

# EAA MILE HIGH CHAPTER



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423-5134

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NEWSLETTER  
KIRBY WHITE  
423-5134

VOLUME 7, ISSUE 12, DECEMBER, 1984

LAST MONTH: The meeting of November 10, 1984 was called to order at 7:48 P.M. by President Kirby White at the Rocky Mountain Energy Center. The minutes of the October meeting were approved as published in the Newsletter. Guests present were Jim Fick (?) whose address etc. I didn't get and Dick Greenwall of Boulder.

Treasurer's Report: There was none given.

Old Business: After clearing up some discrepancies and doing some investigating, the Greeley Fly-In Judging and Trophy Committees were able to come up with the award winners in three categories. Kirby made an award presentation to Gene Horsman and Earl Ellis and Dick Greenwall for "Oldest Aircraft" for their 1940 Luscombe 8-A. Kirby also presented Bob Johnson with two trophies -- one for "Best Tube and Rag" and the other for "Reserve Grand Champion" for his Wittman Tailwind. Kirby asked for a general count of how many people to expect at the December banquet. Librarian Cathy Sheeon reported that she is ordering books and will let us know when they arrive. She is going to make a complete library list which will be published in the Newsletter.

New Business: Bill Marcy, the President of the Rocky Mountain Regional Fly-In Committee, made a presentation to the Chapter. Since the Fly-In made a handsome profit this year, the Committee decided to give each supporting Chapter the same number of EAA calendars as the chapter purchased last year. It is the Committee's way of saying "thanks" for all of the support in the past which will hopefully continue in the future. In Chapter 43's case, 75 calendars were donated. Bill is also the President of the Colorado Antiquers and he informed us of and invited us to their annual banquet to be held on January 11. The guest speaker will be an X-15 pilot. He said to contact an AAA member if you are interested in attending. Bill told us of a fly-in to Sterling on November 18. Lunch was to be served at 11:00 A.M. at the Sterling Country Club. Kirby asked the membership to decide whether to give the calendars to its members or sell them, and if so, at what price. After some discussion, it was voted to sell the calendars for \$3.00 each. Phil Young donated several WWII aircraft books to the Chapter. Cathy Sheeon asked if the Chapter would be willing to spend some money for Christmas decorations for the December banquet and also for ingredients so she could bake some cookies. It was voted that she could spend up to a maximum of \$50.00. David Kelm told us about a two hour videotape he has that covers the Ceconite 7600 process. Call him at 978-9607 if you would like more information.



New Business cont: Gaylon Overton asked if anyone had ever dealt with Century Instruments. The only person who spoke up had a negative experience with them at one time. If you can help Gaylon out with more information, call him at 452-7431. Chuck Sabados, the Chief Judge at the Greeley Fly-In, asked people to consider being a judge at the 1985 Fly-In. He will be going to the different Chapters asking for the same, and will make a formal request after the first of the year. Bill Marcy reported that he has two video discs from the Smithsonian -- each with 100,000 pictures of aircraft with liner notes on them. The cost was \$35.00 each. Kirby mentioned that he happened to see a segment about homebuilt aircraft on the T.V. program "Eye On Hollywood" on Channel 9 one evening. He said the program was filmed at the Rutan facility and, naturally, covered the Eze type of aircraft. There was a fair amount of air to air photography, and interviews with builders as well as Burt Rutan and Mike Melville. Kirby was very pleased with the program because it was very positive toward homebuilts in general. It stressed safety and craftsmanship and superior performance over factory airplanes. One of the Chapter members also saw the program and he, too, was pleased with its positive nature. Along the same lines, it was mentioned that a beer company has a commercial which shows an Unlimited going around a pylon at the Reno Air Races.

Gene's Corner: As usual, Gene had a number of informative pieces of information for us. There is a new publication called "Aero-Mart" out. It is basically a scaled down "Trade A Plane" (it's even printed on yellow paper) but it specializes in sport aircraft. A FREE subscription can be had by writing AeroMart, P.O. Box 61540, Palm Bay, FL 32906 or by calling toll free 1-800-233-2376. Gene read a report of a Luscombe groundloop. The pilot was a multi-thousand hour airline captain. Upon touching down in a crosswind, he developed a cramp in his leg, and couldn't use the proper control inputs. Gene warned us to be careful that the same didn't happen to any of us. He read a study on the damage to aircraft engines because of cold winter temperatures. The Cessna 421-C that crashed North of Denver was flying in severe weather and was very possibly hit by lightning, the investigators found. The Piper Tomahawk is no longer being built. Piper has announced new management. They are down from 600 dealers to 155 presently in business. Piper lost 38.5 million last year and 22.4 million the previous year. Piper is going to raise its prices -- liability insurance is extremely expensive. Gene warned us to be careful around Front Range Airport as some large aircraft are using it for touch and go practice. Gene reported that he sent a letter to the FAA regarding the selection of a new FAA Federal Air Surgeon, as requested by the EAA in an article in the October Newsletter. Gene recommended Dr. Stanley R. Mohler, but Dr. F.H. Austin Jr. was selected instead. Gene was pleasantly surprised that he received a thank-you reply from the FAA shortly after he sent in his letter. He took that as a positive sign from the FAA.

Progress Reports: Gaylon Overton said that he now has his Mustang II on its gear and has taken some pictures of it. Marvin Wahl is presently working on the air intake and exhaust system on his Fairchild. Roy Maneely flew his Aeronca L-3 with a new muffler on it. He is very pleased with it.



A&P: The 46 members in attendance adjourned for coffee at 8:20 P.M. After the break, Bill Marcy gave a presentation on doing a stress analysis on an aircraft. The three main areas that he covered were wing loads, tail loads, and fuselage loads. He got into some particular areas such as wings and spars -- both strut braced and cantilever, fuel tanks, seats, and battery boxes. The program was very informative. Thanks, Bill. If any of you would like to talk more in depth with Bill, give him a call at 986-4398. He is a Designated Engineering Representative (DER) for the FAA, and does consulting work.

THIS MONTH: The December meeting will be a banquet held at Colacci's Restaurant in Louisville on Saturday, December 8 at 7:30 P.M. Served will be spaghetti with meatballs, salad, bread, and a choice of coffee or tea. The price is \$6.50 and there will be a cash bar. If you would rather order another item from the menu, feel free to. Guests are welcome, and no reservations are required. If Bill and Marilyn Schneider receive the 1984 Oshkosh videotape they ordered from EAA Headquarters in time, then it will be the entertainment portion of the meeting. Otherwise, they may bring their 1983 Oshkosh tape. Colacci's has a giant screen T.V. that we will be watching on. Hope to see everyone there. Look for the map on the back cover of this Newsletter.

LOSS: Aviation in general and Denver in particular lost one of its outstanding supporters in William (Bill) Cassidy on November 20, 1984. Bill was a past member of Chapters 43 and 301, and dropped out only because of the cancer that took his life. He had lived in Denver for many years. He had a propeller manufacturing business and produced Cassidy Pacesetter wood propellers. He was one of the first to build high performance wooden propellers for homebuilts. There are quite a number of airplanes in the Denver area that utilize his propellers. He sold them worldwide, too. Bill loved to fly. He built a Lil' Toot and a Midget Mustang. He was always there when help was needed -- whether to lend a hand or answer questions. Memorial services were held at Fairmount on November 24 at 10:00 A.M....

CONGRATULATIONS: The book that member Steve Ferguson (our resident aviation artist) has done the illustrations for has now been published. The name of the book is "Warpath Across the Pacific." There is a full page explanation of the book elsewhere in this Newsletter. Steve hopes to be able to come to the banquet, and he will have a copy or two with him for those of you who would like to take a look at it. Give him a call at 421-4422 if you'd like to talk to him. Also, Steve is doing research on 1930's French Postal Service airplanes. If you know anything at all about the subject, he would like to hear from you.

CALENDARS: There are still 1985 calendars to be sold for \$3.00 each. See either Kirby or Bill Davis at the banquet to purchase yours.

YEECH: Well, it's almost that time of year again. Tax time, that is. If there is one bright spot in all of this, it is that Chapter 43 dues are tax deductible because we are a not-for-profit corporation. For all of you who donated books to the Chapter this past year, they are also deductible.



NEW CHAPTER: There are a group of people around Swink, Colorado who are now going through the process of becoming an EAA Chapter. When I receive more information on this organization, I will pass it along here. To those of you who thought to yourself "Where the heck is Swink, Colorado?" I've done my homework and found out that Swink is not located on any maps. Just kidding. It is slightly Northwest of LaJunta.

PETITION: The EAA and ACPA are petitioning the FAA for a Primary Category of Aircraft. See the full page details elsewhere in this Newsletter. I will have copies of the complete petition at the banquet. Please write.

MARKETPLACE: For Sale: O290D partially rebuilt -- crankcase assembled. Jack Seago 789-4446

For Sale: 54x36 wood propeller -- new, for I600 VW (approx 64 HP) \$90.00 nego. Bill Herrlinger 762-1619

Wanted: McCauley CM 7148, might trade CM 7152. Brad Davenport 666-5744

For Sale: 1978 Taylorcraft, F-19, I315 TTAE (since new), KX-I45. Jim Thurman 798-0820 home, or 866-2833 work

For Sale: 1946 Taylorcraft BC-12D, C-65A, completely disassembled, fuselage uncovered. Ed Huss, 48 Ruth Rd. E, Broomfield, CO 80020, 466-5317

For Sale: Taylorcraft fuselage frame, frame only, cheap. A wonderful spare for either of the above aircraft. Dave Paule 499-7048 or 939-5491

For Sale: 1954 Cessna 180. Turbocharged. Recent paint, interior, glass, much more. Bob Dietrich 620-9604

FROM THE PRESIDENT: As mentioned at the November Chapter 43 meeting, the Colorado Antiquers arranged a fly-in lunch at the Sterling Country Club on November 18. Dean Cochran had an empty seat in his Thorp T-18, and I was fortunate enough to be able to fill it. We made Sterling in about forty-five minutes. We were about the second to arrive, and shortly before we landed someone not associated with our group came on the radio and commented on the line of aircraft all the way to Denver! Everyone had to walk a mile or so through a golf course to the Country Club. They had an all you can eat buffet -- including a 49 1/2 pound roast! Very well worth the \$8.20 we were charged. After stuffing ourselves, the walk back was enjoyable. The air both to and from Sterling was wonderfully smooth. Back at Jeffco, Dean and I spoke to a Charles Weeks who was working on a KR-2 outside his hangar. It's looking pretty good. We then spotted a Falco (?) taxiing in. Getting closer, we realized it was a Marchetti SF 260. This particular airplane was built in 1969. It is a four place all metal retractable with 260 HP. The metal work was superb. It is also fully aerobatic. It is based at Jeffco. Go take a look if you ever have the opportunity. It's bright red, so you can't miss it. There were quite a few Chapter 43 members at Sterling. If an Antiquers fly-in is made known to you, don't feel uncomfortable about climbing in your airplane and meeting everyone there. You'd be surprised at how many people you would know. PARTICIPATE!



FROM THE PRESIDENT cont: I want to thank all of the officers and volunteers who served in 1984 and have decided to serve another year. Everyone should know who they are. Our two outgoing Board of Directors members -- Marilyn Schneider and Ron Denight -- deserve a round of thanks. And Gaylon Overton did a fine job as Newsletter Editor and Secretary for well over a year. Thanks, Gaylon. As President, I would like to enlist your help on a very important issue. And that is the new Newsletter Editor. I've had some dealing with this guy, and I can speak from experience that he is going to need all the help he can get. Please try to humor him and treat him with kid gloves. We don't want to hurt his feelings. And maybe give him a decent article now and then to put in the newsletter. I thank you in advance for your cooperation in this matter.

FROM THE EDITOR: Nice guy, the President. He sure doesn't give me much credit for having any ability in writing this Newsletter. Granted, I will welcome any and all suggestions -- be they positive or negative. Also, everyone should feel free to contact me with anything they would like to put in the Newsletter. But I don't feel that the Chapter needs to "baby" me, as the President suggests. I can take it. One of the advantages of being the Newsletter Editor is that I always have the last say over the President!

I am going to be setting newsletter writing back 38 plus years -- which is how old the manual typewriter I'm using is. I don't have a state of the art computer like Gaylon does. So I'm back to index cards and manual updating of information. Actually, this old typewriter will do just fine. Its only drawback will be the person hunting for and pecking at the keys. We don't discard airplanes just because they have a few years behind them. In many cases, they run just as well as new ones. Such is the case with typewriters, as far as I'm concerned.

Most of you will recognize the masthead. Since I will be typing, which is what Gene Horsman did when he was writing the Newsletter, I had no thoughts of doing anything except going back to what he was using. Gene has been very helpful to me in getting started on his system. He graciously spent an evening helping me prepare the masters for this Newsletter. He answers lots of questions that I continually ask, also. Thanks, Gene. Also, thanks in advance to Cathy Sheeon for taking notes during the business portion of the meeting so I can write the minutes later on.





# EXPERIMENTAL AIRCRAFT ASSOCIATION

WITTMAN AIRFIELD, OSHKOSH, WI 54903-2591  
PHONE: 414/426-4800

November 16, 1984

TO: ALL EAA U.S. CHAPTER PRESIDENTS:

The EAA/AOPA petition for a Primary Category Aircraft has been assigned to FAA Docket #23345 for comment. Comments will be accepted until January 3, 1985.

A complete copy of the petition is enclosed. I would appreciate it very much if you would present and discuss it at your next chapter meeting. It is important that as many people as possible send supportive comments to the FAA before the January 3rd closing date.

Because it is the holiday season, it may be difficult to get action from your membership. However, this is a very important proposal that deserves the support of all of us. Additional copies of the petition are available, if you need more.

We are in the process of developing aeronautical standards for aircraft at the lower end of the Primary Category - aircraft in the 0-100 hp range, two-place, dual controls, intended for day VFR flight. We have the services of a man recently retired from the FAA Office of Airworthiness, who will help us write the proposed standards and regulations. We are operating on the theory of "learning to crawl before we walk" because we feel that getting FAA and aviation community acceptance of the Primary Aircraft Category will be easier if we apply its provisions first to a very simple, basic aircraft. This will be in the category we've been calling the ARV (Aircraft Recreation Vehicle). When paired with a Recreational Pilots License, (which we are pushing very hard for) it makes an ideal combination to attract and bring people into aviation.

Please do everything you can to get supportive comments to the FAA. Your comments should be sent, in triplicate, to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rules Docket (AGC-204), Petition Docket No. 23345, 800 Independence Avenue, S. W., Washington, D. C. 20591.

Our Washington representative, Charles Schuck, will be watching Docket 23345 very closely. We will print the names of all those chapters and individuals that respond and we'd certainly like to see your chapter on that list.

Thanks again for your always cooperative support.

P.S. - CHARLIE SCHUCK reports that, as of this date, not one comment has yet been received by the FAA!  
YOUR SUPPORT IS URGENTLY NEEDED.

Thanks,

Sincerely,

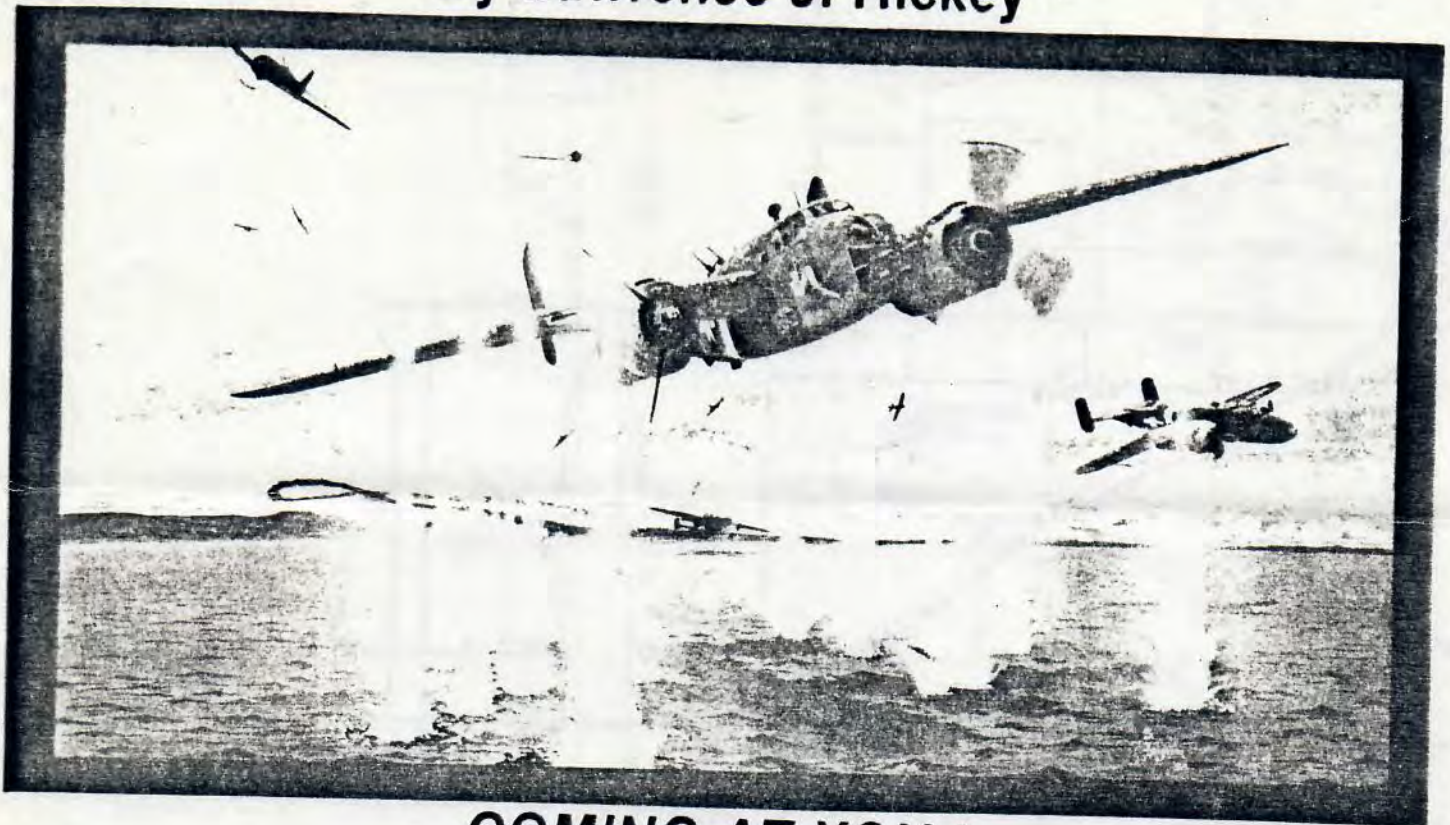
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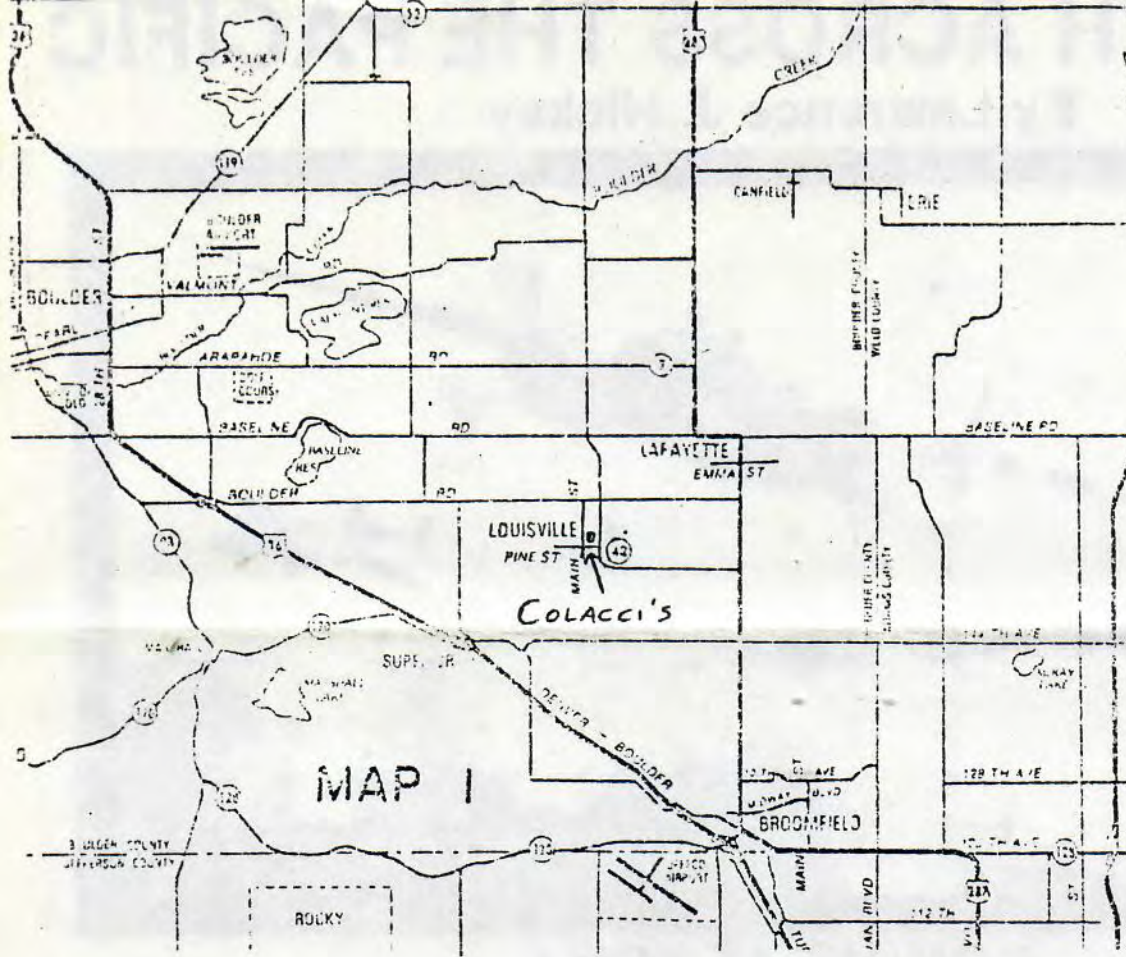
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Thank you



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for our bash on Dec. 8.  
Hope to see you all there.



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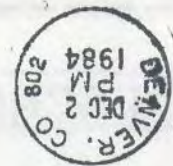
**MERRY  
CHRISTMAS AND  
HAPPY NEW YEAR TO  
ALL OF YOU !!**

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