

EAA MILE HIGH CHAPTER



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THIS MONTH: This month's meeting will be held on Saturday, July 9, 1988 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 videotape about the flying career of Bob Hoover, including his early military years, his test flying experiences, and his present airshow work.

LAST MONTH: With 50 members and guests in attendance, the meeting of June 11, 1988 was called to order at 7:50 P.M. by President Kirby White at the Denver Air Center. The minutes of the May meeting were approved as published in the Newsletter.

Guests: Guests present were Gary Morgan of Arvada -- who was a guest of Ken Williams, and Bill Brehmer of Arvada -- who owns a 1946 Luscombe 8E.

Treasurer's Report: There was none given.

Old Business: The subject of an EAA-type area being incorporated into the grounds of Jefferson County Airport was again brought up. Kirby said that he had not yet spoken with the Manager of the airport, but planned to do so in the near future. A number of suggestions were made by those present for Kirby to specifically check into to see if this would be a good deal for both the aircraft owners and the airport. About twenty out of the fifty at the meeting indicated that they would be interested in having their airplanes based in the area. Bob Lee asked that if anyone was planning to fly to Oshkosh and had an extra seat to talk to him during the break.

New Business: Kirby said that Bud Aumann was interested in knowing if anyone from Chapter 43 had been contacted by the FAA at an airport to check for the proper paperwork in their airplane. Phil Hughes and Guy Sheen said they had been checked, but both of them felt that the FAA person was quite nice and did not push their authority. Kirby announced that Greeley EAA Chapter 720 would be serving breakfast and lunch on Saturday, June 18, 1988 and breakfast the following Sunday in conjunction with an FAA Safety Seminar.

Gene's Corner: Gene Horsman read the following Editorial from the June 1988 AOPA Newsletter. Time was when a first name was attached to each of the major aircraft manufacturing companies -- Walter Beech, Clyde Cessna, Al Mooney. Then there was William T. Piper, who in 1929 gambled 800 bucks to go in with G.C. Taylor who was building the E-2 Cub. By 1937 he owned the company and introduced the J-3. The Piper Cub was born and so was general aviation as we

Gene's Corner cont: know it. The individuals became deep-pocket corporations, interest rates and insurance costs climbed, the market withered, and aircraft makers repeatedly became orphans. Including the one named after the little guy who had become so identified with pilot training and affordable flying. A year ago Piper, up for grabs for the third time, was acquired by an individual we greeted with crossed fingers. After all, what can one person do nowadays? Seems he's doing it. Piper airplanes are being built and new models are in the works. The Super Cub is back in production, as factory-built or kit. A new customer newsletter stresses responsiveness and commitment to the customer. And now there's a new Piper Cadet trainer that is being sold at-cost to help revive the lethargic general aviation industry. Good for you, M. Stuart Millar. You've put Personal Accountability back into Piper Aircraft. W.T. Piper, you may now rest in peace. The shop is in good hands. C.G. Taylor, 89, designer of the Taylor Cub, died March 29, 1988 in Houston. The Taylor Cub evolved into the successful Piper Cub when Taylor teamed up with William T. Piper in the 1930s. Piper later bought Taylor's interest in the light, two-passenger aircraft and began manufacturing it under the Piper Cub name. The unthinkable has happened in the aircraft engine overhaul business: A parts price war has erupted between Lycoming and its largest aftermarket competitor, Superior Air Parts. After Lycoming slashed prices on "competitive" parts (i.e., the ones that Superior also makes) by an average 35 percent, Superior answered with a 15 percent cut to maintain its price advantage of about 5 percent. Reacting to tens of thousands of responses from the general aviation community and pressure from user groups and the legislature, the FAA may scale back its plans to require Mode C transponders within 40 nautical miles of some 254 airports served by radar, and at or above 6,000 feet agl elsewhere. The controversial NPRM 88-2 instead may be scaled down to affect only 160 airports. Adversaries of 88-2 received two bits of encouragement recently when 18 Senators signed a letter to James H. Burnley IV, Secretary of the Department of Transportation, expressing extreme opposition to the proposal. In addition, Senator Steve Symms (R-Idaho) introduced legislation (S.2317) to repeal the Mode C transponder provisions of both the reauthorization and fiscal 1988 appropriations acts on which the FAA was basing its reasoning for introducing the NPRM. "We feel this rule is unreasonable and goes far beyond the intent of Congress," wrote the bipartisan group of Senators. "Congress intended that safety be improved in the immediate area around airports which have a mix of general aviation and commercial airline traffic.... Requiring Mode C transponders in all aircraft from the ground to infinity in a cylinder 40 miles in diameter is a gross overreaction by the FAA.... Congress expressed concern over safety; it did not mandate unrestrained rulemaking by the FAA." Members of the House and Senate aviation subcommittees also have told the FAA that 88-2 goes far beyond the intent of the Congress. Symms' Senate bill, meanwhile, was well received on Capitol Hill and was steadily picking up supporters. Colorado House Bill No. 1250 to create a new Office of Aviation has passed and is ready for the signature of Governor Roy Romer. The bill was introduced by State Representative Lewis H. Entz and by State Senator Tilman M. Bishop. Despite early obstacles in the legislature this year, Rep. Entz and Sen. Bishop persisted and the effort paid off. AOPA has supported the

Gene's Corner cont: proposal since it was first introduced three years ago. The bill also was supported by various statewide aviation groups. Colorado has been one of only a handful of states that does not have a full-time state agency with expertise in aviation matters. Establishment of the new Office of Aviation should improve both funding and planning for general aviation airports in the state. Front Range Airport, an important Denver reliever airport, has been saved from possible closure and will receive a number of airport improvements. AOPA had long fought to keep the airport open when plans for Denver's new commercial airport threatened the future of Front Range. AOPA President John L. Baker said, "Not only would closing Front Range have meant a waste of the nearly \$40 million already invested in the airport, but the Denver area would have lost a vital general aviation reliever facility."

Progress Reports: Dean Smith announced that he had gotten his Private Pilot's License in March. Everyone gave him a very warm round of applause for his accomplishment. Congratulations, Dean!

A&P: The business portion of the meeting adjourned for coffee at 8:30 P.M. After the break, Kirby showed a couple of videotapes supplied by Gene Horsman. The first was about magnetos and propeller safety. The other was a cockpit checkout in a Corsair F-4U and included an interview with Pappy Boyington.

MARKETPLACE: For Sale: Lycoming O-290-D2 135 HP, 668.71 since overhaul, TT 3299.2, All accessories. Duane Burnett 442-0889

Trade: Would like to trade Lycoming O-320 geared starter with 100 hours and new 12 pitch flywheel for non-geared starter and old style 10 pitch flywheel for my RV-4. Bill Amos 972-1654

AVIATION HAPPENINGS: Oshkosh July 29 to August 5

Jeffco panel OKs rezoning for gliderport

Rocky Mountain News Staff

GOLDEN — The Jefferson County Planning Commission yesterday approved rezoning to allow a gliderport in the northern part of the county, despite opposition from the county airport and Arvada officials.

The vote, 6-1, means the proposal now goes before the county commissioners for final approval.

The Denver Soaring Council's request was for rezoning 168 acres for the proposed Foothills Gliderport just off Colorado 93 north of Golden.

The soaring council had asked for the rezoning last year for the site, which is part of a 257-acre parcel. But the planning commission rejected the proposal in March 1987 after opponents, including the Jefferson County airport, argued that gliders might interfere with other air traffic.



Front Range Airport

Saturday

July 8, 1988

10:39 A.M.

Hamburgers, hot dogs and pop furnished

Please bring the following to share:

A-F salad G-M vegetable

N-Z dessert Bachelors chips & dip

*Bring folding chairs, a table if you can,
your friendship, and most of all*

-- a hearty appetite --

Everyone is welcome.

Y'all come

Hear

P I C N I C





EXPERIMENTAL AIRCRAFT ASSOCIATION

WITTMAN AIRFIELD, OSHKOSH, WI 54903-3086 • PHONE: 414/426-4800

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MONTHLY GRAM

June 1988

EAGLE HANGAR UPDATE

The drawings and specifications for the Eagle Hangar addition have been completed and the contractors will be selected by the end of June. Construction is to begin on Monday, August 8. Ground breaking for the Eagle Hangar addition will be held on Tuesday, August 2 and we hope many of you will be able to join us.

Greg Anderson, EAA's Vice President of Development, also reports that he's received some great news from long-time EAA member Ray Stits. Ray called recently to let us know he intends to increase his generous support for our activities by an additional \$45,000. We will utilize this contribution for projects within the EAA Air Adventure Museum's new EAA Eagle Hangar addition. Greg also heard from Julie Clark, the wife of the late (and former Warbird Director) Bill Clark. Julie wants to honor Bill's memory with a contribution of \$25,000 plus some valuable equipment that belonged to Bill. We will apply Julie's contributions, along with others in Bill's name, toward the Engine Maintenance Shop Exhibit within the Eagle Hangar.

RANSOME CONTRIBUTION

EAA Aviation Foundation Director Dawson Ransome advised us this week that he is pledging \$25,000 to support our EAA Eagle Hangar campaign. We sincerely appreciate Dawson's continuing support--and the support of all those who are helping to make this dream come alive. Dawson's generosity for this project exemplifies his long-standing leadership role in sport aviation. Our organization is extremely proud of the outstanding people who bring such enthusiasm and support for our program and activities.

EAA FLIGHT PROGRAM RECEIVES APPROVAL

We are very pleased to report that EAA has received approval from FAA for our petition to provide training and re-certification for pilots who wish to operate heavy ex-military aircraft. These airplanes include such familiar names as the B-17, B-25, B-26, C-47, PBX Catalina, Martin PBM, Grumman S-2F, C-46 and even the Ford Trimotor. We offer this program as FAA has few (if any) instructors who are qualified to provide these required proficiency and/or type rating. We feel this approval recognizes EAA's high standards of quality and our willingness to ensure success and safety for all of aviation.

CONSTRUCTION PROGRESS

Wittman Field Airport Manager Rick Sokol reports that nearly all the concrete has been poured for both the runway extension and the new taxiway into the Antique/Classic Aircraft Parking area. All the work that remains now is the taxiway's radius, which is adjacent to the north-south runway, grooving the new areas, completing the lighting and marking and beginning

work on the landscaping. Grading around the taxiway and the runway extension has already begun. Due to the dry weather we have experienced over the past month, construction is being completed well ahead of schedule. In addition, road construction in front of the Museum and also Waukau Avenue will begin soon. These improvements will certainly help improve the flow of vehicle traffic leading to (and exiting from) the convention site. The extra lane and two new intersections will be a tremendous help.

NEW LAKE IN NATURE CENTER Our Nature Center now has a new lake. The new lake became a reality when we moved some earth to fill in a smaller lake at the southeast end of Pioneer Airport's runway. The new lake is going to be beautiful and, by filling in the "old" lake, we enhance the safety of Pioneer Airport by adding to the area for any potential "overruns."

RUSSIANS INVITED TO OSHKOSH We have extended an invitation to a Russian contingent to bring their Sukhoi SU 26M airplane to this summer's fly-in convention. We're very excited about the strong possibility of having this airplane--and pilot Eugene Frolov--perform at our event this summer. This invitation came as the result of an initial contact by Clint McHenry and Brian Becker, which, in turn, followed up EAA International Aerobatic Club (IAC) President Mike Heuer's letter to the Russian group that was originally mailed some time ago. We'll keep you posted on details as they develop.

PHOTOS FROM EAA ARCHIVES AVAILABLE Dick Matt, Jim Koepnick and Dennis Parks have been working on a very special project that would make photographs from the EAA archives available--either individually or in a series of 10--to interested EAA members. The initial photos, which focus on the colorful air racing chapter of aviation history, are taken from the priceless Radtke collection, which has been donated to the EAA Aviation Foundation. Future series will include other significant airplanes from aviation's rich heritage...captured on film by the world's leading photographers. Details will be announced in the July issue of SPORT AVIATION.

AIRCRAFT RESTORATION PROJECTS We have a number of projects that our Aircraft Maintenance and Restoration crews are working on. Gil Bodeen has been spending some time on the Fokker Triplane, finishing work on the cowling, instruments and throttle. It should be ready for covering soon. The fuselage for our second "Spirit of St. Louis" replica is coming along very well, as is the work on the Pheasant. The crews have been working very hard to keep the airplanes flying for the EAA training programs (B-17, B-25, T-28 and the T-6) as well as getting the aircraft at Pioneer Airport ready for the summer flying season.

MUNSON, BEAN EXHIBITS New exhibits featuring the works of space artist (and former astronaut) Alan Bean and photographer Russell Munson have been on display in the EAA Air Adventure Museum since early June. The "Bean Exhibit" is located next to the "Carnuba" Exhibit and features five oil paintings and assorted artifacts on loan from NASA and the National Air and Space Museum. The artifacts include models of the Saturn V rocket and the Lunar Module. The

"Munson Exhibit" focuses on nine of the renowned photographer's best works, selected by Mr. Munson himself. The outstanding collection is being housed in the Gilbert H. Hansen Photography Gallery. Both exhibits will be on display through August.

BRADLEY
FOUNDATION
SUPPORT

We are extremely pleased to announce that the Milwaukee-based Lynde and Harry Bradley Foundation, one of the largest and most respected private foundations in the country, has generously agreed to contribute \$200,000 to the EAA Air Adventure Museum's new Eagle Hangar addition. The Bradley Foundation is named after the founders of the Allen-Bradley Company, whose ingenuity and determination epitomizes the EAA "can do" philosophy. We sincerely thank the Bradley Foundation for their tremendous generosity. We also extend a special note of thanks to President's Council member Fran Ferguson for his tireless efforts on our behalf. This is a great vote of confidence for our efforts to preserve aviation's rich and colorful heritage, especially since it comes from one of our nation's most esteemed organizations. We hope to welcome representatives of the Bradley Foundation to this summer's EAA OSHKOSH activities.

MILLAR TO
SPEAK AT
CONVENTION

Ray Scholler, who has done such a tremendous job of coordinating the evening programs during Convention week, has informed us that Piper Aircraft President M. Stuart Millar will share his thoughts on the state of aviation today as one of the featured speakers at the Theater in the Woods on Sunday, July 31st. Mr. Millar is a very positive thinker and has great expectations for the sport/general aviation community. He's doing all he can to help, too, especially with the introduction of the Super Cub in kit form. That kind of support is a tremendous blessing to all aviation enthusiasts.

KASTEN VISIT

Wisconsin Senator Bob Kasten visited EAA Headquarters on Friday, June 3rd. Senator Kasten has provided important support for many of our efforts at the Washington level, including the petition to lengthen Wittman Field's north-south runway. He was given a tour of the construction site and was amazed at the progress that has been made in such a short period of time.

A SPECIAL
DEAL

Every so often we have the opportunity to take advantage of a special deal. We're sure that you have heard of inventory clearance sales because the store is moving and does not wish to move inventory. Would you believe EAA can make such an offer? EAA's storage area is being moved to the new EAA sales building. We have a limited number of the beautiful, heavy-duty "We've Got the Spirit" Chapter Banners that sold for \$12.95 each AND a large "Join EAA Here" poster which originally sold for \$2.75. In order to save the packing and moving, we are now offering them both for \$4.95, first come, first serve. Get your order in early as it expires July 15th. Just a telephone call or letter to Chapter Administrator, Stephanie Brown, Wittman Airfield, Oshkosh, WI 54903-3086, (414) 426-4800 is all that's required - we'll trust you for the money! No carrying charges until January 1989, guaranteed lowest prices in town!!!

EAA
OSHKOSH '88

We have received some additional information on the arrival and departure of both the Goodyear Blimp and the U.S. Air Force's B-1B bomber. The blimp will arrive on opening day--Friday, July 29th--and remain with us through Thursday, August 4th. During its stay, the blimp will again be moored at Pioneer Airport (as it was during its visit to EAA OSHKOSH '86). The B-1B will arrive on opening day at approximately 5:00 PM and remain on static display through Wednesday, August 3rd, when it will depart at about 4:00 PM. The bomber will be located on the new taxiway in the Antique/Classic Aircraft Parking Area. It will engage in flybys upon its arrival and again when it departs. Concorde, as you know, will arrive on Saturday, July 30th and remain with us through Tuesday, August 2nd. It will fly three of the local flights that were so popular with EAA members and other aviation enthusiasts during the sleek jet's visit in 1985. Currently, two flights are scheduled for Sunday, July 31st (at noon and 4:30 PM) and one on Monday, August 1st (at noon). Concorde will also be located on the new taxiway in the Antique/Classic area.

The 4th Annual McKillop/EAA Chapter 45 Newsletter Editor Award will be presented on Tuesday, August 2nd, 7:50 pm at Theater in the Woods.

The EAA Chapter forum is scheduled for Tuesday, August 2nd, 8:30 am - 11:15 am in tent no. 3. All EAA Chapter officers, members and other interested guests are invited to attend.

The Foundation for the Future of Aviation tent will be the site of many activities. In addition to the Chapter Information area will be the activities of the EAA Air Academy. Academy students will help visitors, especially those in their teens, participate in projects that stress "hands on" learning experiences. These projects, which will include working with wood, sheet metal, composites and models, will eventually be utilized by other young people who participate in Air Academy "Super Saturdays". Other activities located within the tent include EAA Project Schoolflight, Capt. EAagle, and the Friends of the Museum Program.

The Newsletters Editors Forum to be held on Monday, August 1st at 9:00 am in the Foundation for the Future of Aviation tent. Forum host Eric Rood of EAA Chapter 443 and his volunteers will provide Chapter Newsletter Editors with assistance on creating a Chapter newsletter.

The Newsletter Editors Desk will also be held at the Foundation for the Future of Aviation tent throughout the day, Friday, July 29th through Tuesday, August 2nd. Chapter Newsletter Editors will be able to gather informally to discuss newsletter editing. There will be a collection of recent Chapter Newsletters received by Headquarters available for perusal. Please join us with your thoughts and ideas.

Sharon Ramey from Sharon Ramey and Associates will be on hand to answer questions regarding 1989 calendar orders. They are the marketing agents for the EAA aviation calendars.

Volunteers are still needed for both the Chapter information area and the Newsletter Editors Desk area during EAA Oshkosh '88. They will be located in the Foundation for the Future of Aviation Tent which is just east of the tower. Anyone interested in helping, please contact EAA's Chapter Administrator, Stephanie Brown at (414) 426-4876.

* * *

SHOP TALK

The Inner Tube: To Repair or Not To Repair

By Nicholas E. Silitch

I received a letter from Harry C. McCreary, chairman of the McCreary Tire & Rubber Company, a major supplier of aircraft tires. I, for one, was delighted to find that there still is a Mr. McCreary at the McCreary Tire & Rubber Company (it might help explain how McCreary Tire has gained such a prominent role in the aircraft tire business). I was glad to have his comments on the controversial subject of inner tube reuse, even if he had a bone to pick with my practice of reusing them.

McCreary wrote: "I read your article, 'Servicing the Gear' in the March AERO, and must compliment you on making a potentially dull subject into an interesting one. My only squawk relates to your advice to readers that patching a used inner tube and then presumably reinserting it into the tire, represents a saving over buying a new tube.

"I am enclosing a copy of our Technical Bulletin No. 84-1, which outlines the dangers to the aircraft owner in inserting a used tube into a new tire. We published this bulletin because we felt that this was a hidden safety problem that had received

almost no media coverage, so we decided to provide our own coverage. There is a world of difference between a flat tire on a car versus a flat tire on an airplane.

"Believe me, we're not out to sell a lot of aircraft inner tubes. We just felt that this problem needed a little more attention directed to it than it has received so far."

McCreary's technical bulletin admonishes us not to reuse tubes, mostly because of size difficulties. It points out that inner tubes are designed to be a bit undersized and to expand to fit a new tire, which itself expands in service. The result is that a reused expanded inner tube put in a new unexpanded tire can be too big, leading to difficulties, because if it is fitted with folds or wrinkles in the tube, these will eventually rub through, causing a leak and a flat tire.

It also warns us not to reuse old inner tubes in tires of a higher ply rating, because the additional plies are added to the inside of the tire, reducing the inside diameter, while keeping the external diameter constant. The result is that there is even less room inside the tire for the

tube and even more opportunity for problems.

Now, although McCreary will obviously do better if everyone throws away once-used inner tubes, I don't really think his advice is completely motivated by inner-tube sales, as he says. There is no denying that all the things the bulletin says are true. In addition, tubes can develop weak spots that will eventually wear through, and the valves can separate from the tube body or a puncture repair patch might develop a leak. That's why most shops fit new tubes as a matter of course if they are repairing a leak or fitting new tires—not for the profit on the tube. A shop doesn't make money if a job has to come back to be redone. "Come-backs" are a major drain of shop profits, which is why shops prefer using new or rebuilt components rather than repairing them.

ON YOUR OWN

If you are doing your own work, however, the picture can be different. You can afford the time spent inspecting and repairing your old tube, which at \$40 an hour for an A&P can easily eclipse the price of a new tube. If the repaired tube doesn't want to fit back in the tire, you aren't stuck with an hour or more of unbillable labor.

I grew up in a period when gas was hand pumped, five gallons at a time, and the primary work at the local filling station was tire repair. In the 1940s, tires were lucky to see 5000 miles between repairs. I've seen a few inner tubes in my time and tend to forget that most of today's mechanics have grown up in the day of the 40,000-mile tubeless tire. This is a preliminary to saying that when writing the gear article, I took it for granted that no one would refit a tube without checking it first. (I should know better, for I had a flat tire repaired by tube replacement that was flat two weeks later. It was flattened by the same piece of safety wire in the tire that had flattened the first tube. The idea of checking to see what had poked the original hole in the tube hadn't occurred to the IA who did the job.)

If you want to try it yourself, here are



a few tips to keep in mind.

When demounting a flat, first mark the tire at the stem. This is not so much for reassembly, although this isn't a bad idea to keep everything more or less balanced, but so that when the puncture is found in the tube (which is the easy part), you will have some idea of where to look in the tire for whatever made the hole (the hard part).

If the puncture is not readily visible, fill the tube with enough air to make it slightly larger than its service size and try to find the leak by holding the tube up to your ear and listening for it. This usually works, but if it doesn't, the tube will have to be submerged in water, all at once, if possible, or in sections, if you don't have a large enough container. Once the leak is found, mark it and inspect the tube for reuse.

The inspection should start with the valve, for overall condition as well as attachment to the tube. A bent thread or crushed stem, making it impossible to screw on a cap or remove the valve stem, is enough reason to scrap the tube. On some installations, heat from the brakes will weaken the valve where it's attached to the tube. Folding the stem over at the joint and giving a firm, twisting pull will show the beginnings of separation here.

If the valve cap is missing, a new one should be fitted.

The tube should be checked for abrasions, creases and irregularities. The tube should be even all the way around. A weak area that bubbles or a crease, even if not worn through, is reason enough to discard the tube, as are abrasions caused by the tube sticking to the tire or rim. In the case of abrasions, the area on the tube or tire that caused it should be checked and cleaned up as necessary before reassembly. Prior repairs should be checked to make sure that they are in good condition.

REPAIR TIME

If the tube looks good, it's time to repair the puncture. These days, tire repair kits are generally made for bicycles and can be found in bicycle shops and hardware stores. Follow the directions on the kit carefully. If properly done, repairs rarely give any trouble. Once the repair is made, dust the tube with talcum powder, particularly in the repair area. This will keep it from sticking to the tire or rim and will make reassembly easier.

Next, check the tire for whatever caused the puncture. Make sure you have found the right foreign object by lining up the inner tube, using your initial markings and checking that it is the exact area

where the tube has been repaired. If removing the object leaves a rough spot on the tire, smooth it down. Patching the tire is optional, although I generally like to do it. Check the tire, internally and externally, for other treasures it might be carrying, and dust the inside with talc.

Most aircraft wheels are split these days, which makes assembly a lot easier than it used to be. Make sure you don't catch or pinch the tube between the halves or between the rim and tire. If there is too much tube for the tire, don't try to stuff it in the tire; heed McCreary's advice and replace it. (It should have given you some warning of this condition when you first took the wheel apart.)

Using a torque wrench, fasten the halves together and inflate the tire to about one-half of its usual operating pressure. Remove the valve to release the air, and fill to operating pressure.

Repairing and reusing inner tubes is an age-old practice, and the tubes and tires haven't changed that much, just the economics. The lack of practice seems to have led to ignorance of the necessary techniques—the ones that the freckle-faced kid with the bow-tie down at the Esso station used to have a pretty good handle on. If he was up to it, probably you are, too.



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