

# EAA MILE HIGH CHAPTER



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423-5134

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NEWSLETTER  
KIRBY WHITE  
423-5134

VOLUME 12, ISSUE 9, SEPTEMBER, 1989

THIS MONTH: This month's meeting will be held on Saturday, September 9, 1989 at 7:30 P.M. in the Club Room of the Denver Air Center, which is at the junction of the two main roads leading into Jefferson County Airport. The program will be a slide presentation by Chapter 43 member Gale Abels on his V-tail Thorp T-18. He will talk about the design changes he made to the plans, the construction techniques he used in building the airplane, his assessment of how well the design changes have worked after ten years of flying it, and some of the trips he has made with it. Depending on the weather and a couple of other things, Gale may have the airplane at the meeting for everyone to look at. This should be a good program.

LAST MONTH: With 50 members and guests in attendance, the meeting of August 12, 1989 was called to order at 7:50 P.M. by President Kirby White in the Club Room of the Denver Air Center. The minutes of the July meeting were approved as published in the Newsletter.

Treasurer's Report: There was none given.

Guests: Guests present were Bruce Vogel of Denver, Ian Hastie of Arvada, Lee Dimmick of Aurora -- who is a former Chapter 43 member, Sherrill Thompson -- who is Jim Thompson's wife and was able to make a meeting for the first time, and Kathy McGurran -- who was a guest of Jim Thompson.

Old Business: Kirby brought up the subject of Oshkosh. He said that, for those who might be interested, he had gone to Oshkosh for the very first time! Everyone gave him a rousing round of applause for making the trip, mainly to tell him that it was about time that he went. Kirby took it all in good fun, and agreed that it was long overdue. He said he plans to go back next year, also. Some other people from Chapter 43 who had gone to Oshkosh talked about it, and everyone had an enjoyable time. Bob Green said that everything at the Repair Barn went pretty well. Kirby also brought up the Rocky Mountain Regional Fly-In that was held in July. He said the turnout was quite good, and thanked everyone for their support. He presented a few awards to those Chapter 43 members with winning airplanes who did not attend the Fly-In Awards Ceremony. Some pictures of this summer's flying activities, including Oshkosh and the Regional Fly-In were brought in and displayed.

New Business: Kevin Kennelly talked about the Fly-In Breakfast and Lunch that was scheduled for August 19, 1989. He invited everyone to come and join in on the fun. The Aurora Airpark was the hosting airport. Jim Thompson reported that on January 1, 1990 there will be some new regulations going into effect concerning frequency tolerances in aircraft communication radios. The tolerances will be



**New Business cont:** less than what they have been in the past, and many radios, especially older 90 & 360 channel radios, will be illegal. Some of them can be modified to pass the new tolerances (at a price, of course), but many of them cannot be modified. Jim said this is bad news for many of us, including himself. Mike Goodman brought in a couple of items that he wanted to sell. He had an oxygen bottle for \$150.00 and an artificial horizon for \$50.00 for anyone who needed them. Kirby talked briefly about the Open House at Colorado Aero Tech, which was detailed in the August, 1989 Chapter 43 Newsletter. He asked anyone interested in displaying their airplane to contact him. Kirby also mentioned that a few display airplanes were wanted for the Jeffco Airshow on August 18-20, 1989.

**Gene's Corner:** Gene Horsman reported that the only remaining Luscombe Colt, which was badly damaged in a tornado earlier this year in Texas, has been purchased by Jim Zazas. Jim plans to rebuild it, and hopes to have it flying again in a couple of years. Gene read the following two articles. The first one is from the Summer, 1989 issue of Sportsman Pilot. The second is from the July 24, 1989 issue of Aviation Week & Space Technology.

Russ Meyer, the chairman of Cessna Aircraft, says old lightplanes are the cause of his industry's problems, and that the FAA should force each of us to rebuild our aircraft every 20 years or so, to the tune of about \$25,000 per airframe! That way, he claims, there would be fewer accidents and, therefore, fewer of our bereaved families suing the lightplane manufacturers and running up the cost of their liability insurance premiums.

First, old airplanes aren't the cause of most lightplane accidents. Poor judgment in bad weather situations, running out of gas and stupidity cause most of them ... in new

## MAG CHECK

as well as old aircraft. And, further, there are few 20 year old moving parts in a 20 year old airplane. Most have been replaced, some several times.

I must really be getting cynical, folks. When I read such statements, I see something else there between the lines ... something like: "O.K., so you airplane owners won't pay the prices we're charging for our new models ... well, we'll fix you. We'll get the FAA to force you to rebuild your old clunkers, at ... heh, heh ... a price that's

more than they're worth. Then you'll have no choice but to buy from us ... at our price."

The lightplane manufacturers are in the mess they're in today because they priced themselves out of the market about 10 years ago. Every other problem they claim to have stems from that incontrovertible fact. What about product liability, you ask? Serious, yes, but, historically, a fresh stab wound in an already cold corpse.

In short, don't blame your problems on us, Mr. Meyer. Get your own house in order ... design some new, exciting airplanes.

And reduce prices.

## Lost Pilot Lands Rented Cessna at Palmdale During Preparations for First B-2 Flight

LOS ANGELES

A private pilot caused a security flap when he landed his rented Cessna 172 at Palmdale Airport on July 15, while the B-2 was preparing for an attempted first flight at the other end of the runway.

The incident provided a good diversion when the first flight was canceled that day due to low fuel pressure readings.

The pilot, Brian L. Green, 35, of Porterville, Calif., had become lost while on a 100-naut.-mi. trip from Porterville to Agua Dulce Airport, located about 12 naut. mi. southwest of Palmdale in hilly terrain on the other side of a mountain ridge. Green knew he was lost, saw the

large Palmdale Airport but said he did not know what it was, so decided to land there to get directions. He had filed a flight plan and was accompanied by his young niece and nephew.

Since Green did not know what airport he was at, he could not tune to the Palmdale control tower frequency and hear its warnings not to land. Green said he looked for a red light from the control tower signalling him not to land but did not see one. He also did not see the B-2 until after he had left the aircraft. He landed at 6:50 a. m. on Runway 22.

Security officials surrounded his air-

craft before he killed the engine and led him away for questioning. When it became apparent his story was sincere, he was released, and he flew back to Porterville that afternoon. Air Force officials gave Green an autographed B-2 photograph and a B-2 patch as souvenirs.

The local FAA Flight Standards District Office said it will reexamine Green to check his piloting competency. Green has had a private pilot's license for several years. He had not flown to the Agua Dulce area before. The aircraft had full IFR instrumentation all in working order, the aircraft rental company said. □



Progress Reports: Guy Clark brought in a rib from the Kolb Firestar kit he recently purchased for everyone to look at. Phil Hughes said he has been working on the compression ribs for his Fly Baby lately. He also talked about a trip that he and his wife took in their 1956 Cessna 172 to San Diego. They spent a total of nine days out of town, and put 34 hours on the airplane. They said they had a wonderful time. Mark Yelich showed a canopy that he purchased at Oshkosh. It was originally a tandem seat canopy, but it had been cut in half. He plans to install it on his "Mark's Mixture" biplane. The canopy cost him \$10.00. Jim Thompson reported that he had recently put a Telex ProCom 4 intercom in his Cessna 170-A. He is extremely pleased with its quiet operation, and says it has many nice features.

A&P: The business portion of the meeting adjourned for coffee at 8:30 P.M. After the break, three Chapter 43 members showed slides of Oshkosh that they had taken. Many thanks to John Pakan and Jim Anderson and Jim Thompson for sharing them with us.

MARKETPLACE: For Sale: American Aircraft Falcon ultralight, New in the crate, with ballistic chute and trailer, Price negotiable - must sell. Frank Wright 945-4045 in Glenwood Springs  
For Sale: Port-A-Port Executive I hangar at Jeffco Airport, Hangar # H-14. Dave Bieseimer 795-1456

AVIATION HAPPENINGS: Mexico EAA Chapter 815 Annual Fly-In in November, Approximately 60 miles East of Mexico City, Contact Dean Kloepper at 798-5068, Two airplanes from Denver are going so far.

July 6, 1989

FOR SALE:

1947 Luscombe 8E Silvaire  
Annual up to date  
2616 Total Hours  
797 hours since major over haul  
c-85 engine A-1 condition Good compression

Asking price: \$7,500.00 Please contact:  
Robert E Coghill  
211 Gayle Street  
Fort Morgan, Colorado 80701  
303+867-5312 (answering machine on phone, leave message)

I am interested in selling my Luscombe. Would you please post and/or make aware to members/customers the above information. Any assistance possible would be greatly appreciated.

Thank you.



**PLEASE SHARE WITH YOUR FELLOW E.A.A. MEMBERS:**

**FOR SALE . . . . RANS S-10 Kit**

**Complete kit with engine, smoked glass option, drum brakes  
(less instruments)**

**Contact: Rick Jory (303) 790-0121  
61 Inverness Drive East, Suite 203  
Englewood, CO 80112**

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**SPECIFICATIONS**

**532**

**S-10 SAKOTA FEATURES, OPTIONS, & PRICES**

Wing Span 23'  
Mean Chord 4'2"  
Area 95 Sq. Ft.  
Aspect Ratio 4.23:1  
Length 17'10"  
Height 4'10"  
Cockpit Width 37"  
Gear Tread 5'  
Tail Width 6'8"  
Tail Height 4'10"  
Baggage Compartment 6 Cu. Ft.  
Stressed \* +6 -3  
Empty Weight\*\* 400 lbs.

**STANDARD EQUIPMENT & FEATURES:** —Rotax 532 65 hp Engine  
—4130 Welded Chromoly Steel Fuselage, Tail Group, and Landing  
Gear —Internal Bungee Shocks —5" Azusalite Wheels —Ribbed  
Tires —Wheel Pants —Full Span Ailerons with 2:1 Differential  
—Trussed Ribs —Leading Edge Wrap —3" Main Spars, 2" Aft Spars  
—(2) 6.5 Gal Wing Fuel Tanks —Flaperons —Integral Bench Seat  
—Certified Aircraft Covering Fabric, All Tapes, Glue, and Inspection  
Plates —Alum. Framed Canopy —Airfoil Struts —InFlight Pitch  
Trim —In Flight Start —"Deep Set" Panel —Roll Over Protection  
—Shoulder Harnesses & Lap Belts —Dual Horn Elevator —1" Push  
Pull Elevator Tube —Cable Operated Rudder —Premolded Cowling  
—Heavy Duty Engine Mount —Under the Wing Windows —Dual  
Fuselage Foot Pegs and Wing Steps —Folding Tail —Dual Wire  
Braced Tail —Steerable Tailwheel —Dual Rudder Pedals

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**POWER PLANT**

**Rotax  
532**

Engine Rotax 532  
Horsepower 65  
Prop wooden, 2 blade  
Reduction Gear  
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Fuel Capacity 13 gal.

**PERFORMANCE**

Take Off Roll 300'  
Rate of Climb 1000 fpm  
Cruise @ 50% 65 mph  
Cruise @ 80% 95 mph  
Cruise @ 100% 110 mph  
Max. Speed (Vne) 130 mph  
Gallons per Hour @ 80% 4.75  
Stall, Power On Flaps 26  
Stall, Power Off Flaps 38  
Gross Weight 875  
Useful Load 475  
Roll Rate 180°/Second  
Glide Ratio 7:1  
Minimum Sink @ 65 mph 750 fpm  
Landing Roll (No Brakes) 500'



All figures calculated at sea level / gross wt.

\* +9 -6 at or below 670 Gross Wt.

\*\*Empty weights can vary considerably depending on painting  
and building methods as well as installed equipment.





# EXPERIMENTAL AIRCRAFT ASSOCIATION

EAA AVIATION CENTER, OSHKOSH, WI 54903-3086 • PHONE: 414/426-4800 • FAX: 414-426-4828

Volume III No. 7

MONTHLY GRAM

August 1989

- NEW COMMUNICATIONS** Beginning with this issue, we will be sending MonthlyGram to all Chapter Presidents, Vice Presidents, and Newsletter Editors. HQ REPORT will continue, however, we will send it only on an as needed basis.
- CHAPTER HOUSE ACTIVITIES** The new EAA Chapter House, which is located in the former Airshow Briefing Building just west of the Medical Building east of Press Headquarters, was a huge success. The steady flow of visitors were hosted by Bob Mackey, Executive Director EAA Chapters and Insurance; Stephanie Brown, EAA Chapter Administrator; Dave Shaw, Co-Chairman EAA Chapter Activities and President of EAA Chapter 268; and Chapter volunteers, Bob Burroughs, President of EAA Chapter 852; Mike Chenoweth, President of EAA Chapter 620; and Pete Moll, President of EAA Chapter 252. Conversations were continually taking place focusing on numerous Chapter ideas and concerns. We had approximately 200-250 Chapter members stop by during Convention week. Many Chapters used the Chapter house as a place to coordinate plans with fellow Chapter members for the Convention. Other members had a chance to meet and talk with members from other Chapters. From those who stopped by, we'd like to know your thoughts and suggestions. We hope to see more of your next year.
- EAA CHAPTER FORUM** The EAA Chapter Forum, which was held on Tuesday, August 1, 1989, 9:00 am - 12:00 pm, was also a great success. EAA Founder and Chairman of the Board, Paul Poberezny and EAA President, Tom Poberezny relayed their feelings concerning the EAA Chapter Program. Paul and Tom both indicated their strong support for EAA Chapters and the EAA Chapter Program. NASA Astronaut Robert L. "Hoot" Gibson, who received EAA's "Freedom of Flight" Award during EAA OSHKOSH '89, was the guest speaker. He entertained all in attendance with stories of his exciting aviation career. Other guest speakers included EAA Assistant to the President, Jerry Walbrun; EAA Legal Advisory Council Chairman, Jack Harrington; FAA Manager General Aviation Staff, Mike Sacrey; EAA Executive Director Information Services, Ben Owen; FAA Manager Airspace Rules Aeronautical Information Division, Hal Becker; Marsh & McLennan Aviation Account Executive, Ken Hart; Former EAA Chapter 108 President, Bill Bateman; EAA Chapter Administrator, Stephanie Brown; Marsh & McLennan Plan Administrator, Paul Lemarre; AVEMCO Senior Vice President, Chuck Hubbard; EAA Foundation Vice President Development, Greg Anderson; EAA Education Director, Chuck Larsen; and EAA Executive Director Chapters and Insurance, Bob Mackey. This year the Chapter Forum was held in the Nature Center which provided a quiet and less disruptive meeting setting. The picnic following the forum was enjoyed by all attendees. It provided informal surroundings for the continuation of the discussion of the forum topics. There were 147 people from 105 Chapters in attendance and next year we're going to get a bigger tent!



EAA CHAPTER  
NEWSLETTER  
EDITOR SEMINAR

On Monday, July 31, 1989, 9:00 am - 12:00 pm, University of Wisconsin-Madison professors, Marshall Cook and Blake Kellog presented a wealth of information to the numerous attendees of the Chapter Newsletter Editor's Seminar held in the Vette Theater at the EAA Air Adventure Museum. We've had positive responses from the Chapter members in attendance at this year's seminar and are hoping to plan a similar seminar for next year. We had 83 representatives from 54 Chapters in attendance. Tom Poberezny also shared a few moments of his time and discussed his feelings regarding the importance of the newsletter editor to the Chapter and the purpose of the EAA Chapters.

FIFTH ANNUAL  
MCKILLOP AWARD

Fred Warth, of EAA Chapter 330 in Savannah, Georgia, was the winner of the Fifth Annual McKillop/EAA Chapter 45 Newsletter Editor Award. Bruce McKillop (Dick's son) presented the award to Fred on Tuesday, August 1, 1989 at Theater in the Woods. The McKillop Award is in recognition of former EAA Chapter 45 President, John R. (Dick) McKillop who had professed a desire to see that Chapter Newsletter Editors receive some recognition for their efforts to promote the purposes of EAA through the local Chapter newsletter. This award is presented to the Newsletter Editor who best exemplifies "the spirit of EAA involvement."

CHAPTER  
NEWSLETTER  
EXCHANGE

Many Chapters already exchange newsletters with their neighboring Chapters. This serves to enhance the editor's skills by seeing samples of their compatriot's work as well as sharing newsletter activities as reported by other Chapters. Headquarters promotes this sort of camaraderie among the Chapters as it serves to strengthen the inter-communication among Chapters, both from the knowledge standpoint and problem solving area. We are hoping to develop a Chapter Newsletter Editor Directory, similar to the Chapter Directory and we will keep you updated on the progress of this new directory.

NEW EAA  
PRESIDENT  
ELECTED

Tom Poberezny was elected President of the Experimental Aircraft Association during EAA OSHKOSH '89. Tom succeeds Paul, who was elected to the position of EAA Chairman of the Board. Since 1982, Tom has served as EAA Senior Vice President and will continue his role as President of the EAA Aviation Foundation and Chairman of EAA's annual Fly-In.

GRAND  
CHAMPIONS

Our congratulations go out to the 1989 EAA Grand Champion Award winners. Kit Built: Ralph Lauritsen, Boone, Iowa (RV-4); Plans Built: Fred Keller, Anchorage, Alaska (Prospector STOL); Antique: William Halverson, Bloomington, Minnesota (1947 G-17S "Staggerwing"); Classic: Charles Hoover, St. Paul, Minnesota (Swift GC-1A); Warbird: William Melamed, Murrieta, California (Harvard Mk IV); Rotorcraft: Joe Colombo, Wayne, New Jersey (RotorWay Executive); Ultralight: John Hauck, Titus, Alabama (Kolb Firestar); Light Plane: Randal Berardi, Pekin, Illinois (Nieuport 17).

OSHKOSH  
"BY THE  
NUMBERS"

Always an interesting aspect of the Convention are the statistics... people, airplanes, ice cubes, toilet paper, and so on. Thanks to Pete Chapman for his annual "bean count." 51,175 burgers grilled; 42,978 hot dogs consumed; 233,713 Coke products sold; 51,194 french fries ordered; 25,006 cartons of milk swallowed; 53,159 cups of coffee slurped; 746 portable toilet units; 12,780,000 sheets of toilet paper used; 8.3 miles of snowfence erected (and taken down!); 350 business and pay phones installed; 192 tents set up; 454 commercial exhibitors registered; 54,900 air operations logged by Wittman Regional Airport's Control Tower; and more than 37,000 people stayed in EAA Camp Scholler. WHEW!!!



AEROBATIC  
HALL OF  
FAME

Inducted into the Hall of Fame for 1989 were Bob Heuer, the first President of the International Aerobatic Club (IAC), and air show performers Bevo Howard and Harold Krier. The Aerobatic Hall of Fame banquet followed the first day of competition at the IAC International Championships in Fond du Lac, Wisconsin. Steve Morris and his staff are to be complimented on organizing another first-rate, world-class competition.

SPEAKING  
ABOUT  
FOND DU LAC

The IAC International Championships in Fond du Lac, Wisconsin concluded on August 11, 1989 and the winners in each category are as follows: Sportsman - Bob Schlamer of Milwaukee, WI, flying a Bellanca Decathlon; Intermediate - Bill Finagin, Annapolis, MD, flying a Pitts S-1T; Advanced - Tom Adams, Springfield, TN flying a Pitts S-1S; Unlimited and Unlimited Four Minute - Mike Anderson, Lindsay, CA, flying an original Phoenix bi-plane. Congratulations to all the winners and competitors for a safe and exciting event! Complete results and contest coverage will be in upcoming editions of Sport Aviation.

OSHKOSH '89  
A SUCCESS

This year's Fly-In was a tremendous success. There was an excess of 840,000 people and more than 15,000 airplanes, including 1,730 showplanes in attendance at the 37th annual Fly-In Convention. Even though the showplane numbers were lower than last year due to weather problems both in Oshkosh and to the south, EAA OSHKOSH '89 had the widest variety of aircraft on display. Six Curtiss "Jennies" graced the flightline and the airshows throughout the Convention. On the other end of the "Jennies to Jets" spectrum were more than 20 civilian-owned, ex-military jets, including six from the Combat Jets Flying Museum of Houston, Texas. One of the many attractions of this year's Fly-In was the Russian AN-124 transport, its crew and cargo - two Sukhoi Su 26M aerobatic airplanes. Both the AN-124 and the Sukhoi put on impressive aerial displays. The world's fastest airplane, the U.S. Air Force SR-71 "Blackbird," arrived during Friday's air show and remained on static display until it departed during Monday's air show. The SR-71 is a long-range, high-altitude surveillance aircraft that is capable of sustained flight at speeds exceeding 2,100 mph (three times the speed of sound) and at altitudes in excess of 100,000 feet. The U.S. Air Force's C-5 "Galaxy" transport jet also made an appearance at this summer's Fly-In arriving on Tuesday, August 1st. The Sport Aircraft Association of Australia (SAAA) chartered a Qantas Airlines 747 to carry nearly 400 Australian aviation enthusiasts to Oshkosh. The Jumbo jet was dubbed the "Oshkosh Express" and arrived during EAA's Opening Day activities. In addition to the airplanes, the forums and workshops were well attended throughout the week, including a forum featuring DOT Secretary Sam Skinner and FAA Administrator Adm. James Busey IV. We are very pleased that Secretary Skinner and Adm. Busey attended EAA OSHKOSH '89 and brought with them a number of DOT and FAA Washington staff members including Deputy Secretary of Transportation Elaine Chao. International participation was at an all-time high this year. Led by the "Oshkosh Express," nearly 2,300 visitors from 69 countries registered at the International Visitors Tent. The continuing success of EAA OSHKOSH is due to the outstanding efforts of our Chairmen, dedicated volunteers, Boards of Directors and our EAA Headquarters staff. Our thanks go out to each and every one of you.



DEVELOPMENT  
NEWS

EAA OSHKOSH '89 was extremely successful for the Development Department. The Fly-In gave a number of our supporters an opportunity to view first-hand, the progress that has been made in the past year. The Eagle Hangar was well received, as was the dedication ceremony held on Tuesday. The evening was highlighted by the appearance of a number of America's World War II "Aces" and the music of "Air Command." More than 3,000 Eagle Hangar supporters attended the dedication. We also wish to thank Dr. Bill Harrison for his leadership throughout the development of the Eagle Hangar.

MEMORIAL  
WALL

The first 99 names were installed on the EAA Memorial Wall in a dedication ceremony on Wednesday, August 2, 1989. The ceremony was attended by nearly 250 family members and friends of these individuals who have made aviation special over the years. A series of "Missing Man" fly-bys and the laying of a wreath next to the wall were part of this touching service.

EAA YOUTH  
ACTIVITIES

The excitement of EAA OSHKOSH '89 started early for the 37 youth attending Air Academy '89. They arrived on July 15th to "share the skills and lore of aviation" with the twenty-two EAA volunteer adult staff. Some of the special moments of this year's Academy included the greeting by Paul Poberezny, "Hoot" Gibson, sharing his aviation and space experiences, and Jeana Yeager, discussing her round-the-world flight. Education activities at OSHKOSH '89 reached far beyond the Air Academy. Eleven EAA Scholarship recipients were recognized as was EAA Chapter 683. Chapter 683 received the 1989 EAA Outstanding Educator Award for their work in developing a VFR flight simulator and support of "Fantastic Flight," an aviation program for the primary grades.

THANK YOU

We would like to extend a sincere THANK YOU to Buick, who provided the EAA courtesy cars during OSHKOSH '89. Buick supplied a number of vehicles and served as a catalyst to provide additional automobiles through area dealers. We appreciate Buick's support of EAA OSHKOSH '89 and look forward to continuing our long and productive relationship.

EAA/McDONALD'S  
CHILDREN'S  
PARK

Last month, ground was broken for a new children's playground on the EAA Fly-In site that will offer young people additional recreational opportunities during the annual convention. The park is made possible by contributions from McDonald's Restaurants, Inc., and Dave Baston, Oshkosh McDonald's owner/operator. The "EAA/McDonald's Children's Park" will become a permanent fixture within EAA's Camp Scholler and will be located on the west end of the campgrounds. We extend our sincere appreciation to McDonald's Restaurants and to Dave Baston for helping to make this Children's Park possible.

EAA ANNOUNCES  
ADULT  
ACADEMY

The number one question during the annual EAA Air Academy in Oshkosh is, "How do I get my child (grandchild) in the Academy?" and the second "When are you going to do an Air Academy for adults?" The answer to the first question is to request an application for the Academy for youth from Headquarters and to the second is February 19 - 23, 1990. The first EAA Air Academy for Adults will feature Tony Bingelis, "Dean" of the Homebuilders and the workshop craftsmen-instructors of the EAA Air Academy. Your \$650 registration fee provides: 6 nights accommodations (double occupancy), 5 noon lunches, a banquet, one of each of Tony's fine homebuilding guides, workshop supplies and necessary ground transportation. Registration forms for the program are included with this issue of MonthlyGram. Additional forms and information may be secured from the Education Office at Headquarters.



LOOKING  
FOR SOMETHING  
TO DO???

A few of the things we have seen Chapters getting involved in around the country which we thought we would bring to the attention of all the Chapters, are the following items:

ADOPT AN OFFICIAL: We see many of our Chapters around the United States and in foreign countries, asking their local officials to join them at their monthly meetings, participate in a Chapter picnic, enjoy a cookout, or a Chapter fly-in. These are great ideas. People that we can target to invite to our events and our meetings are the local councilpeople, mayors, community leaders, airport board members, state and county officials, as well as the state department of transportation, division of aeronautics people. Bringing these people into our organization enlightens them as to what EAA and sport aviation is all about. We encourage Chapters to do this so that when we need these people as our allies in an effort to keep the airports open, keep airport operators providing service for the sport aviation community, and to rally the forces against the intrusion into airspace by the construction of tall towers, then we have these people already aware of our cause and understanding our concerns. If you need some help in this area, please do not hesitate to give us a call at Headquarters as we're continually striving to broaden our base of knowledge in the entire community.

ABORT A TOWER: Another item that Chapters should consider is getting involved with the state department of transportation and find out about the proposed construction of towers for communications purposes and other purposes within their territory or state. We at Headquarters continually receive telephone calls, not only from EAA members but also from the general public concerned with the construction of these tall towers around the countryside. By establishing a line of communication with the state, we can hopefully become aware of these towers before the construction permits are issued by the towns and counties where they are being constructed. We can also enlighten our EAA members throughout the state as to the proposed construction so that they can voice their opinion. This is not an easy task and it does require an effort on the part of the Chapters but we feel like if you're looking for something to do, this would be a great area in which to expend some effort.

SAVE SERVE AND ENRICH OUR SMALL AIRPORTS: Lastly, an item which has come up in a number of conversations recently, is a goal, or a mission, or a purpose for the Chapters in the 1990's. Recently, we received a letter from an individual who attended EAA OSHKOSH '89. Their concern was with the continued efforts to enhance small general aviation airports throughout the countryside. Specifically, their recommendation is that EAA as a whole, adopt the goal to save, serve, and enrich small airports. Needless to say, this is something EAA has been attempting to do through its membership for some period of time. However, it would serve well for us to refocus our thoughts and remind ourselves that it's the grass roots aviation community which makes everything happen. Without the grass roots aviation, young people would not have the opportunity to learn how to fly and we as EAA members would not have the opportunity to enjoy our freedoms of flight.

These are just three small items the Chapter can consider if you are looking for something to do.



THIS MONTH'S  
"FUNNY"

This was taken from the July issue of "EAA Chapter Chatter" which is published by EAA Chapter 135 of Des Moines, Iowa. Our many thanks to them.

In the Matter of	)	
Request for Rule Making	)	
for Transponders with	)	Docket No. 9559
Automatic Altitude Reporting	)	
Capability Requirements with	)	
Migratory Waterfowl	)	

To: The Pilots

NOTICE  
OF  
PROPOSED RULE MAKING

On Friday, April 1, the FAA issued a "Notice of Proposed Rule Making" (NPRM), Transponder with Automatic Altitude Reporting Capability Requirements Associated with Migratory Waterfowl (Docket No. 95599, Notice No. 99-9). It contains the following two provisions; if adopted, will affect all who fly in the airspace of the United States.

1. Miniature Mode C transponders in the form of neck or leg bands would be required by all migratory waterfowl flying within 40 nautical miles of any TCA's or ARSA's. This will apply to all waterfowl flying within the 250 cylinders of airspace from the ground to 12,500 MSL. Such banding will be required before 1993, as provided by the Airport and Airways Safety and Capacity Expansion Act of 1987 (Public Law 100-223).

2. Such banding will be instituted under the direction of the Federal Wildlife conservation commission, in conjunction with State and Local Conservation Commissions. Since the Bald Eagles and the Whooping Cranes are endangered species, there will also be required to be banded with the Mode S transponders. Funding will be provided with a check off on your Federal Income Tax Form (1040A), as well as candy sales by the Campfire Girls.

Chapter 43 Newsletter  
c/o Kirby White  
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Westminster, CO 80020



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GOLDEN, CO 80401