

# EAA MILE HIGH CHAPTER



PRESIDENT  
KIRBY WHITE  
423-5134

VICE PRESIDENT  
FRED SEAL  
659-1589

SECRETARY  
KIRBY WHITE  
423-5134

TREASURER  
CATHY SHEEON  
232-9535

NEWSLETTER  
KIRBY WHITE  
423-5134

VOLUME 11, ISSUE 1, JANUARY, 1988

THIS MONTH: This month's meeting will be held on Saturday, January 9, 1988. The meeting will not be held at the Denver Air Center. Instead, because of the importance of the Aviation Safety and Education Seminar topics and invited political officials, our gathering for the month will be at the Seminar. See the two full pages in this Newsletter for complete information and directions. There will not be a Chapter 43 business meeting. We hope to see a lot of Chapter 43 members there.

LAST MONTH: With 62 members and guests braving the cold and snow to attend, Chapter 43's annual Christmas banquet began around 5:00 P.M. at Donte's Italian Restaurant. After most all had finished eating (and during half-time of the Broncos game), President Kirby White called everyone to order for a short business meeting, at which time the minutes of the November meeting were approved as published in the Newsletter.

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

Treasurer's Report: There was none given.

Old Business: There was no old business to discuss.

New Business: Kirby felt that some thanks were in order. First, he thanked JoAnne and Vince Girone for hosting us and putting up the aviation decorations. He thanked all of the cooks and waitresses and waiters that served us. He thanked Cathy Sheeon and Sue Lysek and Daphne Davenport for the cookies and Christmas tree ornaments at each table. Cathy said that the ornaments were for the taking. Kirby also thanked Ron Denight for the work he did in setting up the banquet. Kirby had calendars to sell again this year, with the profit going to the Greeley Fly-In Committee. In years past, the Committee had made a pretty good profit from the Fly-In, and had either given the calendars to the individual EAA Chapters that participated or charged them only half of the cost of the calendars in order to say thanks for the support. With the weather being what it was at Greeley the past two years, the Committee decided to charge \$5.00 for each calendar in order to make up some of the lost money. It would be up to each Chapter to decide whether to make a profit on top of that or not. After a short discussion, Chapter 43 voted to charge \$6.00, which would partially offset the cost of the Denver Air Center Club Room. Kirby reported that an agreement had been reached to pay the Denver Air Center \$175.00 in advance for the use of the Club Room in 1988. Ron Denight made the suggestion that Chapter 43 donate a calendar to JoAnne and Vince Girone for all they had done in hosting our banquet.



New Business cont: It was voted to do so. Vince Girone announced that on the back of four of the placemats was written the letter "G." He said that he would give a \$5.00 certificate to everyone with that placemat to be redeemed the next time they stopped in to eat. Everyone thanked him for his generosity.

Gene's Corner: Gene Horsman said that he normally tries to relate a humorous aviation story at our Christmas Banquet every year, but could not find anything amusing about aviation in 1987. Instead, he read the following article written by Jack Cox which Gene felt summed things up pretty well.

Here we are again . . . at the end of another great fly-in season. When you love airplanes and enjoy talking with their owners as I do, I suppose all of them are great, but, somehow, 1987 has been special. The reason . . . at least my reason . . . was the stark contrast between what has been going on in Washington and what I've experienced out on airports across the country from North Carolina to California. I don't recall a time when general aviation has been under more of a strain than in the past year as Congress, the FAA and the news media have extracted their pound of flesh from us for the Cerritos, CA mid-air of last year. Yet, through it all, you folks have kept your chins up, you've turned out in record numbers at all the major fly-ins,

## MAG CHECK

air shows and air races and you've had fun despite the fortunately now departed Elizabeth Dole and her let's-make-the-skies-safe-for-the-airlines policies.

I am exposed to the Washington baloney every working day of my life and, believe me, it can get pretty depressing at times. I can't tell you how much it recharges my batteries to be able to get away occasionally and be with real people in the real world of aviation. After a day in, day out diet of Mode C and Mode S transponders, TCAS, Super

TCAs, closed VFR corridors, political posturing by congressmen and bureaucrats and solemn pontification by newspaper editors and TV commentators who haven't the slightest idea of what they are talking about, I sometimes begin to wonder why anyone would want to continue to fly lightplanes. Then I go out to a fly-in and find all of you are still there, that you are still enthusiastic, that you have no intention of giving up your airplanes . . . and things are back in perspective again. As they say in the TV commercials, "Thanks, I needed that!"

Best wishes from Golda and me for the coming holiday seasons, and we look forward to seeing many of you again . . . out there among the airplanes . . . in 1988.

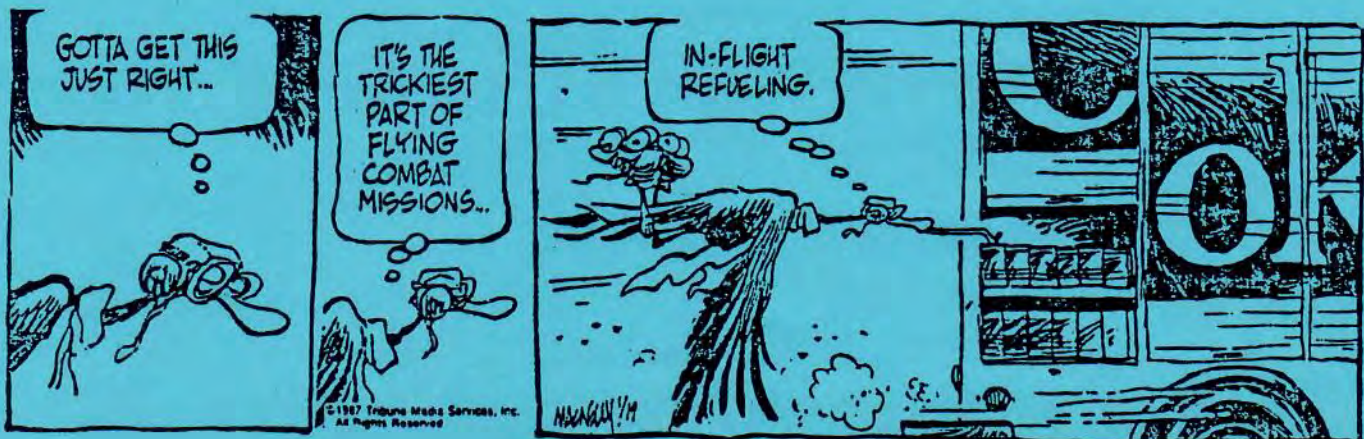
2 FALL 1987 SPORTSMAN PILOT

Progress Reports: There were none given.

A&P: The business portion of the Banquet adjourned just as the third quarter of the Broncos game was starting. Kirby said that there would not be an actual program (other than the Broncos, perhaps). Kirby invited all present to stay as long as they liked.

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 1988 Membership Renewal Form which is included in this Newsletter.

CALENDARS: We still have 1988 EAA calendars to sell for \$6.00 each.







# The Ninety-Nines, Inc.

International Organization of Women Pilots  
South Central Section  
November 20, 1987

COLORADO  
CHAPTER  
Carol J. Leyner,  
Chapter Chairman

The Colorado Chapter of the Ninety-Nines has contacted over 50 aviation organizations including the Federal Aviation Administration, together we are presenting a forum to give input about general aviation to the Senators and Representatives of the U. S. from Colorado. Along with Colorado state officials who are invited to be in attendance.

The meeting is set for January 9, 1988 from 7:00 P.M. to 9:00 P.M. a Saturday evening. It will be held in Denver, Colorado at the Auraria Higher Education Center, St. Cajetan's Center (Lawrence & 9th Street).

This is an opportunity to meet with constituents who have specific information about vital issues concerning the future of general aviation affecting them. Colorado has nineteen thousand licensed pilots holding current medical certificates.

The issue to be presented revolves around safety and how various branches of government and/or regulatory departments of government are dealing with aviation safety.

Pilots wish to present information as to what they are doing and their understanding of communications and safety issues:

to give feedback about the immediate results of the FAA's rulings of December 1, 1987 (Notice of Proposed Rule Making, Federal Register/ Volume 52, Number 115 dated Tuesday, June 16, 1987);

to discuss communication equipment that is required or might become required and the ramifications of expense vs. safety and what accomplishments could be attained;

to express outlook for the expanding controlled airspace to greater and greater degrees around large cities all over the United States.

The constraining access and egress from all airports within these controlled areas has the potential of handicapping business and travel so that it becomes an economic factor.

Lu Purdy, Membership Chmn.  
39 Canongate Lane  
Highlands Ranch, Co. 80126-3932  
(303) 741-4935



JANUARY 9, 1988 - Saturday - 7:00 P.M. to 9:00 P.M.  
Denver, Colorado - Auraria Higher Education Center  
ST CAJETAN'S CENTER (Lawrence Street and 9th Street, S.W. corner)  
(Spanish mission style building cream color with blue trim)

F O R U M

Moderator, Chairman of Aerospace Science Department  
Metropolitan State College

Delegates from Federal Aviation Administration

Spokesperson for Airport Traffic Controllers

Pilot speakers with selected topics

PRESENTING GENERAL DISCUSSIONS FROM EACH SECTOR

TO: U. S. SENATORS AND U. S. REPRESENTATIVES from the State of Colorado  
and to COLORADO STATE OFFICIALS in attendance

Nineteen thousand pilots in the state of Colorado are concerned about:

Aviation safety and regulations

Communications and safety issues

Feedback of December 1, 1987 new rulings

Required equipment accomplishments

Expanded controlled airspace

Economic factors to: Agriculture economics

Fixed Base Operators

Charter Airplanes

Flying Clubs

Aircraft Owners

Instructors

Glider port Operators

Parachutist Clubs

Ballonist organizations

Tourists

Gasoline Sales

Airplane taxes to base locations

Pilot shortage in the future

Fallout of effect on general aviation to Commercial aviation

Contact person: Lu Purdy, 39 Canongate Lane, Highlands Ranch, Colorado 80126-3932

Carol J. Leyner, Chairman Colorado Chapter of Ninety-Nines, Inc.

Facilitating organization for this FORUM





U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# Accident Prevention Program

## Aviation Safety-Education Seminar

JANUARY 9, 1988 - Saturday - 7:00 P.M. to 9:00 P.M.

DENVER, COLORADO - Auraria Higher Education Center

St. Cajetans Center (Lawrence Street and 9th Street S.W. corner)

(Spanish mission style building cream color with blue trim)

### PROGRAM

FORUM

**MODE C TRANSPONDERS, AIRSPACE USE, COMMUNICATIONS AND REGULATIONS**

**PURPOSE:**

1. In direct response to a statement by Keith Potts that our senators and congressmen are in need of education about aviation and general aviation in particular.
2. To educate the 19,000 pilots in Colorado on the use of airspace, communications, regulations, and Mode C transponders.

**MODERATOR:** **ROBERT MOCK**, Chairman of the Aerospace Department, Metropolitan State College.

**SPEAKERS:**

1. **FAA AIR TRAFFIC** - How the use of Mode C will enhance safety.  
**Temple H. Johnson, Jr.**, Division Manager
2. **STAPLETON CONTROL TOWER** - Use of Mode C in the TCA.  
**Don Holland**, Training Specialist.
3. **COLORADO 99's** - Mode C in General Aviation Aircraft.  
**Carol Leyner**, Chairman, Colorado 99's.
4. **D. E. R.** - Installation and Maintenance of Mode C.  
**William Marcy**, Aerospace Engineer and FAA Designated Engineering Representative.

==== sponsored by =====

Acknowledgement of the sponsor is not an FAA endorsement of products or services

Colorado Chapter of Ninety-Nines, Inc. **Carol J. Leyner, Chairman**  
an International Organization of Women Pilots

is the Facilitating organization for this FORUM and .....

----- Federal Aviation Administration Flight Standards District Office #60 -----

for additional information Phone (303) 741-4935

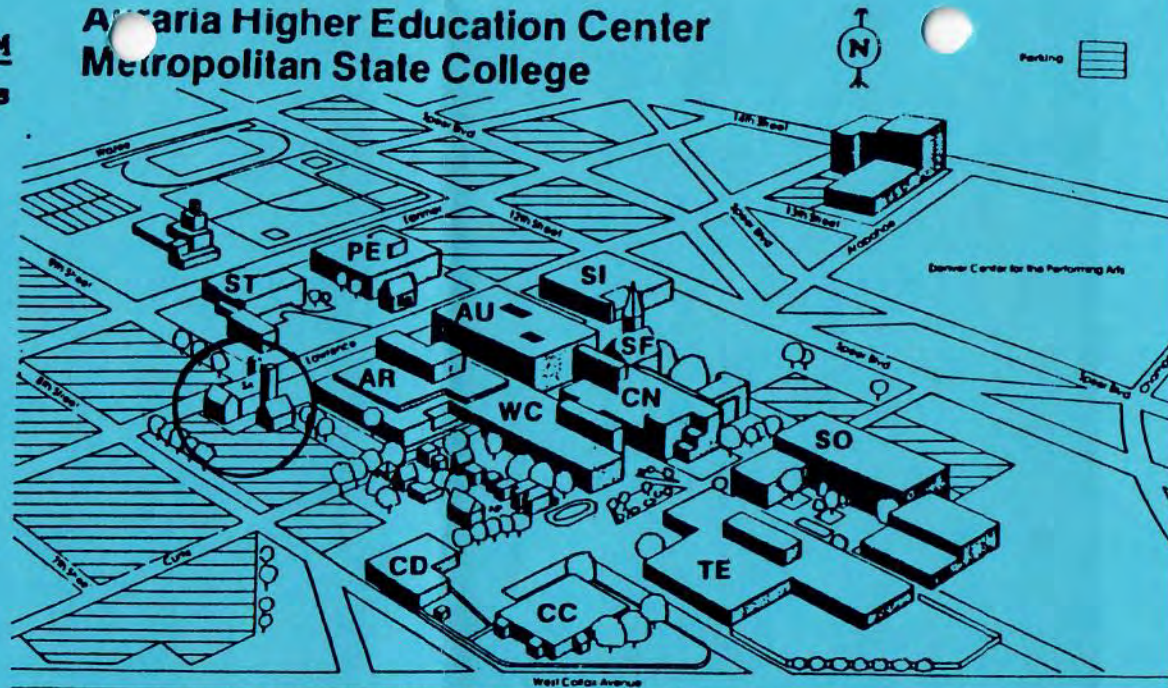
write: % Ninety-Nines, Inc. 39 Canongate Lane, Highlands Ranch, Co. 80126-3932



Those receiving SPECIAL INVITATIONS for the FORUM  
 over 50 (fifty) General Aviation organization members  
 just plane pilots

- U. S. Senator William Armstrong
- U. S. Senator Tim Wirth
- U. S. Representative Hank Brown
- U. S. Representative Ben Nighthorse Campbell
- U. S. Representative Joel Hafley
- U. S. Representative Dan Schaefer
- U. S. Representative Patricia Schroeder
- U. S. Representative David Skaggs
- Governor of Colorado, Roy Romer
- President of the Senate for the State of Colorado
- Speaker of the House for the State of Colorado

## Altaria Higher Education Center Metropolitan State College



FORUM St. Cajetans (circled) January 9, 1988 - 7:00 P.M. to 9:00 P.M.

NO  
 RESERVATION  
 NEEDED



NO  
 RESERVATION  
 NEEDED

PRESORTED FIRST CLASS MAIL  
 POSTAGE & FEES PAID  
 FAA  
 PERMIT NO. C44

**FIRST CLASS MAIL**

U.S. Department  
 of Transportation  
 Federal Aviation  
 Administration  
 Mike Monroney Aeronautical Center  
 P.O. Box 25082  
 Oklahoma City, Okla. 73125  
 AAC-260  
 Official Business  
 Penalty for Private Use \$300



# CLEANER FUELS



FOR

BETTER AIR

## FACTS FOR MOTORISTS CONCERNING COLORADO'S OXYGENATED FUELS PROGRAM

### WHAT ARE OXYGENATED FUELS?

They are gasolines that are blended with additives that increase the level of oxygen in the fuel.

### WHAT IS COLORADO'S OXYGENATED FUELS PROGRAM?

It requires all Front Range gas stations to sell fuels that contain at least 1.5 percent oxygen by weight during the high-pollution period of January 1, 1988 through March 1, 1988. Thereafter, every November 1 through March 1, the minimum oxygen content will be increased to approximately 2 percent oxygen by weight.

### WHY DO WE NEED TO USE OXY FUELS?

The use of oxygenated fuels, along with other air pollution control measures will help reduce carbon monoxide air pollution during the winter months when levels are at their highest, frequently exceeding health-based standards.

### HOW, SPECIFICALLY, DO OXY FUELS HELP?

At Colorado's high altitudes, the air is less dense than at sea level. This causes engines to run oxygen starved or fuel rich. Adding oxygen to the fuel leans out the air-to-fuel mixture, resulting in more complete fuel combustion and decreased carbon monoxide emissions.

### WHAT TYPES OF OXY FUELS WILL BE AVAILABLE?

Two fuels are expected to be sold. One will be gasoline blended with Ethanol. The second will be gasoline blended with

Methyl Tertiary Butyl Ether blends, or MTBE. Ethanol and MTBE will be blended with both leaded and unleaded gasoline.

### WHAT ARE THE DIFFERENCES?

#### MTBE

Gasolines containing MTBE are considered the same as current gasoline by automobile manufacturers, oil companies and the EPA. Most automobile manufacturers don't even mention MTBE in their owner's warranty manual. All new foreign and domestic car manufacturers warrant the use of MTBE gasolines just like they do regular gasoline.

#### ETHANOL

Ethanol-blended fuels are cleaner burning than MTBE and provide a greater reduction in carbon monoxide pollution.

All new domestic and import car manufacturers warrant the use of Ethanol in their vehicles.

The Ethanol-blended fuels of today are of much better quality than they were several years ago. There is more quality control in their blending and handling and they contain detergents and corrosion inhibitors.

Occasionally, older cars with original rubber parts in the fuel system may be affected by the solvent properties of Ethanol blends. These parts may swell and soften with continued use, but these occurrences are rare. Also replacement parts sold today are compatible with Ethanol and will not be affected.



## HOW WILL WE KNOW WHICH FUEL WE ARE PURCHASING?

All gasoline pumps are required to be clearly labeled as to the type and amount of oxygenate the gasoline contains. Look for a label on the pump in 1/2" high letters which reads:

**10% ETHANOL, or 8% MTBE**

## ARE THEY SAFE FOR CARS?

These fuels have been extensively used and tested. They have been proven to be reliable and safe for use in today's motor vehicles. Fuel filter plugging is possible, but unlikely, with older cars when switching to Ethanol blends. That's because the solvent action of Ethanol can loosen sediment that may have collected in the fuel system. A one-time fuel filter change usually solves the problem on the rare occasion that it does occur.

## HOW WILL OXY FUELS AFFECT MY CAR'S PERFORMANCE?

You should notice no change in your vehicle's performance as a result of oxygenated fuels. If for any reason you are unhappy with your vehicle's performance with one oxygenated fuel, we suggest you switch to the other.

## CAN I USE OXY FUELS IN SNOWMOBILES, CHAIN SAWS, AND SIMILAR EQUIPMENT?

Check your owner's manual before using Ethanol blends in two-cycle engines. Some manufacturers of chain saws and recreational vehicles such as snowmobiles recommend against using alcohol-blended fuels. In those cases, MTBE-blended gasoline should be used.

## HOW MUCH OF A CARBON MONOXIDE EMISSIONS REDUCTION CAN WE EXPECT FROM OXY FUELS?

Tailpipe emission reductions achieved through the use of oxy fuels will vary, depending on the type, size, age and condition of the motor vehicle and specific fuel used. The Health Department estimates there will be a reduction in the ambient levels of carbon monoxide in the range of 8 to 10 percent during the first year of the program.

Ambient carbon monoxide levels are the amount that is accumulated in the atmosphere—the air we all breathe. About 75 percent of the carbon monoxide found along the Front Range is the result of motor vehicle emissions. The remainder comes from a variety of sources, including wood-burning stoves and fireplaces.

## WHERE CAN I GET MORE INFORMATION?

In metro Denver call	<b>733-FUEL.</b>
In Colorado Springs call	<b>633-2333.</b>
In Fort Collins call	<b>221-5324.</b>
In Greeley call	<b>352-8183.</b>



Chapter 43 Newsletter  
c/o Kirby White  
8780 West 90th Place  
Westminster, CO 80020



EUGENE HORSMAN  
210 LOOKOUT VIEW CT.  
GOLDEN, CO 80401