terminal building. Minutes from the August meeting were approved as published in the newsletter.

Old Business

→ Chapter Patches - In this newsletter are several proposed designs for a new chapter patch.

New Business

- EAA Calendars - Are now available for 1996. Price was voted upon and set at \$6.00
- EAA Videos - possibly on TV locally, contact PBS locally regarding programming.
- Fly-in to Mexico - Call or see Dean Kloepper.

Flight Advisors Newsletter:

→ Major Causes of Accidents/Injuries:

- 1) Fuel System Problems
- 2) Seat Belt/Shoulder Harness Installation

→ Tom Young is offering free BRFs to home built pilots in two place homebuilts; Tom wants to gain experience in different home built aircraft.

→ Brad Davenport has been inducted into the Colorado Aviation Hall of Fame. You all have the opportunity to see Brad inducted formally at the Colorado Aviation Hall of Fame Banquet (Air Force Academy, Officer's Club, October 28, 1995). Reservations are required and the ticket price is \$30. Social hour is at 12:00 noon and lunch is at 1:00 P.M. *A reservation form is included in this newsletter.*

Brad's Safety Corner:

- The Colorado DOT has proposed an Aviation Coalition.
- The FAA is calling for changes in pilot training and certification.
- A Cessna 172 had a major oil leak due to an oil change; the old oil was not drained and therefore the engine was about 8 quarts over-full!
- A new metal propeller in storage for eight years in San Diego had corrosion under the decals.
- A propeller left an aircraft due to over-torquing the prop bolts. The bolts failed; all six of them!
- A Glasair suffered a nose gear collapse due to the wrong sized rod end; 1/4" instead of 3/8".
- Electric Trim Tab Servos - Pay attention to color codes of the electrical leads and direction of motor travel.
- Mustang II - During a Carburetor overhaul, it was found that the accelerator pump seal was missing.
- Oil Coolers - Look for notches on the veins. These oil coolers are the subject of an AD. They should not be used on Lycoming engines due to the higher oil pressure of these engines.

CAFE 43:

CAFE 43 is to be the weekend following our meeting. If you have a suggestion for a destination, bring it up at the meeting.

Visitors:

- | | |
|----------------|-----------------|
| → Bob Davis | → Mark Mettauer |
| → Peter Hofer | → Bill Yrbia |
| → Larry Kurkey | → Dave Thompson |
| → Doug Pennock | |

Progress/Trip Reports:

- Pete Clinton's father flew his RV-6A in Florida; Pete assisted in the construction.
- Mark Graf now has his Private Pilots certificate! Congratulations Mark!



- The FAA is proposing to shut down primary radar systems to save money. This will require that all aircraft be equipped with dual Mode C transponders and dual electrical systems to keep the transponders operational.
- The Antique Airplane Association Meeting is Wednesday, October 4 at 7:00pm in the same building that Chapter 43 meets. The program is to be by Bill and Jack Bauman, the designers of Gene's Mercury Biplane. Bill and Jack will give a presentation on the Martin Quiet Airplane.
- Colorado Airports & Facilities Directory, fee \$2.50, Mail to: C. D.O.T. - Aeronautics Div., 56 Inverness Dr. East, Englewood, CO 80112-5114

T The Presidents Corner: **T**

There is a very important NPRM regarding medical self-certification of recreational pilots, which is outlined in this newsletter. I'd like to ask each of you to study this proposal and respond to the FAA, in triplicate.

It's that time of year again. Please give some thought to taking an active part in the chapter by becoming an officer for next year. We need nominees for the November elections. It's a lot of fun, not difficult, and gives you a chance to really make a difference. I guarantee you'll get back a lot more than you have to give. I believe all positions are open for nominations.

Dean Cochran and I had a great trip to Placerville, California (just west of Lake Tahoe) the weekend of Sept. 23rd. The occasion was a Thorp T-18 fly-in. We flew together as a flight of two, and saw a lot of beautiful country, met some new friends, and saw some old ones. The airport sits on a plateau above the town. The local EAA chapter has their own hanger, and there's a nice picnic area alongside. The area around Placerville is very pretty and heavily forested. All in all, it was a memorable time, and our airplanes made it possible for us.

I LOVE FLYING.

John

HALL OF FAME BANQUET RESERVATION

SATURDAY, OCTOBER 28, 1995 → USAF ACADEMY OFFICERS' CLUB
CASH BAR RECEPTION AT NOON → ROAST LOIN OF BEEF DINNER AT ONE
\$30 PER PERSON

✂
Please make _____ reservations for me and my guests. Enclosed is my check, payable to CAHS Banquet, for \$ _____ (number of reservations x \$30). I would like to be seated adjacent to _____

NAME _____ TELEPHONE (____) _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____

Your name tag will be available in the Club foyer. Your nametag will be your admission ticket.
Please print names for your nametags below.

1. _____ 2. _____
3. _____ 4. _____

Mail form and check by October 23 to:
Harry Blout, 5740 Jason Road, Colorado Springs, CO 80908 → (719) 495-2432

GOVERNMENT UPDATE

SELF-CERTIFICATION MEDICAL RULE PUBLISHED

Due to the efforts of the EAA members who called or wrote to their Congressmen, the FAA, and the Department of Transportation, the FAA has published a proposed rule change to allow self-certification of medical condition for Recreational pilots. FAA Administrator David Hinson announced the publication of a Notice of Proposed Rule Making (NPRM) that will allow for medical self-certification of Recreational pilots and the removal of the 50-mile limitation. He made this announcement during his "Meet the Administrator" program at EAA Oshkosh '95.

The significant points of the proposal are as follows:

- The proposed rule will allow for the self certification of medical condition for those exercising the privileges of the recreational pilots license.
- The proposal will remove the 50 mile restriction from the current recreational pilots license.
- **Current** private pilots can exercise the privileges of a recreational license without performing any retesting, notification, or any other contact with the FAA or a CFI.
- Private pilots with expired medicals could fly as a recreational pilot by making a statement of medical fitness and obtaining a Flight Review.
- The public has until **December 11**, to respond to the proposed rule.
- Any person may obtain a copy of this NPRM by submitting a request to the Federal Aviation Administration, Office of Public Affairs, Attention: Public Inquire Center, APA-220, 800 Independence Avenue, SW., Washington, DC 20591, or by calling (202) 267-3484. Requests should be identified by the NPRM number or docket number (Docket No. 25910; Notice No. 95-11).
- Comments on the proposals may be delivered or mailed in **triplicate** to: Federal Aviation Administration, Office of the Chief Counsel, Attention: Rules Docket (AGC-10), Docket 25910, 800 Independence Ave S.W., Washington D.C. 20591
FOR FURTHER INFORMATION CONTACT: John Lynch, Certification Branch, AFS-840, telephone (202)267-3844.

Every EAA member should write the FAA in support of **Recreational pilot proposals**.

You should state your personal views on how it would:

- help reduce the cost of processing third-class medicals for the FAA



- Reduce the cost of sport aviation for the public
- Reduce the regulatory burden of sport aviation

State that the proposal will:

- Not effect the safety of sport aviation
- Help revitalize the depressed industry of sport aviation

In your response make clear that you are only responding to the portion of the proposed rule that deals with Recreational pilots. There are many other provisions in the proposed rule that deals with other subjects and it must be clear to those reviewing the comments that you are responding only the Recreational pilot changes.

The proposed rule is not intended to allow those not medically fit to fly to do so. With medical self-certification comes the responsibility to ground ourselves if we are not medically fit, or the FAA will be forced to do it for us.

When replying to the proposal you can send anything from a handwritten note on a post card to a typed letter. Form letters with multiple signatures are considered as one letter. It is also advised that you send a copy of your letter to your local US Congressmen and ask for their support. Comments will be accepted until Dec. 11, 1995.

The Recreational pilot certificate allows the pilot to fly fixed gear, single-engine aircraft that is certified for no more than four occupants, has no more than a 180HP engine. The Recreational pilot is further limited to day VFR in airspace not requiring communication with ATC and can carry only one passenger.

NEWSLETTER EDITORS ARE ENCOURAGED TO REPRINT PART OR ALL OF GOVERNMENT UPDATE.

ANY QUESTIONS OR COMMENTS ABOUT THE TOPICS DISCUSSED HERE OR ANY OTHER GOVERNMENT MATTER CAN BE SENT TO EAA GOVERNMENT PROGRAMS, EAA AVIATION CENTER, PO BOX 3086, OSHKOSH, WI 54903-3086, OR TELEPHONE (414) 426-6522, FAX (414) 426-6560.