

**FEBRUARY
2011**

Volume 38
Issue 2

www.eaa43.org



EAA MILE HIGH CHAPTER 43

Founded May 1958

MILE HIGH FLYER

The Official Monthly Newsletter of EAA Chapter 43

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**EDITOR
Bob Young**

Cell:
303-921-4423

E-Mail:
Bobapilot
@aol.com



Chapter 43 next meeting will be at 7 PM upstairs in the Mt. Evans Room at Metro Airport. on Feb. 12.
The program speaker will be Andy Parks from the Lafayette Foundation (Vintage Aero Flying Museum).

I'd like to compile a list of all the different airplane projects-plans built, kit built and restorations that our chapter members have completed over the years, complete with photos (especially photos!) and just a few words about who was involved, and when it was completed and flown. The objective is to do a program for the chapter sometime next year. Of course, if anyone would like to volunteer to assist me with the gathering and organizing all this information, I would welcome it. It should prove to be very interesting. Thanks!

Dave Bieseemeier, 720-480-5825 dbieseemeier@comcast.net

UPCOMING EVENTS

March 4	53rd Cautus Fly-In Casa Grande (KCGZ)
March 19	Chapter 43 Young Eagles Rally
March 29/April 3	Sun-n-Fun Fly-In & Expo Lakeland Fl. (KLAL)
April 23	Chapter 43 Young Eagles Rally
May 21	International Learn to Fly Day
May 21	Platte Valley Airport Fly-In (18V)
June 9-12	B-17 Tour Stop
June 25	Longmont Expo (LMO)
Aug 26/28	Rocky Mountain Airshow

Our annual banquet went very well this year. The numbers were about average, around 100 guests. The food was very good and everyone seemed to be having a good time. The servers were taking care of our needs. The only thing missing was the live entertainment. Oh, wait. That was provided by our out going president, Scott Serani.

Scott then proceeded to give the agenda we follow at our chapter meetings. Call to order, greet guests, anecdotes, approval of previous meeting minutes, progress reports, trip reports, safety report, budget report, membership report, scholarship report, newsletter report, website report, Young Eagles report, special events, old business, new business, adjourn, break and then our program.

Several of the chapter scholarship recipients were introduced and their accomplishments were shared. Awards were handed out for all the 2010 officers, directors, volunteer offices, counselors and advisors.

A special award plaque was awarded to Jason Hurd and his wife of Vector Air. They have went above and beyond in helping with the various Chapter 43 events. The second award plaque (lifetime membership) was awarded to Bill Mitchell for his many years of service while holding many chapter positions and offering help to the members.

Scott then turned over the official gavel and propeller beanie to the new 2011 Chapter 43 President, Brian Cabebe. The 2011 Chapter 43 Officers and Board of Directors were introduced.

You Need A Laugh

My dearest wife is always going on and on and ON about NOT making a fuss over her on Valentine's Day. She repeats that it's the thought that counts.

Well, I put a lot of thought into the gifts from previous February 14ths but she didn't quite take to any of them like I assumed she would. Here's my list - see what you think:

- Brand new mop and bucket. I was thinking it would be fun to see what color the floor was because I couldn't remember.
- Romantic dinner at fast food restaurant. I was thinking that she might like to go inside for a change instead of fetching dinner at the drive through.
- Chocolates left-over from last year's candy box. I was thinking of how proud she'd be of me for not wasting food. She's been nagging me for years to recycle.
- Midnight Moped ride through the park. I was thinking that I'm getting too old to be peddling on the bike.
- Dozen roses printed on high quality photo paper. One of my favorites. I was thinking these would last a lifetime instead of just a week.
- 45 second back massage. I was thinking any longer and she might think I was interested in something else.
- Windows 7, I was thinking how proud she would be to be a part of the technology crowd.

Pilot Tip from Pilot Workshops

Inoperative Equipment

"Never operate a plane with a known malfunction. The follow-up to that is that if a malfunction occurs in flight, to land as soon as practical and get it fixed. Why start out with problems? Flying can be challenging enough without adding problems to the mix. The broken component or inoperative equipment might just be an item in the chain of events that leads us to an accident site.

I am willing to bet that many pilots are unfamiliar with [FAR 91-213](#), which talks about inoperative instruments and equipment. Basically, it says that everything on our airplane is supposed to work or we don't fly. Unless you operate with an approved minimum equipment list, you must strictly comply with the procedures and FAR 91-213 to legally operate an airplane with inoperative equipment.

Far too many pilots fail to write up faulty or broken components or leave them until the annual inspection to get repaired. That is not good. Always start out with a healthy airplane."



Teledyne Mattituck Services Airway Drive Mattituck, N.Y. 11952 (631) 298-8330

**CYLINDER RUN-IN INSTRUCTIONS FOR CHANNEL CHROME,
CERMICROME, AND CERMINIL BARRELS**

- 1] Install mineral oil in ALL normally aspirated engines and all Teledyne Continental turbocharged engines. Install AD oil in all Textron Lycoming turbo charged engines.
- 2] Start engine, run at 800 R.P.M.'s for three (3) minutes, shut down, check for leaks.
- 3] Start engine, run at 1,000 R.P.M.'s for three (3) minutes, shut down, check for leaks.
- 4] Cowl aircraft.
- 5] Start engine, run at 1,200 R.P.M.'s for three (3) minutes, shut down, park into wind.
- 6] Start engine, run at 1,400 R.P.M.'s for three (3) minutes, shut down, park into wind.
- 7] Start engine, run at 1,400 R.P.M.'s for five (5) minutes, run up to full power, check all engine parameters, retard power to 1,000 R.P.M. for one (1) minute, shut down.
- 8] Check for leaks, return engine to service (see Engine Break-In Instructions).

All runs should be made into the wind.

At no time during these runs should CHT exceed 350°F.

Between all engine runs, allow adequate cool off time.

Before proceeding to next run, you should be able to hold your hand on a rear cylinder head for three to five seconds.

**CYLINDER RUN-IN FOR STEEL,
NITRIDED OR REBARRELED CYLINDERS**

- 1] Install mineral oil in the engine.
- 2] Start engine, run at 800 R.P.M.'s for three (3) minutes, shut down, check for leaks.
- 3] Start engine, run at 1,000 R.P.M.'s for three (3) minutes, shut down, check for leaks.
- 4] Cowl aircraft.
- 5] Start engine, run at 1,200 R.P.M.'s for three (3) minutes, shut down, park into the wind.
- 6] Start engine, run at 1,400 R.P.M.'s for five (5) minutes, shut down, park into wind.
- 7] Start engine, run at 1,400 R.P.M.'s for ten minutes, shut down, park into wind.
- 8] Start engine, run at 1,400 R.P.M.'s for five (5) minutes, run up to full power, check all engine parameters, retard power to 1,000 R.P.M. for one (1) minute, shut down.
- 9] Check for leaks, return engine to service (see Engine Break-In Instructions).

All runs should be made into the wind.

At no time during these runs should CHT exceed 350°F.

Between all engine runs, allow adequate cool off time.

Before proceeding to next run, you should be able to hold your hand on a rear cylinder head for three to five seconds.

**Submitter by
Dave Biese-meier**

Teledyne Mattituck Services Airway Drive Mattituck, N.Y. 11952 (631) 298-8330

ENGINE BREAK-IN

In order to ensure the best oil consumption standards, the following items should be adhered to:

1. For all normally aspirated engines and Teledyne Continental turbocharged engines:

USE ONLY MINERAL OIL, not Ashless Dispersant, during the break-in period. Straight weight or multi weight oils are acceptable as long as they are straight mineral oil. Do not change over to Ashless Dispersant oil (A.D.) until oil consumption is satisfactory and stable. The time required for oil consumption to stabilize varies widely, even among engines of the same model, but normally occurs between 25 and 100 hours. Do not overfill your engine with oil. Operate twelve (12) quart capacity engines at a maximum oil level of ten (10) quarts. Operate eight (8) quart capacity engines at a maximum oil level of seven (7) quarts. These requirements may be altered as necessary, if a long duration flight is anticipated.

For Textron Lycoming turbocharged engines:

USE ONLY ASHLESS DISPERSANT OIL, for break in per the latest revision Lycoming Service Instruction 1014.

2. Use full power for take off and initial climb. Reduce power to normal climb power at 500 feet. Keep climbs shallow, add 10 M.P.H. to best rate of climb airspeeds and use this as a guide to how steep your climb should be.

3. When setting up cruise power, use 70-75% power.

Lean the engine in cruise flight by leaning to peak E.G.T. and enrichening a minimum of 50 degrees.

4. Please do not use the aircraft in training type operations (e.g. touch and goes, stall series, zero thrust and single engine operations, pattern work) for the first 15 hours of operation.

If the above items are adhered to, engine break-in should occur quickly and efficiently. If you have any questions about the above procedures, please call us at 631-298-8330.

Submitted by
Dave Bieseimer

AVIATION WORD SEARCH

C E U W W P P T P J T N N E A E Z L L K E P S E A B X O D H A C I R C A S G
 Z O A L Q X Q D F C O K B O X C O O A C M A Y I L J Y X S H N A G B J O N V
 R N L F H Z O L V I V V O J I G N A T S U M B B M H X O L Y T U M D L I U Q
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 Q L Y W K A U W E T R C M I U M U X I C O N V S E H N I P Z D F Y X Q A A K
 A E U Z O X T W Z T A E T U R F T P E Q L A G N T D R H N N P D T Y B R I Q
 D M R M D E Y C H H B E M B L C E Z C T N E S K D Q V N Y A Y Z A T V U G K
 I C Y N J C R L J F I B K E X M W C S S H I A A Z N A N O B L I U G O P L P
 L A S A X S Y J I Q H W H M E F L E N H T U V R Q G D M Z K M O Q Y Z E D F
 G F X E K E T E F X V C Z O T W R K A Y T G S A N W D M U O I I H R J G V E
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 F N K F U K B R N E G A X C N Y V G O Y B F Y H S N P P Z F E K M K Q Y I P

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Note: Not responsible for eye strain.

FOR SALE

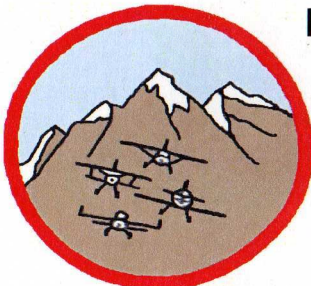
Due to an error on our part, Dave Bieseemeier and myself have 3 pieces of brand new 2024-T3 aluminum for sale. All are .040 thick. All 3 are 48" wide. They are 26", 36" and 37" long respectively.

They were purchased to use on my Mercury project, but we realized after purchase that was not the alloy we should have obtained.


Contact Dave at 720-480-5825 (cell) or 970-669-2286 (home)
or dbieseemeier@comcast.net or Gene Horsman at 303-279-5782 or ehorseman@g.com.

Roger Standard is selling his 1/4 share of this RV-6A N167CS w/ O-360 hangered at Vance Brand in Longmont. Contact: n5773a@hotmail.com
Come see this plane.





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David Bieseemeier
Senior Associate

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Vice President	Kyle Heckman	303-926-4431
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(Note: * 2 year terms expire end of 2011) (** 2 year terms expire end of 2012)

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Technical Counselor	Dave Biese-meier	970-669-2286
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Newsletter Editor	Bob Young	303-921-4423
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Mile High Flyer
 EAA Mile High Chapter 43
 John Reuterskiold
 Data Base Editor
 P.O. Box 1725
 Broomfield, CO 80038-1725

FIRST CLASS



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