

EAA MILE HIGH CHAPTER



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NEWSLETTER
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THIS MONTH'S MEETING: The meeting this month will be held on Saturday, January 11, 1992 at 7:30 P.M. in the downstairs room on the Southeast corner of the large white building (B-8) which is located to the Southeast of the control tower at Jefferson County Airport. This is where the Deli is. The program will be a slide presentation and talk by John Pakan of the trip that he took to Alaska in his Cessna 175 about a year and a half ago. Many of you know John, as he has been a long-time member of Chapter 43. He has recently taken IBM up on an early retirement package, and will be moving to Alaska very soon to pursue a business venture. The timing of this program, where he will be talking about Alaska just before he moves there, is perfect. This will be an excellent opportunity for all of us who know John to give him a really nice sendoff and to wish him the best in the future.

THIS MONTH'S CAFE 43: The Fly-Out this month will be to The Greeley Airport for lunch on Saturday, January 18, 1992, and we will eat at the restaurant on the field. This is the Saturday after our normal second Saturday meeting. We will meet at The Greeley Airport at 11:00 A.M. Ken Lysek is coordinating the monthly CAFE 43 (which stands for Culinary And Flying Expedition), so contact him at 457-9769 if you have any questions or have an extra seat to offer or are in need of a ride. We will need to select a Flight Leader at the meeting.

LAST MONTH'S CAFE 43: The Fly-Out to the Cheyenne Airport in December was a success, with eight airplanes and fourteen people meeting for a nice lunch at the Owl Inn Restaurant. The weather was clear and warm and calm (yes, calm in Cheyenne in December!).

LAST MONTH'S MEETING: EAA Chapter 43's Annual Christmas Banquet began with cocktails around 6:00 P.M. at The Plum Tree Restaurant in Lafayette on Saturday, December 14, 1991. Just before everyone started eating at 7:00 P.M., Vice President Ken Lysek got everyone's attention. Cathy Sheen then walked up to Kirby White with a present in hand and gave it to him, which he had no idea about and surprised him completely. She said that the gift was approved by the Board Of Directors, and was from all of the members of Chapter 43 for having served as its President for the past eight years, with this being the last year. Kirby opened the present, and discovered a Navy G-1 Flight Jacket from San Diego Leather Company! He tried it on, and the fit was just right. A speech was requested from those at the Banquet. Kirby said that he was really taken back by the gift, and didn't know what to say. He did manage to let everyone know that he had served as the President for eight years because he really enjoyed doing things to try to help others with their aviation interests, and wasn't looking for a lot for himself in return. He thanked everyone very sincerely for the wonderful jacket, which he had wanted for quite a few years. Kirby also said that he would cherish the jacket for many years to come, as he felt it would last a long, long time. After most all had finished eating, Kirby called everyone to order for a meeting.

Guests: There were a number of guests present, in the form of relatives and friends, and Kirby welcomed all of them to the Banquet.

Old Business: There was no old business to discuss.

CAFE 43: Ken Lysek reminded everyone to meet at the Cheyenne Airport at 11:00 A.M. on the following Saturday, December 21, 1991, for lunch at The Owl Inn Restaurant. Ken asked for suggestions on the CAFE 43 location for January. The Greeley Airport was suggested and approved.

New Business: Kirby felt that some thanks were in order. First, he thanked all present for coming to the Banquet. He wished everyone a Merry Christmas and a Happy New Year. Then he thanked Cathy Sheeon and Daphne Davenport for setting up the Banquet and making all of the necessary arrangements. Kirby also thanked Cathy and Daphne and Bob & Darlene Miosek and Wilda Davenport for baking the cookies that were in a nice box at each place setting. Kirby thanked all of the Chapter 43 Officers and Volunteers that served in 1991. He had Mark Yelich stand and asked everyone to welcome him as Chapter 43's new President for 1992 and also to welcome the entire slate of Officers and Volunteers that will be serving in the coming year. Everyone gave all of them a very nice round of applause.

Gene's Corner: Gene Horsman read two humorous items, both of which were aviation related. One of them was a Christmas poem entitled, "Tri-County Airport Christmas." The other was an article entitled, "Ramp Check." These two items will be published in a future Newsletter.

Progress Reports: There were no progress reports given.

A&P: The business portion of the Banquet adjourned while most all were still present. Kirby invited everyone to stay as long as they liked. He said that there would not be an actual program, because it gave everyone a chance to talk to one another.

DUES: That's right, it's dues time again. There will be no increase in amount again this year. Dues are still \$10.00. Please take a few minutes and fill out the 1992 Membership Renewal Form which is included in this Newsletter. The Board Of Directors and the Program Chairman need your suggestions for Programs in 1992.

CALENDARS: We still have 1992 EAA Calendars to sell for \$4.00 each.

MARKETPLACE: For Sale: Sonerai IIL project, Pre-welded fuselage, 96 wings, No engine or instruments, \$4,200. David Weise 798-5807

For Sale: Sonerai I, Has flown 3 hours, Lycoming O-145 (65 HP?) with less than 12 hours since complete overhaul, Hydraulic brakes with wheel pants, Spare canopy, Needs work on lower cowling -- excellent winter project, Priced for quick sale -- \$4,500 negotiable. Harvey Ward 871-0872

For Sale: Terra TPX 10 handheld radio with ten crystal controlled frequencies, Does not work, \$50.00. Mark Yelich 469-0557

Wanted: Hangar space for Cessna 140 with wings off, Preferably Jeffco or Tri-County. Chris Scharnhorst 465-0609

For Sale: Little Toot all metal biplane project, Fuselage and tail complete, Cessna gear, Needs wings and engine, Price negotiable. Glenn Nicholls 321-7532

Wanted: Lycoming O-320 (150-160 HP) or O-360 (180 HP) for an RV-6, Mid-time to runout. Art Wilson 838-4347 in Conifer

THE PRESIDENT'S CORNER

Happy New Year! Hope you will be able to attend this month's meeting on the 11th! John Pakan's program sounds very interesting. I will be summarizing some of the Chapter activities each month starting this month with my first activity as your President.

1992 Regional Fly-In

One of my first activities as your new President was to attend a meeting of the Rocky Mountain Regional Fly-In Committee in Greeley on December 15, 1991 with our Fly-In Representatives Bill & Mary Mitchell. Bill Marcy is heading up the Fly-In Committee again this year, as he has for many years. This year the Fly-In will be held on June 27th and 28th in Greeley, so mark those dates on your calendar. This also happens to be the weekend of the Greeley Stampede. Its organizers have asked if we could do a morning fly-over each day to generate some interest for them. In return, the Fly-In will be mentioned in their advertising.

I have asked Bill to mail a summary of the Committee's monthly meetings to all of the Colorado Chapter Newsletter Editors. This way we can all keep up with the plans for, and the needs of, the Fly-In. If you haven't been to Greeley for a while, stop in and take a look at the new Pavilion being built for events like the Fly-In. If you use auto fuel, you will be interested to know that they have it for \$1.50 as of 12/29/91.

December 21st CAFE 43

The December Fly-Out to Cheyenne, led by Flight Leader John Evens, occurred on a clear and warm Saturday morning. We didn't even need John's GPS assistance to find Cheyenne! A total of eight aircraft participated, including John & Matt Evens in John's T-18, Dean & Dave Cochran in Dean's T-18, Ron Denight in his Denight Special, Chuck Ogden & Aaron Schomberg & Jim Anderson in Chuck's Luscombe Sedan, Bill Amos in his RV-4, Larry Vetterman & Rob Mason in Larry's RV-4, Warren Williams & Jack Enos in Warren's Aeronca Sedan, and myself in Mark's Mixture. We had a nice lunch at the Owl Inn Restaurant, which is a couple of blocks from the Airport, and flew home in the early afternoon. Hopefully the weather will be as cooperative in the coming months so more of us can participate in the upcoming Fly-Outs!

Board Of Directors Meeting January 4th

We had a Board Of Directors meeting on Saturday, January 4, 1992, where we discussed a number of Chapter 43 business details, including laying out a tentative plan for Meeting Programs for this year. As Kirby has mentioned in the past, we felt that putting someone in charge of the Programs was a good idea, so I have appointed John Evens to this important position. John actually volunteered in November. It is quite evident to me that all of your Chapter Officers and Directors and Volunteers are very enthusiastic about adding their ideas to the Chapter's activities, so we will undoubtedly be seeing the results of their ideas during the year!

January Meeting

Unfortunately, I will be out of town on a business trip the weekend of this month's meeting. Vice President Ken Lysek will be presiding in my absence. This is not the way that I wanted to start out my service as President this year. However, as I said during the election, I will have a couple of unavoidable business conflicts during the year which will give your other officers a chance to run the meeting. I hope you will be able to attend!

Mark Yelich, President



GRACEFUL OLD AGE.....

By: R. E. RICHARDSON

While many news media people wring their hands about the aging general aviation fleet, knowledgeable small aircraft owners are doing something about it. The answer to keeping an older airplane in shape is simply tender loving care on a regular basis with a little preventive maintenance and recurring inspection mixed in.

The FAA says that an aircraft must meet two conditions to be considered "airworthy":

1. The aircraft must conform to it's type certificate.
2. It must be in a condition for safe operation.

To that we can add the following items:

- Plenty of "eye ball" inspection by owners between annuals.
- Taking advantage of anti-corrosion treatments such as Corrosion Block, recommended for aluminum structures, etc.
- Protect the airplane from the elements as much as possible.

Unfortunately, the above is not possible without spending money on the overall maintenance of the airplane. A properly maintained aircraft never wears out or falls apart in the air. As far as we know, there has never been an accident "probable cause" attributed to light aircraft old age.

The key element here is the owner's attitude toward proper maintenance, knowledge of his airplane the will to spend whatever is necessary to offset the so-called aging process.

Remember, old light planes are worth a bundle, these days. If you've got one or intend to acquire one, be sure to give it plenty of TLC.

BOB RICHARDSON..6/90



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