

EAA MILE HIGH CHAPTER



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NEWSLETTER
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LAST MONTH: With 47 members and guests in attendance, the meeting of January 12, 1985 was called to order at 7:50 P.M. by President Kirby White at the Rocky Mountain Energy Center. The minutes of the December meeting were approved as published in the Newsletter.

Guests: Guests present were Richard Heart of Broomfield -- a Colorado Aero Tech student who is interested in either an SX300 or a Glasair, Jerry Goodwin -- who is not terribly interested in airplanes (at that statement he was nicely asked to sit back down), and the wife of a member whose name we won't mention who was checking up on him.

Treasurer's Report: There was none given.

Old Business: Cathy Sheeon, our Chapter Librarian, informed us that part of the books that she ordered had arrived. She brought them in for everyone to look at, and invited those who were interested to check them out. When she receives all of the books, she will make up an updated Library List which will be published in the Newsletter. Kirby mentioned that there were still a few calendars left to be sold for \$3.00 each. Kirby also said that he had a copy of the Primary Category of Aircraft Petition sponsored by the EAA and AOPA for people to look at during the break.

New Business: Kirby reminded everyone that Treasurer Bill Davis was starting to collect the 1985 dues and to be sure to let him know if a name badge was needed. Kirby briefly talked about the list of FBO's that sell auto fuel that he sent Headquarters \$2.00 for. He said it listed nearly 200 locations in booklet form and felt it was well worth the money. Pictures were brought in and passed around of Bob Johnson's Tailwind, Ron Denight's Special, and Gene Horsman's Luscombe. They were air-to-air photos with the Rockies in the background, and were quite good. Kirby pointed out that he had some member profile forms, and asked that those members interested in having an article written about themselves and their special project pick one up and fill it out. Kirby mentioned that he had received a brochure on a new small helicopter called the RainBow by Chadwick, Inc. He said it was not a kit, and sold for \$18,000 and up. Member Jim Ernst brought in a brochure on Parkland Estates, a flying community started at least in part by Chapter 43 members. He said the 4,000 foot strip is now in the process of being paved, and will be lighted. There are still some homesights available. If you'd like more information, give Jim a call at 665-4268.

Gene's Corner: Gene Horsman reported that Conoco has made a statement that their auto fuel will work in airplanes. He also said that Tri County sells auto fuel for \$1.40 per gallon. Gene told us about an upcoming Accident Prevention Program at Lowry Air Force Base on Saturday, January 19 from 8:30 A.M. to 4:30 P.M.

John Deere is working on developing a stratified rotary aircraft engine that can burn different fuels. As a sales incentive, Piper is offering a \$100,000 rebate on the sale of each Aerostar.

Maule Aircraft is in Chapter 11 bankruptcy due to liability lawsuits. A new Maule is \$30,000. Cessna has \$25,000,000 in lawsuits against them. They are working on a seat slippage modification and are relocating the rear seat stops. Gene told us about engine corrosion problems in humid areas -- especially shortly after honing the cylinders. After engine varnish has built up, the problem isn't as severe. Until then, the engine should be turned over regularly. Taylorcraft Aircraft Company is for sale. They have sold nine airplanes in the past two years. Their standard airplane is \$30,000 to \$35,000. They will offer a stripped down F-21 for \$19,995 with no paint or carpeting.

Gene read some interesting specifications on the space shuttle. It averages six miles per gallon. It has 14 fuel tanks, and at liftoff burns 1,035 gallons per second through 17mm fuel lines.

Gene gave us a couple of winter flying tips. Check to make sure that the oil breather tube isn't frozen up. Also, make sure that the oil pressure is in the green before runup. Gene read a report on a Bonanza in-flight breakup in smooth air. A private company is working on crashworthy seats, and may have them available in the near future. Ultralights are headed for FAA regulation. The FAA budget will receive a 20% increase -- 62% of which will come from the Aviation Trust Fund. Last but not least, Gene reported that it has been ruled that Federally licensed power companies cannot prohibit seaplanes from using electric company waters.

A&P: The business portion of the meeting adjourned for coffee at 8:20 P.M. After the break, Gary Mucho with the National Transportation Safety Board gave a presentation. He opened with a videotape taken from a belly-mounted camera of an oil exploration airplane that encountered some problems and rolled to the left and went in. He then gave a brief history of the NTSB and talked about its purposes. He showed some slides of different crashes and talked briefly about each one. We saw the videotape of the much-publicized crash of the ultralight flown by a television reporter. Gary pointed out some very interesting aspects of the crash that most of us had probably not known before. He also showed the videotape of the three skydivers that were killed in Wheatridge last summer. Gary then opened the meeting up for questions and answers. He was very honest, and everyone really appreciated his candor. We all need to be shaken up occasionally to keep us on our toes. Thanks to Bill Schneider for lugging the videotape equipment to the meeting.

THIS MONTH: This month's meeting will be held on Saturday, February 9, 1985 at Rocky Mountain Energy at 7:30 P.M. The guest speaker will be Sheldon Chrysler. He runs an avionics repair shop by the name of Columbine Communications and also works for United Airlines. He will try to get a training film from United and will talk about radios and antennas. He will then open the meeting up for questions and answers.

DUES: Just a reminder to those of you who haven't paid yet.... we need to have your dues by the end of March in order to keep you on the Newsletter mailing list and to put you in the Roster.

BFR's: Member Fred Hart has gotten his rating (congratulations) and can now give Biennial Flight Reviews. If you are in need of one, give him a call at 420-3536.

BOULDER AIRPORT: The following update on the Boulder Airport situation was provided by Bob & Carol Leyner and Chuck Hornback of Chapter 646: The Boulder City Council met on December 11, 1984 in a study session discussion to review a \$12,000,000 proposal for a Boulder Cultural Center and the \$2,500,000 Airport Improvements Plan. The Council was enthusiastic about the Cultural Arts Center and willing to accept the fact that revenues would only cover half of the operating expenses. The proposal is for a \$2,000,000 to \$4,000,000 endowment fund to provide the shortfall. The Council then, with reluctance by City Manager Piper, accepted the recommendations for the Airport Improvements based on consultant Bandy's study. Councilwoman Annette Anderson expressed a desire for better land use considerations for property near the airport -- including zoning and possible land acquisitions to preserve the airport's environment. The issue of the gravel operation was addressed as a minor matter by City Manager Piper and Utilities Manager Hollar -- the two who presented the recommendations to the Council in an unpolished, unprofessional manner. Later the Council asked Bandy to speak and he stated that "Unless the City restores those funds to the airport funds, there is little chance that the FAA will grant Boulder any further funds." The Council may have been swayed by the 300 plus signatures collected by the Committee for a Better Boulder Airport in support of airport improvement. The Committee for a Better Boulder Airport has met three times. The first was a general meeting drawing about 45 people and the next two were smaller groups of about six. In these working meetings, we have drafted a short letter commending the Council on their adoption of Bandy's report. This is the first action by the Council acknowledging the airport's existence in many years. We have also solicited the help of Earl Bolton and have reactivated the Boulder Aeronautic Association with the Committee for a Better Boulder Airport as a permanent standing committee. We will monitor the City's activities and hope to set up a program to inform the Council of the needs of airport users, the users benefits to the community, and the economics of aircraft ownership (i.e. I know there is money in aviation -- I keep putting it there!).

GLOSSARY: From "I'd Rather Be Flying" by Donna Vasco

Bail-Out: getting the water out of the fuselage after a heavy rain.

Bank: partner in your aircraft.

Bounce: that segment of landing between touchdown and touchdown.

Buzzing: specialized maneuver practiced only by short-timers and ATP candidates.

AUTO FUEL: Below is a list of the airports in Colorado that sell auto fuel, along with their phone numbers.

Loveland-Ft. Collins 221-1300
Platte Valley 536-4504
La Junta 384-8407
Stapleton -- Atlas Aircraft 398-3933
Fremont County in Canon City 784-3816
Weld County in Greeley 356-9141
Ellicott in Calhan 683-2701
Valley View in La Salle 352-6701
Aurora 361-6318
Boulder Municipal 444-2041
Tri County 665-2300

FROM THE PRESIDENT: Impressed. That's how I felt about Gene Horsman's Luscombe the day we went flying. The seventy-five horsepower in that airplane was the least that I had ever flown behind. Granted, it was a cool day. But it still did a lot better than I had expected. Gene and I had been trying to work out a time when we could get together for quite some time. We headed North from Tri County and flew over Horsetooth Reservoir. We shot some touch and goes at Loveland-Ft. Collins, then did the same thing at Weld County. We made an intended missed approach at Platte Valley, and then came back to Tri County. I'll say one thing about the Luscombe -- it likes lots of rudder! After we put the airplane to bed we ate lunch at the Convair. I sure hope that the Convair can continue to survive all of the problems at Tri County. I think it's a nice restaurant, and I would hate to see it fold.

I'm really disappointed in your Editor. I had high hopes that he would start the member profile feature in this Newsletter. He tells me that he has had a hectic month, but I'm not so sure I believe him. I personally think he procrastinates.

FROM THE EDITOR: Once again, I am finding myself in the position of having to offer an explanation to the President for what he wrote in his column. I have had a hectic month. Aside from everything else that is going on day-to-day, my water heater went out and flooded my basement. And within an hour after I put in a new water heater, my furnace went out! The main reason that I am relating all of this to you is to try to convince you to replace your water heater if you feel it's on its last legs -- before it goes out. I'd hate to see anyone else in the same boat (pun intended) that I was in. I know of at least three other Chapter 43 members that have replaced their water heaters recently. So be on the lookout for any signs of trouble. We should treat water heaters like we do our airplanes -- taking care of small problems before they become big ones.

MARKETPLACE: For Sale: Hatz Biplane project. Dick Rowley 1-594-6348

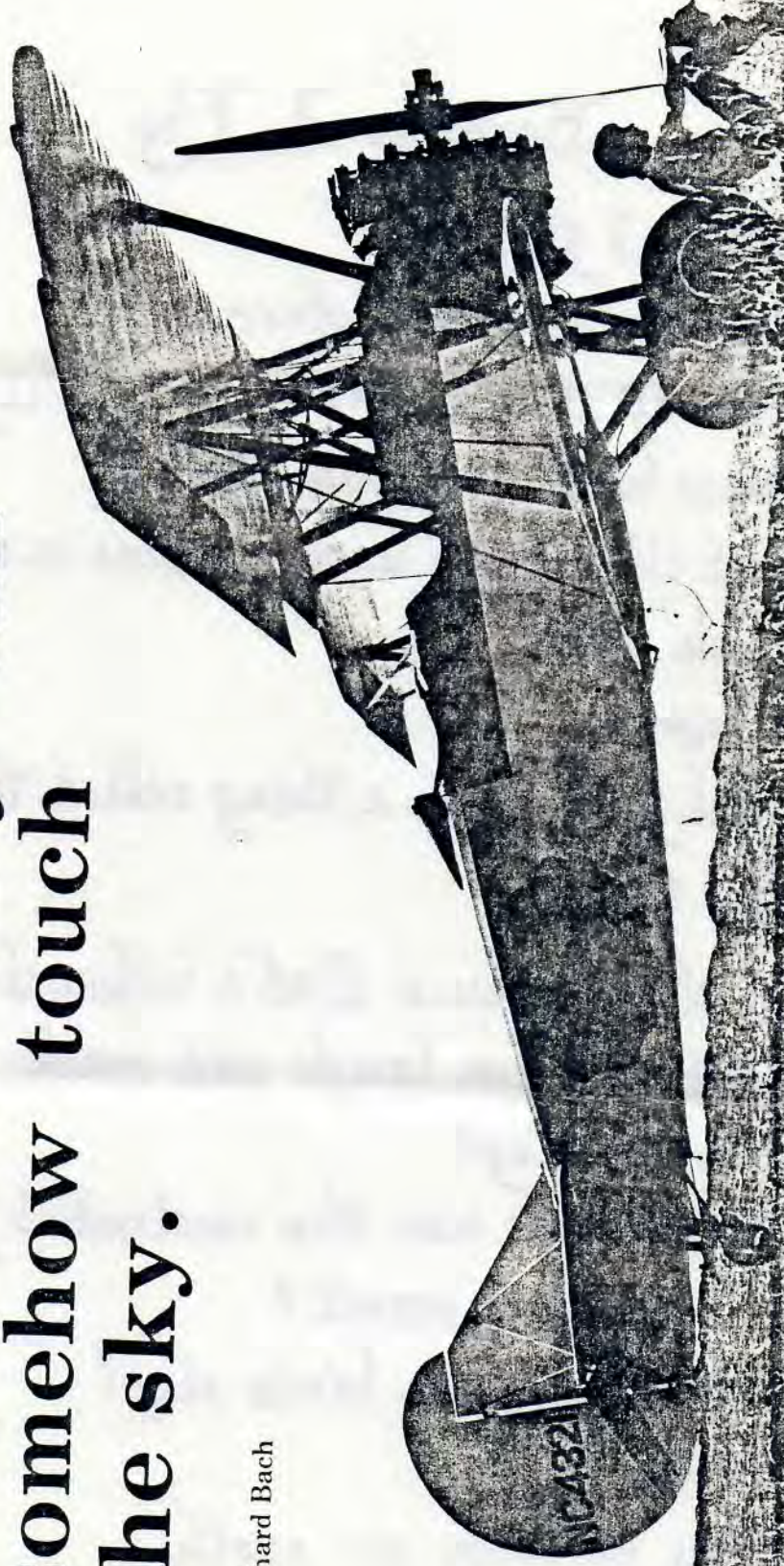
For Sale: BD-4, 330 TT, Lycoming 180 HP, constant speed prop, tail dragger. Griff Hamlin 499-5348

For Sale: Der Kricket plans, Fred Hart 420-3536, \$30.00

Wanted: Late model vacuum Directional Gyro and Attitude Indicator, 3 1/8", Bruce McCombs 596-3295, Colorado Springs

It may be that pilots are happy
only when they are at home. And
it may be that they are home
only when they can
somehow touch
the sky.

Richard Bach



Because I Fly

Because I fly,
I laugh more than other men,
I look up and see more than they,
I know how the clouds feel,
What it's like to have the blue in my lap,
To look down
On birds,
To feel freedom in a thing called the stick...
Who but I,
Can slice between God's billowed legs,
And feel them laugh and crash
With his step?
Who else has seen the unclimbed peaks?
The rainbow's secret?
The real reason birds sing?
Because I fly,
I envy no man on earth.

MTRs: Knowing They Exist Is Just Half the Battle

One of the best ways to scare the living daylights out of an unsuspecting pilot is for an Air Force F-111 or A-4 to appear out of nowhere and flash near your aircraft at 250 knots or better. And yet, there's a very good chance that hot military jet fighters are out there somewhere, even though many general aviation pilots may never see them. Aircraft camouflaging is often masterfully rendered. Like the survival-minded chameleon, military fighters blend cleverly against drab background environs, there to ferret out and vanquish their prey. The idea, of course, is to make sure you're not the accidental prey. And the first safeguard is to be mindful of the existence of military training routes (MTRs) that cross or come near your intended route of flight.

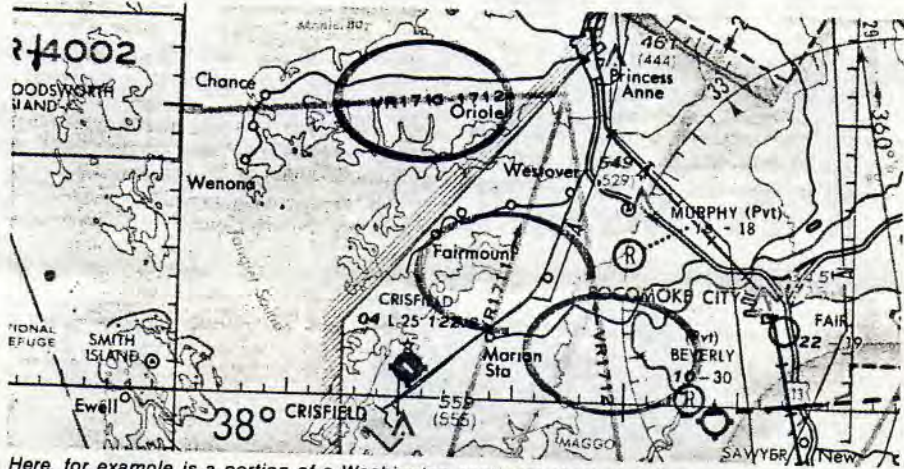
In recent years, the FAA has recorded an estimated 100 military-civilian "near-misses" a year. There also have been a number of fatal mid-air. It is possible, too, that some civilian aircraft downed for unexplained reasons could have survived a near-miss only to be sent out of control or broken up as a result of tornadic wingtip vortices generated by 600-mph military aircraft.

In terms of ensuring pilot preparedness, training and special mission flights over these routes are essential to the nation's defense. To maintain sharp pilot proficiency, pilots of various military aircraft must practice, in the real environment, missions such as aircraft intercept, air-to-air combat and photo reconnaissance. Routes frequently are flown close to the ground to simulate penetration of enemy radar. Oftentimes, then, military aircraft barrel along at near supersonic speed through low-altitude, often unrestricted airspace shared by general aviation pilots. This can be a distressing fact of aviation life, especially considering that many civilian pilots aren't even aware MTRs exist. Many other pilots who know of the MTR routes do not give them proper respect during preflight.

There are two basic types of military training routes: VRs, or VFR routes, and IRs, IFR-only routes. Most VRs are flown from the surface to 1,500 feet above ground level, with other segments of the same route calling for altitudes of, perhaps, up to 10,000 feet. Likewise, route widths may vary from two or three miles to 15 miles.

IRs, on the other hand, are generally flown at altitudes of between 2,000 and 7,000 feet mean sea level. Most of the time, IR flights are conducted under control of air route traffic control center.

How is the general aviation pilot to know here these routes lie? Pilots would have to obtain a copy of a special chart called the "Green Demon" that displayed



Here, for example is a portion of a Washington sectional chart depicting some Military Training Routes, (circled in red) their type numbers and arrows showing the direction of flight. Because sectionals are updated every six months, the MTR information may be out of date.

all the VR and IR routes in service. The Demon, which is still available, consists of a set of three charts covering the entire U.S. It is issued every 56 days, along with special flight information publication (FLIP) AP/1B.

In early 1979, the FAA began displaying VRs and IRs on its low-altitude en route charts, except those VRs at or below 1,500 feet agl. They are depicted in light brown, with the route number and an arrow showing the direction of flight. A legend also informs pilots of the altitude ranges at which each of the routes may be flown.

Within the past several months, the FAA began depicting the MTRs on sectional charts. Now, for the first time, largely VFR pilots have ready access to MTR information. The routes are shown in light gray, are numbered by type (e.g., VR 714) and also show the direction of flight with an arrow. Unlike the routes shown on the low-altitude charts, however, sectional charts do not provide MTR altitude information. Also be advised that while sectional charts are updated every six months, MTRs are updated every 56 days; chart information could be out of date.

Knowing the route number, the pilot should ask the flight service station briefer if the route will be in use during the time of the intended flight. The briefer will call up the route information by computer and quickly tell whether the MTR will be "hot", or in use, and what the affected altitudes and times are.

Some words of caution, though. Briefers won't tell you about MTRs unless you ask and also, charts show route interlines only. And lastly, it is possible for a route to be inactive. So it's best to check route status en route, too. While the routes don't take long to fly, they're often in use more than once during

weekdays and Saturdays (rarely on Sundays). By reviewing the in-use time with the briefer, pilots will be able to select a route, altitude and flight time that will steer them clear of military traffic.

Once airborne and flying in the vicinity of an MTR, it's still a good idea to maintain a heads-up vigil against any 600-mph surprises. Many military aircraft literally zip around like bullets in the air. In fact, some fighters capable of 900 feet-per-second speeds are moving as fast as a .45 caliber slug the moment it leaves the gun barrel.

Should you spot one aircraft, be on the lookout for others. Oftentimes, missions are flown with, perhaps, as many as four aircraft. Depending again on the maneuvers called for the mission, the flight paths can vary from straight-and-level to aerobatic-type maneuvers. You can be somewhat assured that military pilots should be looking out for you, too. Or at least that's the flight plan. Fighter pilots flying MTRs are specifically briefed to spend about 95 percent of their time watching out for checkpoints and other visual reference.

To the military, the American skies will remain free only as long as the nation is willing to bear the burden of defending them. And for the general aviation pilot to request MTR information in his weather briefing is not asking too much.

With reasonable caution, the sky can safely be shared by both military and civilian pilots.

These articles are purely advisory in nature. Your own certified flight instructor, the FARs, pilot's operating handbook and various updated transmittals from the FAA or your aircraft manufacturer may alter or affect the information published. AVEMCO neither assumes any responsibility for the accuracy of these articles, nor any liability arising out of reliance upon these articles.

MARKETPLACE cont: For Sale: 14 sheets of 2'x8' polyurethane foam, tan in color, 3/4" to 1" thick, \$50.00. Lightweight fiberglass bucket seat with naugahyde cover, \$20.00. Assorted hardcover books -- mostly WWI and WWII, will sell individually or as a set. Bill Landers 429-2284

Wanted: Goodyear wheels and brakes for a Luscombe -- cable operated disc, no part number known, possibly 6.00x6, Lyle Muir 659-9511

For Sale: Sonerai II project, all kits, new 60 HP HAPI engine with electrical system, can be built as either a taildragger or with a nosegear, fuselage 90% welded by professional, has spar modification kit, one main spar complete, engine mounted, \$7,500 invested -- make offer, might trade for Cessna 150. Larry Arndt 11451 W. 69th Way, Arvada, CO 80004, 423-1237



"Where does it say anything about an airplane?"



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