

# EAA MILE HIGH CHAPTER



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423-5134

VICE PRESIDENT  
FRED SEAL  
659-1589

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423-5134

TREASURER  
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469-6456

NEWSLETTER  
KIRBY WHITE  
423-5134

VOLUME 12, ISSUE 7, JULY, 1989

THIS MONTH: This month's meeting will be held on Saturday, July 8, 1989 at 7:30 P.M. in the Club Room of the Denver Air Center, which is at the junction of the two main roads leading into Jefferson County Airport. The program will be a talk by Dave Gordon, who is the Manager of the Jefferson County Airport. He will update everyone on the expansion plans of the Airport, and discuss the construction of future hangars, which EAA members might want to get involved in to have their own area on the Airport. Dave will also fill us all in on the Airshow which is planned for August 18-20, and answer any and all questions about Jeffco Airport.

LAST MONTH: With 55 members and guests in attendance, the meeting of June 10, 1989 was called to order at 7:45 P.M. by President Kirby White in the Club Room of the Denver Air Center. The minutes of the May meeting were approved as published in the Newsletter.

Guests: Guests present were Richard Bean of Broomfield, Frank Minor of Erie, Punit & Karol Kalra of Boulder, and Mark Brown of Littleton -- who is the Newsletter Editor of EAA Chapter 301.

Treasurer's Report: There was none given.

Old Business: Kirby quickly reminded everyone of the Rocky Mountain Regional Fly-In scheduled for July 14-16, 1989 at the Fort Collins-Loveland Airport. Most of the members at the meeting indicated that they would be going to the Fly-In, and Kirby said that a really good turnout was needed. Cathy Sheeon and Daphne Davenport discussed the Air Rallye that they put together for the financial benefit of the Rocky Mountain Regional Fly-In. Those who participated had a really good time. Cathy and Daphne said they would do it again next year. Along the same lines, Gene Horsman brought up the fact that the Air Rallye only raised \$90.00. The goal of Cathy and Daphne had been \$200.00. Gene made a motion that Chapter 43 donate \$110.00 to the Rocky Mountain Regional Sport Aviation Committee to make up the difference. It was seconded and unanimously approved. Cathy and Daphne also reported that they had checked on a few places for Chapter 43 to hold its 1989 Christmas Banquet. They still wanted to check on another place or two, and report on what they had found at the July meeting. The subject of Oshkosh rides and riders was brought up. Jim Ernst volunteered to handle the coordination. It was voted by the members at the June meeting to have an actual Chapter 43 meeting on the normal 2nd Saturday in July, even though the Regional Fly-In will be on the following weekend. That would allow last minute planning for the Fly-In, and Oshkosh rides and riders could be arranged.



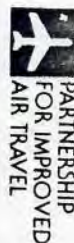
New Business: Chapter 43 member Kevin Fornall talked about The Great Colorado Races scheduled for June 24-25, 1989 at the Front Range Airport. He said the formula one pylon air racing and vintage auto racing and airshow should be entertaining and enjoyable. Kevin also discussed the possibility of more air racing -- including classes besides formula one -- in the future in the Denver Metro area or close by. Guy Clark asked if anyone at the meeting had any knowledge of the Kolb Fire Star ultralight that they could pass along to him. Jim Thompson said that he and Tom Burlace had gone to the Merced, California Fly-In. He highly recommended it, and said a large number of airplanes always attend.

Gene's Corner: Gene Horsman read an ad from Trade-A-Plane about the availability of eleven dorm rooms for Oshkosh. Gene said that Classic Aviation in Lansing, Michigan -- who has put the Waco F-5 into production -- bought the type certificate and production rights of the Luscombe 11A because they plan to put it back into production. It will be a very much different airplane than the original, though. The Meyers 145 type certificate and tooling and manufacturing rights are now for sale. Gene talked about an organization called the Partnership For Improved Air Travel. Two pages of their ideas and goals are published in this Newsletter. Gene read the following article from the Luscombe Association Newsletter, #80, June/July 1989: "How To Survive An FAA Call: This info found its way to our booth at Sun 'N Fun 1989. We certainly do not consider the FAA as an adversary (Your editor has had nothing but good relationships with them.) but increasingly we are hearing/reading about FAA "aggressive enforcement." Rule 1. Never talk to the FAA. If somebody wants to talk to you about a flight or incident, find out who they are and where they work. If they are from the FAA, tell them to put any questions in writing. Then politely say good-bye and hang up or walk away. Rule 2. Always fill out an ASRS form, at the slightest provocation. It is your only defense against the immature, deliberate abuse perpetuated by the FAA. Get a fistful at the airport and keep them ready. Rule 3. Never hand over your license to anyone. The FARs only require you to show your license. Do not let it out of your hand, as this can be considered voluntary surrender. Before you show your license to anyone, verify their credentials, and write down who asked, when, where, and why. Rule 4. Never confess anything on the radio. If ATC accuses you of an airspace violation, don't ever say that you are sorry (you would be confessing a violation). Say that your navigation shows no such intrusion, but what heading would they like you to fly? Rule 5. Don't ever phone the tower in a hurry. Put the plane away. Go home. Have a snack. Call your aviation attorney. Then call the tower, and take notes as to when you called, to whom you spoke with, and what you talked about. Rule 6. Don't show anyone your logbook. If the FAA requests to see your logbook, you have to show it to them within a reasonable length of time. You do not have to show it to them on the spot. Don't do it. Have your lawyer check your logbook before you show it to the FAA. Rule 7. Record all of your in-flight conversations. Get a portable tape recorder and wire it up to record both your transmissions and what is received. In flight, if there are any questions, ask for the controller's initials, the date, and the time. Do not tell anyone you are taping off the radio. (The phraseology is XXX tower say your initials, say date, say time.) Rule 8. Always read back your clearances and instructions to the tower or other facility. Not only does this protect your license, it is a safety practice."



Progress Reports: Kirby asked Bill Amos to step forward to the front of the room. Bill announced that he had flown his Van's RV-4 for the first time earlier in the day. He talked about it briefly, and said he had a videotape of the flight with him. Everyone agreed that the videotape and a more in-depth report on the flight and building of the airplane should be the program for the evening. All present gave Bill a very nice round of applause for what he had accomplished. Gene Horsman said that he had finally sold his BD-5 project, and was very happy. Jim Thompson told everyone he had recently purchased Ken Lysek's 1960 Cessna 150.

A&P: The business portion of the meeting adjourned for coffee at 8:35 P.M. After the break, Bill Amos showed the videotape of his first RV-4 flight, and talked about building the airplane and the elation of flying it for the first time. He said it was worth all of the time and money that he put into it, and more. Once again, everyone congratulated him for completing the project and being nice enough to put on the program for the evening with no notice.



501307409 XFP11

J W Barrett  
L W Barrett Co Inc  
55 S Zuni St  
Denver, CO 80223

Dear J W Barrett:

I welcome you to the Partnership's growing ranks. In addition to thousands of individuals like you, support is growing rapidly from national consumer, business and labor groups and from the entire aviation community. I consider this organization so important that in addition to my position as chairman of Southwest Airlines, I've assumed the title of chairman of the Partnership.

All of our members share a common goal: to significantly increase the capacity of the air transportation system to accommodate the enormous increase in air travel over the past ten years and the projected increase for the immediate future.

We told you before that we will not be asking for money. And we mean it. But we also said that we would be asking for some of your time, and many of you asked what that meant. First, spend time keeping yourself informed on aviation issues. Our regular newsletter will help you keep up to date with the Partnership's activities and air transportation issues. The enclosed article will also give you valuable information.

Second, as Congress considers aviation legislation, we will ask you to join us in contacting your elected officials to voice your support for the steps needed to expand the capacity of the air transportation system and restore its efficiency. As you know, it is your support as a private citizen that makes officials respond.

Third, we want to hear from you. Your opinions and suggestions are important to us. That's why we have a toll-free number, 1-800-822-5210, to make it easier for you to ask questions about the Partnership and the issues. (In Washington, D.C., please call 202-833-1527.) Or, if you wish, please write to us.

Once again, welcome to the Partnership for Improved Air Travel. It's where the voice of frequent flyers can make a difference.

Sincerely,

*Herbert F. Kelleher*

Herbert F. Kelleher  
Chairman



# Business

## AIRLINE DEREGULATION

# For Better Service, Rebuild the System

By HERBERT D. KELLEHER

**C**IVIL aviation has built industries, created millions of jobs, aided American competitiveness and helped corporations manage their operations. Small wonder some economists believe civil aviation accounts for as much as 10 percent of the gross national product.

The success of aviation, however, has created a serious imbalance between supply and demand that can only lead to higher fares, longer flight times and increasing delays unless we act quickly.

The 1978 Airline Deregulation Act revolutionized American aviation. Before deregulation, less than one-third of all adults had ever traveled by air. Today, three-quarters have flown. Because of deregulation 92 percent of all passengers traveled on discount fares last year.

With competition unleashed by deregulation, air fares have declined by more than 20 percent in real terms. The number of passengers has doubled to 486 million since 1977 and should reach 815 million by the year 2000.

The bad news is that we have failed to provide the systemwide improvements needed to accommodate the soaring demand. We are now paying the price in delays, inefficiency and inconvenience.

No new commercial airports have been built since 1974. We have not modernized and expanded existing runways, terminals, access roads and other facilities. We have not built smaller airports, which are needed to accommodate business and general aviation. And we continue to ignore the potential of new or expanded civilian operations at military bases in congested markets.

Worst of all, the Federal Aviation Agency is hamstrung by personnel, procurement, management and budget constraints that keep it from effi-

## *Raising airport fees would curtail service to smaller communities.*

ciently carrying out its mission of controlling the skies.

Recently a new theory for dealing with the capacity crisis has emerged. Rather than expand to meet growing demand, this theory calls for slashing demand by pricing air travel beyond the means of those people who have benefited most from deregulation.

The theory begins with the pessimistic assumption that we lack the political will to expand capacity and that we must, therefore, ration what we have. We should do so, the theorists say, by increasing the cost of flying at so-called "peak" hours.

This theory, while elegant in its simplicity, ignores the facts. At the busiest airports, there are now so many daily peaks that few, if any, "valleys" remain. High fees at peak periods would simply freeze commuter, business and general aviation planes out of the system, denying air service to millions of people in smaller communities.

The real victims of rationing would be the residents of all but the largest cities. They will become second-class citizens with severely restricted transportation and, therefore, economic opportunities.

There is an alternative to rationing and demand constraint. We can — and must — increase capacity to accommodate the growth in demand. A recent national opinion poll shows overwhelming public support for expanding capacity versus limiting access to airports.

**F**IRST we must give the F.A.A. the operating and budgetary freedom to run the system effectively. The Aviation Safety Commission, the Secretary of Transportation, Congressional aviation leaders and the aviation community agree that restructuring the F.A.A. is vital to maintaining a safe, efficient system.

Second, we must develop and implement a national airport plan to identify needs and assemble the public and private resources to accommodate them. Among other things, this plan must address construction of short runways, a far better way than rationing to handle small planes.

Third, we must accelerate the modernization of the air traffic control system to create more "lanes" in our skyways. The F.A.A.'s recent \$3.6 billion contract to replace the air traffic computers and radar scopes is an important step. Now it must be followed by other steps needed to complete the system's modernization from the era of vacuum tubes to the world of microprocessors.

In recent months, all members of the aviation community — including 20,000 individuals — have formed a unique alliance, the Partnership for Improved Air Travel, to create support for increased aviation capacity.

The squeaking of the aviation "wheel" is going to get louder and louder. This is an issue that cannot wait. Millions of jobs, the growth of our economy and our ability to compete at home and abroad are tied directly to aviation.

We need not succumb to the elitist theorists who advocate artificial constraints on demand. We can — and must — increase the capacity of the aviation system, restore its old efficiency and maintain its positive impact on our economy. ■

*Herbert D. Kelleher is chairman and president of Southwest Airlines and chairman of the Partnership for Improved Air Travel*





Wittman Airfield  
Oshkosh, WI 54903-3086  
414-426-4800

Volume III No. 6

MONTHLY GRAM

June 1989

**MODE C  
RULING**

Last week Paul received a personal letter from DOT Secretary Sam Skinner. The letter contains some very disappointing news. The Secretary's letter said, "I have concluded that the Mode C rule should be implemented without change and according to the regulatory schedule." Although the final government letter concerning the reply to the petition submitted to the FAA by EAA, AOPA, and HAI has not been received, it looks as if the petition has been denied. The government is going ahead with their plan, against the wishes of thousands of aircraft owners, pilots and citizens, to implement a program of additional restrictive flight rules. Of additional concern was a statement that said, "Moreover, the National Air Space System Plan is predicated on the eventual, almost universal installation of automatic altitude reporting transponders in aircraft operating within the United States." A letter regarding the Mode C rule has been sent to all Chapter Presidents and further details will be available in the July issue of SPORT AVIATION.

**NEW EXECUTIVE  
DIRECTOR  
EAA CHAPTERS  
AND INSURANCE**

We have an new member in our family. Bob Mackey is our new Executive Director of Chapters and Insurance. Bob has been an EAA member since 1971 and has an aviation background with his commercial and instrument tickets. You can look forward to Bob helping you with both Chapter needs and insurance problems. Give Bob a call, he's here to help.

**EAA CHAPTER  
FORUM**

Just a reminder, this year's EAA Chapter Officer's and Director's Forum will be held in the Nature Center on Tuesday, August, 1, 1989, beginning at 9:00 am with coffee and donut holes. All EAA Chapter officers, directors, and members are invited to attend. Transportation from the convention site to the EAA Nature Center will be provided. Check the Chapter House news bulletin board for additional information. A lunch of hot dogs and chips, etc. will be served at the conclusion of the meeting.

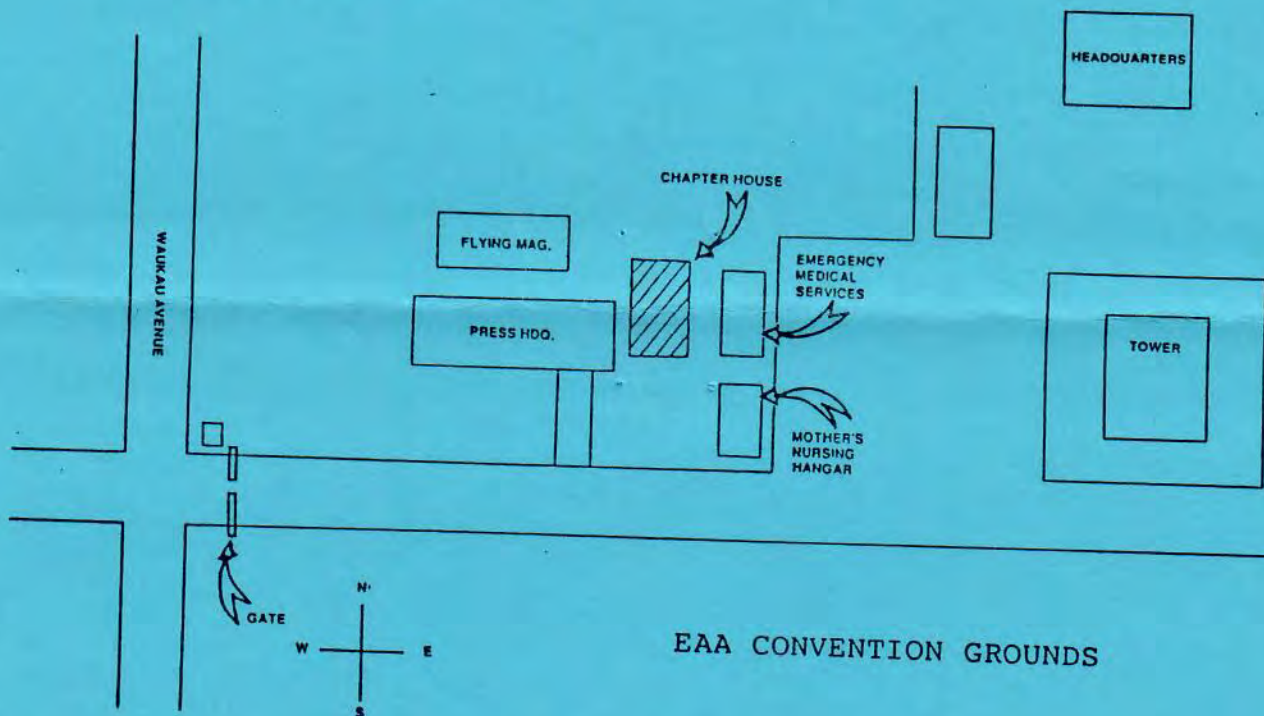
**WHAT'S  
HAPPENING  
LEGISLATIVELY  
SPEAKING**

We just became aware of a proposed bill (H.B. 4752) in Massachusetts, attempting to levy a fee on all Massachusetts pilots in order to fund a victims trust for uninsured losses. Now, we've already passed along copies of this proposed legislation to our Massachusetts EAAers so they can review and consider the impact this might have on them and whether or not they support the proposed law. The point we want to make here is, we would not have known about this pending legislation had one of our EAA members in Massachusetts not taken the time to pass along the information. EAA members are not just members and volunteers, they also have to be our eyes and ears! Let the members in your Chapter know they have to keep their frequencies open and their heads outside the cockpit. When something is happening, good or bad, share the information so we can share the information with all our members. We ask that you stress this point in each and every Chapter meeting.



**EAA  
CHAPTER  
HOUSE**

Work is progressing on the new EAA Chapter House. The facility, which is located between Press Headquarters and the Emergency Medical Services buildings, is shaping up nicely. Please refer to the map below and stop by for a visit.



**EAA  
MEMBERSHIP  
INSURANCE  
PLANS**

Our insurance plans for Accidental Death, Life and Excess Major Medical, seem to be just what our members have been looking for. The competitive pricing and special coverages for aviation activities have proven to be a great combination. For all the details, call Marsh & McLennan Group Associates, toll free, 800-621-0299 (in Illinois, 800-572-2038).

**EAA  
OSHKOSH '89**

Last week we received word that the U.S. Air Force will be sending an SR-71 "Blackbird" to the Convention for static display. This display was made possible through the efforts of EAA member Greg Gutgsell. Based on discussions between Tom and Maj. Bill Bateman, who coordinates the military aircraft on display at the Convention, the SR-71 will arrive on Friday, July, 28 and depart on Monday, July 31. In addition, two KC-135 Tankers will accompany the SR-71 to provide fuel and special ground service for the Blackbird. We are very pleased to add this attraction to the growing list of events scheduled during EAA OSHKOSH '89.

**THE RUSSIANS  
ARE COMING**

Pompano Air Center of Pompano Beach, Florida has become the Western Hemisphere's distributor for the Russian Sukhoi 26M aerobatic airplane. Brian Becker of Pompano Air Center will receive shipment of two Sukhoi 26Ms at EAA OSHKOSH. This in itself, would be a historic event, but Brian also added that the 26Ms will most likely arrive in an Antonov AN-124 Russian cargo plane, the world's largest aircraft! We are very pleased that the AN-124 and the delivery of the Sukhoi 26Ms will take place during EAA OSHKOSH '89. We thank Brian for his efforts to bring this exciting event to the Convention. The AN-124 is expected to arrive on Tuesday, July 25 and depart on Saturday, August 5.



CONVENTION  
GROUNDS  
UPDATE

Crews have been busy cutting grass on their green and yellow John Deere lawn equipment. EAA grooms more than 1,000 acres in and around the EAA Aviation Center and the Convention site. Work on the new showers in the Transient Aircraft Parking area is underway. The building is enclosed and work on the inside has begun. Construction has also begun on the new FLYING magazine building, which is located behind Press Headquarters. A new building will enhance merchandise and registration efforts within the Warbird area. Warbird members raised the necessary money for construction of the new facility, which will be in place this summer. We have also received confirmation from 20 Warbird jet owners who will be attending this summer's Fly-In. These jets will further enhance our Convention theme--"From Jennies to Jets."

APPLETON  
OPERATIONS

The Outagamie County Airport (Appleton) is currently undergoing some important construction work. Improvements include work on a number of the airport's runways. The airport facility will be ready by Convention time. In addition, Outagamie County has expanded their aircraft parking area to accommodate an additional 300 aircraft.

NOTAM  
CORRECTIONS  
FOR EAA  
OSHKOSH '89

Please inform all Chapter members who will be flying to EAA OSHKOSH '89 about the following changes to the FAA NOTAM, effective July 26, 1989 - August 3, 1989, VFR and IFR Procedures:

- 1) Page 1 - RWY 18/35 Departures Monitor; should read RWY 18/36.
- 2) Page 3 - OSHKOSH ELEV. 805; should read 808.
- 3) Page 9 - "Proceed to approach end of RWY 27, maintain 2,000 ft MSL; should read 2,300 ft MSL.
- 4) Page 11 - time reads (1200-0730 UTC); should read (1200-0130 UTC).
- 5) Page 11 - second paragraph, ZAU telephone number (312) 242-3759; should read 1-800-FAA-SAFE.
- 6) Page 11 - To OSH:, c., eliminate V431.OSH from the route to fly.
- 7) Page 13 - OSHKOSH ELEV.; should read 808.

SHUTTLE  
SERVICE

The EAA Air Adventure Museum is now providing shuttle service between the Museum and Basler Flight Service and Oshkosh Aero (U-fuel). Visitors can call 426-4818 for pick-up. The service is in operation on Saturdays from 9 am - 5 pm and Sundays from noon - 5 pm.



**EAGLE  
HANGAR  
UPDATE**

The opening of the EAA Eagle Hangar is scheduled for Saturday, July 1, with formal dedication ceremonies set for Tuesday, August 1. Crews have finished painting and sealing the floor and we will begin moving exhibits into the facility in a few days. In addition, the Hangar's blacktop apron has been poured. In other Eagle Hangar news, EAA President's Council member Tom Warner indicated he will donate \$25,000 to the EAA Eagle Hangar. We thank Tom for his generous contribution. Zaug's Food Service has pledged \$50,000 for the EAA Eagle Hangar and we thank Allen Zaug and his organization. Response to the EAA Eagle Wingman and "War Bond" program is still very strong. So far, we have a total of 403 EAA Eagle Wingmen and have received requests for 127 EAA Eagle "War Bonds." The first of the EAA Eagle Wingman jackets are now ready for shipment. For additional information on either program, please contact the Development Department.

**B-17  
INFORMATION**

The EAA Kermit Weeks Flight Research Center staff have completed an engine change on the B-17 bomber. The number one engine was replaced and the bomber is in Dothan, Alabama, where it is being re-painted for display in the EAA Eagle Hangar. The 398th Bomb Group raised the money to re-paint our "Flying Fortress" and Pemco Aeroplex, formerly Hayes Aircraft, is handling the painting of the B-17, as well as donating the restoration of the of the cockpit upholstery. Our thanks to all. The B-17 is expected to return, weather permitting, any day now.

**FREEDOM OF  
FLIGHT AWARD**

Robert L. "Hoot" Gibson, U.S. Navy Commander, Space Shuttle Pilot and homebuilt aircraft enthusiast, has been selected to receive the EAA 1989 "Freedom of Flight" Award. Hoot will be honored for his contributions to aviation and the space program at Theater in the Woods on Wednesday, August 2. Previous recipients of the "Freedom of Flight" Award include Steve Wittman, Cliff Robertson, and Neil Armstrong.

**EAA AIR  
ADVENTURE  
DAYS**

An EAA Air Adventure Day is a full day of hands-on aviation activity for kids, organized and presented by an EAA Chapter and a local club of the Academy of Model Aeronautics. Join the many Chapters that have enjoyed "sharing the skills and lore of aviation" with the youngsters of their community. A small fee, paid by participants, pays all expenses... Please review the enclosed EAA AIR ADVENTURE DAY "CHECKLIST" for details and to reserve dates for your Chapter's 1989 and 1990 EAA Air Adventure Days. Be sure to include the EAA Youth and Education Exhibit in your plans for EAA OSHKOSH '89. All of the EAA youth and education activities will be explained by participants, displays, demonstrations and take home materials. For additional information about EAA Air Adventure Days or Education activities at the Convention, write or call EAA Education Director, Chuck Larsen at Headquarters.



ROCKY MOUNTAIN

**OPEN  
TO THE  
PUBLIC**



# ROCKY MOUNTAIN REGIONAL FLY-IN & AIR SHOW

**JULY 15, 1989**

RAIN DATE—SUNDAY 16th

**SATURDAY • 7:30 A.M. TIL 5:00 P.M.**

**\$5.00 PER PERSON / \$10.00 PER VEHICLE**

EAA 99's, ANTIQUE MEMBERS \$4.00 EACH (with card)

**FORT COLLINS-LOVELAND  
MUNICIPAL AIRPORT**

**JUST OFF I-25, EXIT 259, AIRPORT ROAD**



## **For More Information Contact**

**Bob VanDalsem (303) 667-6734 — LOVELAND**

**Bill Marcy (303) 798-6086 — DENVER**

**EAA Chapters 43, 72, 301, 515, 648, 649, 660,  
720, 808.**

**Colorado 99's**

**Antique Airplane Assoc. of Colo.**

WARNINGS: 1. Fort Collins-Loveland Airport is a public-use, non-controlled airport. Radio communication is not required at this airport, & non-radio aircraft are likely to be present at all times. 2. Some of the aircraft attending this fly-in may not be airworthy or otherwise capable of safe operation. Amateur-built aircraft are not required to meet all of the requirements for FAA certification, and even though properly licensed, may be unsafe. 3. Some of the pilots may not be qualified or as experienced enough to operate their aircraft safely. 4. This area is subject to frequent and occasionally instant changes in wind, weather, and precipitation. 5. Enforcement of FAA regulations, aircraft airworthiness, pilot qualifications, & weather advisories are the responsibility of the FAA. The Rocky Mountain Regional Fly-In Committee, Inc., has



# ROCKY MOUNTAIN REGIONAL FLY-IN & AIR SHOW

**AIRPORT CLOSED**  
**2:00 - 4:30 SATURDAY**  
Departures OK With Permission

- Free Transportation To & From Motels
  - Coach House Inn — (303) 667-7810
  - Quality Inn — (303) 493-9000
  - Super 8 Motel — (303) 663-7000
- Pot Luck Friday Night
- Bring Your Own Tiedowns
- Free Camp Area
- Some Hangar Space Available
- Breakfast & Lunch All Day Saturday
- Free Breakfast to Pilots Flying In
- Awards & Banquet Saturday Night
- Special Shoulder Patch for Volunteers
- Breakfast & Fly-Out Sunday A.M.
- Cheyenne Sectional — FBO  
(303) 667-6645
- NO TOWER — NO TRANSPONDER — NO ENCODER
- *Caution:* Jump Zone on east edge of the airport



Chapter 43 Newsletter  
c/o Kirby White  
8780 West 90th Place  
Westminster, CO 80020



EUGENE HORSMAN  
210 LOOKOUT VIEW CT.  
GOLDEN, CO 80401