

# EAA MILE HIGH CHAPTER 43

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President  
Mark Yelich  
469-0557

Vice President  
Ken Lysek  
457-9769

Secretary/Newsletter  
Mark Graf  
423-8125

Treasurer  
Roy Maneely  
371-3370

**THIS MONTH'S MEETING:** The meeting this month will be held on Saturday, July 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. Ben Millspaugh will present a program on the Littleton High School aviation programs' construction of the Fisher Classic.

**THIS MONTH'S CAFE 43:** This month's CAFE 43 was to be at the downtown Fort Collins Airport at 9:00 a.m., Saturday, July 18. Andy Sherburne was going have a tour of Aircraft Engine Systems, but he cannot be there. A different destination will have to be decided during the meeting.

**LAST MONTH'S CAFE 43:** Last month's CAFE 43 was held as part of the fund raising effort for Steve Tschettters' family at Aurora Air Park (East Colfax).

**LAST MONTH'S MEETING:** With 54 members and guests in attendance, the meeting of June 13, 1992 was called to order at 7:35 p.m. by President Mark Yelich. The minutes of the May meeting were approved as published in the newsletter.

**Guests:** Guests present were Herbert Goede of Denver, Jeff Harris of Boulder, Chuck Bowers of Denver, and Jim Donnelly of Broomfield.

## OLD BUSINESS:

The events at Airshow Colorado were discussed. The two accidents involving the T-6 and the Kitfox were apparently the result of a severe gust of wind that hit the field as these aircraft were leaving. It was reported that both pilots walked away from these unfortunate encounters with mother nature.

The arrangements for the Regional EAA Fly in at Greeley Airport June 27th, and 28th, were discussed. Chuck Ogden spearheaded the airshow sign painting and locating, and Bill and Mary Mitchell undertook the huge effort of coordinating Chapter 43's involvement including running the soda pop stands and aircraft judging.

## SAFETY COMMITTEE:

Brad Davenport reported that he had met with local FAA official Randy Holder and discussed our Safety Committee Program. Mr. Holder relayed that eight of the last incidents in our area involved over gross, rearward load limits, and other weight and balance problems. Brad relayed that a program on weight an balance planning could be developed, and presented as a program during a future meeting.

Additionally, Chuck Odgen and Gene Horsman volunteered to help Brad coordinate the Safety Committee.



➔ **Regional Fly-In June 27th and 28th:**

The fly-in went off with very few problems and although it did rain during both afternoons, it did not hail. It looked to me like we had a large turnout of Chapter 43 members with and without airplanes. One lingering detail we need to take care of is finding Doug Bloomberg a job. He was walking around the fly-in wearing a hat that said "Will fly for food!". I hope someone can find it in their heart to take him in before he gives our chapter a bad name.

I hope you had a chance to talk with Ben Owne from EAA headquarter. I've known Ben since he started working for the EAA about 20 years ago. My thanks to Ron Denight for giving Ben an aerial tour up as far as Estes Park. Ben has a wealth of technical knowledge that is available to all of us for the price of a phone call to Oshkosh. At the end of the fly-in Ben told me that he had notes and pictures on more than 50 of the show planes and their builders/owners so we should see a nice article about the event in "Sport Aviation".

If you didn't make the fly-in you missed a good one. Bill Marcy told me he counted 94 show planes before noon on Saturday. My thanks to all of you who volunteered.

**About the Banquet:**

We still need a volunteer to take care of our annual banquet. I don't envision this a monster job, but it is an important one. I believe we agreed last month that a short program or speaker would be a good idea to make it more fun and I have a few possibilities in mind for whomever volunteers.

**Board of Directors Meeting:**

I would like to have a board meeting starting at 6:00 p.m. this month to discuss a few things. Please let me know if you can't make it.

**THE EDITORS SCRIBBLINGS:**

The Regional fly-in was great. The numerous volunteers that helped made the show enjoyable for everyone. If you worked for the fly-in, but did not get a volunteer patch, please see Mark Yelich or Doug Bloomberg.

The database is done, and Ken Lysek is working on rosters for our chapter. We hope to have them to the membership for the next meeting.

As of press time, it was learned that Tri-County developer Tom Pierce was found dead at his residence. The service was 7-7-92 but no other details were known.

**THE CLASSIFIEDS**

**BUILD YOUR OWN HANGER.** Prime site facing east and close to the fuel pad is available at Parkland Estates. The strip is paved and lit. \$7000.00 Please call Dean at 466-3472 or John at 420-2724.

**HANGER AVAILABLE** at Tri County. One Port A Port available August 1, for \$180.00 per month. Call Dave at 697-5638.

➔ **TAKE THE BIG SILVER BIRD TO OSHKOSH** 1 round trip airline ticket (non changeable or refundable) to Milwaukee on the following dates:

To Milwaukee, July 30 Continental #562 departs 10:36 a.m., arrives 2:02 p.m.



**Grounded Fuel Container:** *In the Short Wing Piper Club News of Sept./Oct. '89 appeared an item written by Don Sektnan, 2007 Co. Rd. 30, Eagan, MN 55122. As most of you are aware, static electricity can be a serious problem, especially when refueling from plastic containers. Here is Don's idea.*

I have read in different publications other writers' concerns about the safety of fueling aircraft using plastic type containers. My job in quality control at the Minnesota Air National Guard makes me very aware of fueling safety.

After reading and seeing many techniques, I have modified my plastic containers to permit grounding them to the aircraft and to the ground. I procured several feet of braided aircraft ground wire that is about one half inch wide. I drilled a hole in the top of the container near the spout for a 10/32 bolt one inch long. I cut a length of braided wire long enough to reach from the top of the container to the bottom and to layer along the bottom.

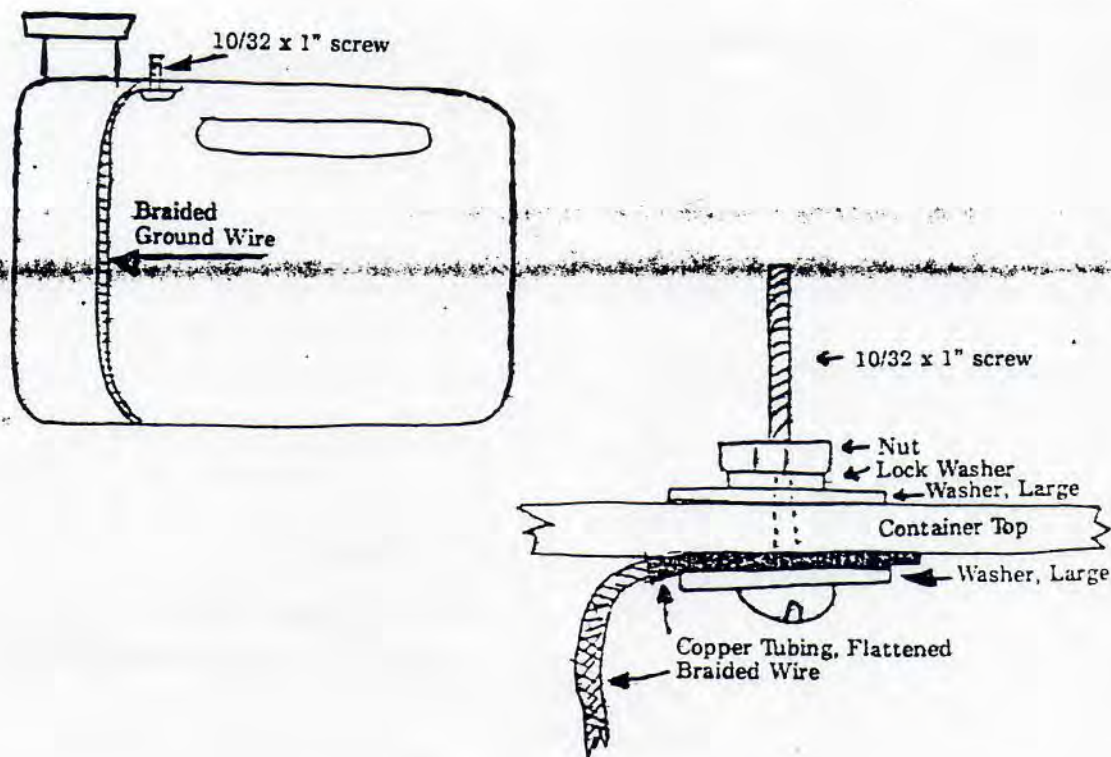
I cut a short length of copper tubing and inserted the braided cable into it after I had previously almost flattened it out. Then I used a hammer to flatten it tight on the cable. Then, using a file to make a flat surface, I drilled a No. 11 hole through it.

I pushed the bolt through with a large washer under the head and inserted the bolt from the inside of the container up through the hole and with a large washer and lock washer I fastened it with a nut to the container. (See diagram.)

When rebuilding my airplane, I drilled a hole in the bottom side of the cowling and inserted a 1/4" grounded jack. I then made up a cable with an alligator clamp on one end and a 1/4" ground plug on the other end and long enough to reach from the container bolt to the grounding jack on the aircraft.

I then made up another cable that will reach from the aircraft to a good electrical ground. Either a rod driven into the ground or a building electrical ground will do.

The sequence in good electrostatic ground is as follows: First, connect the cable to the good ground and then to the aircraft. Next, connect the cable from the aircraft to the fuel container. Always dissipate the electrostatic charge on your body by touching the ground before connecting the cable to the fuel containers. Try to avoid wearing nylon clothing when refueling. It generates a terrific amount of static when rubbed against another surface. Cold dry weather also helps in the generation of static electricity. Static electricity can rise up and bite you when you least expect it.





### **NEW BUSINESS:**

**The Christmas/Annual Banquet** is in need of a coordinator. The Westminster Recreation Center will charge us \$60.00 per hour for the use of their facility. No one present committed to coordinate this event. Please think about being involved in the coordination of the Banquet.

**The Flying Activities Information Line** number that was published in the newsletter last month was in error. The correct number is **766-3596** or **766-FLYN**. The membership in attendance voted to support the information line at a cost of \$25.00 per month for the next six months. Thanks to EAA Chapter 660 for providing this service to the aviation community.

### **GENE'S CORNER:**

The FAA Civil Penalty Assessment Demonstration Program is up for review again. This program allows the FAA to be Judge, Jury and Executioner for any reported airspace violations. Please contact your elected representatives and voice your opinion.

The FAA has approved continued manufacture (and installation) of mode c transponders beyond the July 1992 deadline.

Continental has announce production of two new engines. The IO-240 weighs 250 lbs dry and produces 125 hp at 2800 rpm. (max continuous of 95 hp at 2500 rpm.) The IO-370 weighs 320 lbs and produces 195 hp at 2700 rpm (max continuous of 150 hp at 2500 rpm). Both engines have fuel injection and tuned induction and are still under development. Both engines are developments of existing engines. No prices have been announced.

Gene also supplied the attached information on how to ground plastic fuel containers.

### **PROGRESS REPORTS:**

Gene Horsman got his flight certification back from the FAA as a result of his improved medical condition.

Ib Hansen has found financing for 5 single seat Cassutts.

Brad Davenport has the Eaglerock in cover.

Ron Denight flew to Philadelphia, PA and back and found the loran in the Denight special to be accurate and useful. Ron now has over 900 hours on the Denight Special.

Doug Bloomberg brought his finished vertical stabilizer for his RV-6.

The first Questar Venture completed by Paul Whistle experienced a forced landing at the hands of its owner. No injuries were reported, however because the gear did not get locked down, the prop and parts of the fuselage were damaged.

### **THE PRESIDENTS CORNER:**

Judging by the number who stayed late last month I assume Charlie Graf's sheet metal demo was as interesting as I thought it was. Charlie mentioned that he had more things to cover that there was time for, so maybe we can continue the demo in another meeting. This months talk by Ben Millsbaugh about building the Fisher Classic biplane should be very interesting. I still remember seeing the kit parts laid out on the floor at Littleton High School. I hope to see you on the 11th.



To Denver, August 5 Continental #1581  
departs 4:06 p.m., arrives 5:32 p.m.  
Free ground transportation available in my  
car to and from Oshkosh. Sorry no help  
with lodging. Price - \$222.00 Call Don  
Coleman (303) 665-3955 or (303) 453-6885.

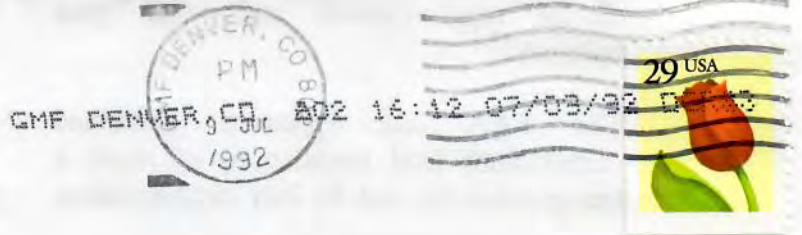
**FOR SALE:**

Continental A65-8 running when removed.  
2273 Hrs. TT, 1189 Hrs. SMOH, 575 Hrs  
STOH. Complete with tapered shaft prop  
hub. \$1500.00. Fuel Pump for C85/C90  
series \$50.00. Tapered shaft prop hub  
\$125.00 Call Gene Horsman 279-5782 after  
6:00 pm.

**FOR RENT:**

Work space near 58th and Ward road in  
Arvada. 20' x 20' work space with common  
areas includes work benches, lockers, steel  
shelving, and rolling carts. Also includes  
120v and 220v AC. 24 hours/day seven  
day/week accessibility, access to a design  
studio w/ drafting and light CAD services.  
This secured area is available for  
\$120.00/month by contacting Michael Meeks  
at 431-2025.

→ EAA Chapter 43 Newsletter  
c/o Mark Graf  
13784 West 69th Avenue  
Arvada, CO 80004



Eugene Horsman  
210 Lookoutview Ct.  
Golden CO 80401-2518

