

EAA MILE HIGH CHAPTER 43

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THIS MONTH'S MEETING:

The next EAA Mile High Chapter 43 regular meeting will be held on Saturday, February 12, at 7:00 p.m. in the Jeffco Airport's new terminal building. Go to the second floor and turn towards the conference rooms (left/northeast). Our meeting will be in conference rooms Alpha and Bravo.

For this month's program, we'll have the pleasure of hearing Ib Hanson presenting his Reno Air Race experience. Ib is a distributor and pilot of the popular Cassutt racer. It is not often that we can hear first-hand experience from someone who has actually participated in this world famous event!

LAST MONTH'S MEETING:

A regular chapter meeting was not held in January due to the annual banquet. The banquet was held in the evening of January 9 at the Gala Gardens in Commerce City. The event, which was organized by Ron Denight, was very well attended by both members and spouses. We all owe Ron a very heart-felt "Thank You!"

Gene Horseman set the tone of the banquet with his very helpful hints for Instrument Rated Pilots on how to very cheaply equip and operate an IFR aircraft. This information is summarized here for those not in attendance, and those who were not prepared to take detailed notes:

IFR Using "Cat and Duck" Method

1. Place a live cat on the cockpit floor; because a cat always remains upright, it can be used to determine if a wing is low, and if so, which one.
2. The duck is used for instrument approaches and landing. Because any sensible duck will refuse to fly in IMC conditions, it is only necessary to hurl the duck out of the aircraft and follow it to the ground.

Gene offered the following cautions if you elect to try the "C&D Method."

1. Get a wide-awake cat. It may be necessary to carry a large dog in the cockpit to keep the cat at attention.
2. Use a clean cat. Dirty cats will spend all their time washing. Trying to follow a

washing cat usually results in a snap roll followed by an inverted flat spin.

3. Use old cats only. Young cats have nine lives, but old, used-up cats with only one life left have just as much to lose as you do and will be more dependable.

4. Beware of cowardly ducks. If the duck discovers you are using the cat to stay upright, it will refuse to leave without the cat. Ducks are no better in IMC than you are.

5. Be sure the duck has good eyesight. Nearsighted ducks may fail to realize they are on the gauges and will descend to the ground in a sitting position. This maneuver is difficult to follow in an airplane.

6. Use land-loving ducks. It is very discouraging to break out and find yourself on final for a rice paddy, particularly during duck hunting season!

7. Don't confuse ducks with geese. While geese are very competent instrument flyers, they seldom want to go in the same direction as you do. If your duck heads for Canada or Mexico, you may be sure that you have been given the goose.

THE PRESIDENT'S CORNER:

Another Annual Banquet is history. A super time was had by all, certainly by Cherrill and me. Those of you not attending missed a good one. Ron Denight missed his calling. He would have made a terrific caterer. (How can that be combined with homebuilding and flying?)

In the Progress Report department, Earl

Ellis brought the sound system carrying case/storage case/podium he had built. In all honesty, I was dumb struck at the craftsmanship this man demonstrates. It is a work of art and still Earl was grouching that he was working on it until 10:00 p.m. the night before, and it was not completed yet. Everyone needs to make the next meeting if only to see this.

Mas Yoshida reported his RV-6 is at Jeffco and in taxi trials. Others told me it is a "straight arrow." Mas, we expect a First Flight story at the next meeting.

Bill Mitchell told me he had flown Ib Hanson's Cassutt and was so impressed with its precision that, as soon as Ib completes his two place version, he will own the second one.

Chapter 660 is already preparing for their annual Mall Show at Buckingham Square in March. If anyone would like to participate, contact Pat Fedorowicz at 699-0532. I'm going to, after all, wood is nature's own composite material.

ON AERODYNAMICS, PILOTING, AND SPACE FLIGHT:

In listening to pilot talk at hangar flying sessions and EAA meetings, it has become obvious that many pilots do not understand the basics of aerodynamics and piloting of airplanes. The following excerpts from The Real Book of Airplanes, by Arch Whitehouse, published by Garden City Books in 1952, should set the record straight!

"A plane flies and stays in the air because its wings are supported by the air just as water supports a hollow boat. Toss a flat piece of tin on a pond and it will sink at once. If you bend it through

the middle, and fasten the ends together so it is watertight, it will float. The airplane wing must be made hollow, too."

"On the fin is hinged a movable rudder, which is connected to a rudder bar in the pilot's cockpit. To turn to the right the pilot presses the right side of the rudder bar. To turn to the left he pushes the rudder bar to the other side. It works exactly the same as a rudder on a motorboat."

"Making a turn at airplane speed is not as simple as making a turn in a boat. It is exactly the same as if we were making a turn in a racing car at 100 miles an hour. To do that the car must be raced on a banked track or it will skid outward and probably roll over. In an airplane we provide our own banked track by tilting the plane whenever we make a turn. Otherwise, we would go into a dangerous sideslip."

"For years thoughtful men have believed that a form of rocket could be devised that would provide motive power for some sort of aircraft. The more imaginative of them had the idea that a rocket could be produced to carry a man to the moon. Writers of science-fiction stories have made much of this possibility, but wiser scientific men doubt it."

"Since man has not flown more than 1000 miles an hour--so far as we know--we can leave flights to the moon to the space-ship writers. Such journeys are interesting to consider, and no doubt one day, perhaps a few hundred years from now, some scientist will have devised a man-carrying rocket ship capable of such a flight."

PROSEAL MADE EASY!

With so many RV, and other metal airplanes using "wet wings" being built in the area, the following is condensed from an article that originally appeared in the BD-5 News, and then in the EAA Technical Councilor News. The article discusses the use of an applicator gun for Proseal.

The sealant gun is a pneumatic tool similar to a caulking gun that uses a cartridge of polysulfide sealant (commonly called by its trade name Proseal) and air pressure to dispense the proper amount of material exactly when desired. A manual gun, very similar to a manual caulking gun is also available. The cartridge contains the sealant, both parts pre-measured and separated until mixed for use. The cartridge also contains a plunger and impeller allowing thorough mixing of the sealant prior to use.

Both the gun and the cartridge are matched in size, from 1.0 to 8.0 oz. depending on the manufacturer. This is the amount of sealant contained in the cartridge, and a decision must be made while purchasing the gun and cartridges as to which sizes will be used.

The number one benefit of the gun is it's clean--not that messy, nasty job you are accustomed to. It is much faster than the conventional method. It is convenient. Grab it, mix it, and go! It is easy. It is pre-measured and accurate. It mixes completely and thoroughly.

The cost is a little over \$100.00 for the gun, and approximately \$12.00 for a 2.5 oz. cartridge. Sources are Aircraft Spruce and Specialty 800-824-1930 (gun

and cartridges); Courtaulds Aerospace 818-247-7140 (Ask for PRC for cartridges, Semco for guns.); Crest Products Co. 714-965-9292 (cartridges - minimum order required); Sealpak Co. 316-942-6211 (cartridges).

FOR SALE:

This is a free service to anyone with aviation related parts or services for sale, trade, or... Please send your ads to the newsletter editor by the fourth Monday of each month.

Goodyear wheels and brake cylinders, 2 each. Extra brake pads, 6-inch round wheels. Call Phil Young at 828-4034.

COMING EVENTS:

Feb 4 - May 1 - Star Trek Federation Science Exhibit at the Denver Museum of Natural History. Info 370-6387.

February 5 & 6 - Denver International Airport Open House and Art Exhibit. Info 391-5900.

March 4-6 - Cactus Fly-In, Case Grande, AZ. Info 602-641-7461.

March 6 - EAA Chapter 720 Snowbuster's Pancake Breakfast. Greeley Weld County Airport, 8am to Noon. Info 427-4024.

For more information on these and other upcoming events, call the Flying Activities Line at 766-3596 or 766-FLYN. This service is sponsored by EAA Chapter 660 and financially supported by Chapter 43.

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