

EAA MILE HIGH CHAPTER 43

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VOLUME 17, Number 3

March 1994

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THIS MONTH'S MEETING:

The next EAA Mile High Chapter 43 regular meeting will be held on Saturday, March 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.

This month's presentation will be a repeat of a program from several years ago. Our guest, Mr. Lou Feierabend, will present time-lapse movies he has taken of Front Range cloud formations. These movies will illustrate why the Front Range has such great soaring conditions. Don't miss this one!

LAST MONTH'S MEETING:

The February meeting was held in the Jeffco Airport new terminal building. Guests included Joe Ciciulla, Teresa Wallace, Joseph Evens, Roy Clair, Bryan Morse, Bob Hartman and Buddy Oswald.

Old Business

Bill Mitchell appealed for more member participation. Help is also needed for ground duties as well as providing an aircraft for rides.

The 1994 Builder's Forum has been

tentatively scheduled for October. One member suggested an earlier date. A wood and fabric booth will be added to the program. A swap table will also be included. Ron Denight moved that \$200.00 in discretionary funds be loaned to the Builder's Forum for "up front" expenses. The motion was seconded and passed.

New Business

Officer patches were distributed to all the new Chapter 43 Officers.

The new podium constructed by Earl Ellis was praised by all. It is of a unique design which converts into a carrying case for portability. Since it is made of wood, all wondered why Earl hasn't started a wooden homebuilt.

Brad Davenport and Gene Horseman were featured in the morning newspapers working on the Curtiss Jenny that will be permanently displayed at the new Denver International Airport.

Mas Yoshida's RV-6 has flown! The FAA has given him only 10 hours to "fly off" and a large area to roam in (Denver to Cheyenne to Akron to Denver triangle). An accelerometer is required for aerobatic flight. He applied for final sign-off three months early. Congratulations Mas for completing a GREAT project!

Gene Horseman's "Mercury" is coming along well. He has developed a new carburetor for the engine.

Ib Hanson is working on a two-place Cassutt. This will give him a demonstration aircraft which should increase sales once pilots can experience the aircraft first hand.

John Evans has increase the cruise speed of his Thorpe T-18 by the installation of a new "Aymar-Demuth" propeller and spinner.

Marvin Wahl has completed his English Wheel.

Phil Hughes is planning to display his "Fly Baby" at the Buckingham Shopping Center. He requested the loan of a trailer to move the aircraft to and from the center. Several members offered their trailers for his use.

It was noted that Colorado will have a booth at this year's EAA Sun & Fun Fly-In at Lakeland, Florida. Volunteers are needed to staff the booth.

It was reported that Cabella's in Sydney, Nebraska is a fantastic place to go for a short flight. It's great for sportsman's shopping as well as lunch. Van service to and from the Sydney airport is available free of charge.

Promotional videos of the Kitfox and of the Super Cub are available through the chapter for viewing.

Blue River Supply now has "environmentally safe" aircraft finishing material for sale.

The EAA has recommended to the FAA that the medical requirements for Recreational Pilots be reduced.

Volunteers are needed to contact the libraries of junior high schools in the Chapter 43 area to offer Sport Aviation Magazine for Kids. The magazines will be furnished to the school libraries free of charge by Chapter 43.

Education TV Service Cards were passed out for members to fill out and send in to a TV station as a gauge of viewers interests.

TREASURER'S REPORT:

Chuck Graf presented the Treasurer's Report. As of January 31, 1994 the Chapter 43 account balances are as follows:

Checking	\$1,273.15
Savings	\$ 598.50
TOTAL	\$1,871.65

Ninety-nine members have paid their chapter dues for 1994. Fifty-two members are still in arrears. Due to the cost of producing and mailing this news letter, members who do not pay their dues within the next two months will, unfortunately, have to be dropped from the news letter mailing list.

THE PRESIDENT'S CORNER:

First I want to thank our Newsletter editors for a job well done in getting the Newsletter out in a timely manner last month. I knew it was possible. I seem to be the boat anchor in getting this piece in late this month. Again, Gary Ludeke and Bill Wright, Keep up the good work.

Glen Grove, our Young Eagles Coordinator, attended a meeting of his counterparts for the front range EAA chapters on February 15th. This meeting, chaired by Kent O'Kelly of Chapter 301, was to coordinate the efforts with regard to introducing youngsters to the world of aviation that we all love and take for granted.

The following were agreed to:

GREELEY FLY-IN. Instead of attempting to make Young Eagles flights during the fly-in, a booth will be set up to make reservations for flying the Young Eagles at the time of the Press Day. This will require volunteers to man the booth.

NATIONAL YOUNG EAGLES DAY. On Young Eagles day, June 11th, Chapters 43, 301, 648, 660 & 720 will utilize three area airports in a concentrated effort to fly as many kids as possible. The airports will be Boulder, Centennial and Tri-county. The thinking is that about 30 pilots and planes will be required to fly about 100 kids. It seems to me, that between five chapters, more than 30 kids can be flown. In addition to the pilots and planes, about 60 people will be required to man the appointment booths and handle flight line safety. This effort will be spread out over an eight hour day.

JEFFCO AIR SHOW. This air show will conflict with Oshkosh, but many of us will not be going to Oshkosh (is this heresy?), hence will be available to man a sign-up booth for the kids. Glen was not clear on when the flying for these reservations will be done. Also, Glen wasn't sure, but there is a possibility that working the booth at this show will get one in the gate free.

Although I haven't researched it, I'm told that of the five chapters involved, Chapter 43 is blessed with more planes and pilots than the others. It's natural then to think we will be represented accordingly. Please, if you can in any way contribute, contact Glen Grove to volunteer. I will be working at least the first two, manning the reservation booth. If I don't make it to Oshkosh, I'll be at the third.

Remember, there is no shortage of youngsters wanting to fly. the shortage is in the number of pilots willing to share with these kids.

This is a time when I truly miss 61 Bravo. Introducing youngsters to something that has given me so much joy is a form of "passing the torch" that I personally find so enjoyable and satisfying. Please, lets find a way to pitch in and help.

HORSEMAN'S CORNER:

Gene is selling some of his aviation books. Check with him regarding titles and prices.

Famous aerobatic pilot Bob Herendeen was killed recently while taking aerial photographs of his home for a real estate add.

Bob Hoover has regained his medical certificate after a lengthy battle with the FAA.

The proposed operation of air traffic control facilities by private industry will likely cost the aviation community more than it does under government control. The privatization of ATC facilities has been tried in European countries with a resulting increase in cost to the user.

The use of the Global Positioning System (GPS) for expanded use in both the enroute and terminal phases of IFR flight is being hotly pursued by the FAA.

The Taylorcraft Aircraft Company has been sold again.

Gene cautioned members to watch out for "blue fuel." The blue dye is used in both 100 LL avgas and in diesel fuel. Pilots should become familiar with the different odors of these fuels. Not only will a gasoline engine not run on diesel fuel, diesel fuel will congeal in the fuel tank and lines necessitating a thorough cleaning of the entire fuel system.

SAFETY CORNER:

Brad Davenport presented the aviation safety report. He cautioned pilots of retractable gear aircraft to beware of having the gear freeze in the "up" position due to an accumulation of slush, water and snow in the gear wells during the takeoff run. After gaining a safe altitude, the recommended procedure is to cycle the gear to the "down" and back to the "up" position to allow the airstream to blow the accumulations away.

Brad also cautioned pilots to take steps to prevent water from entering the fuel system during the winter months. This water can freeze in fuel lines blocking the flow of this essential liquid and causing engine failure at critical times, such as on takeoff!

A Steen Skybolt was damaged recently in a landing accident. The pilot attempted a landing with that old bugaboo, the quartering tailwind! This resulted in a ground loop with resultant damage to the aircraft.

WHY I WANT TO BE A PILOT

A 5th-grader's answer to this question, taken from the September-October 1993 issue of the Short Wing Piper News was as follows:

"When I grow up I want to be a pilot because it is a fun job and easy to do. That's why

there are so many pilots flying around these days. Pilots don't need much school; they can read their instruments. I guess they should be able to read road maps, too, so that they can find their way if they get lost. Pilots should be brave so they won't be scared if it's foggy and they can't see, or if a wing or a motor falls off they have to stay calm so they'll know what to do. Pilots have to have good eyes to see through clouds, and they can't be afraid of thunder or lightning because they are so much closer to them than we are. The salary pilots make is another thing I like. They make more money than they know what to do with. This is because most people think that plane flying is dangerous, except pilots don't because they know how easy it is. I hope I don't get air-sick, because I get car-sick, and if I get air-sick I couldn't be a pilot, and then I would have to go to work."

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