

# EAA MILE HIGH CHAPTER



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NEWSLETTER  
KIRBY WHITE  
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VOLUME 11, ISSUE 9, SEPTEMBER, 1988

THIS MONTH: There will not be a meeting of Chapter 43 in September, as decided by the membership at the August meeting. The Greeley Fly-In was considered to be our gathering for the month. And speaking of Greeley, we hope to have a really good turnout of Chapter 43 members there. For those of you who would be interested in judging the aircraft, Chuck Sabados would certainly appreciate your help and asks that you contact him at the Fly-In. Also, volunteers are needed for other duties. Hope to see all of you there!

LAST MONTH: With 65 members and guests in attendance, the meeting of August 13, 1988 was called to order at 7:40 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.

Guests: Guests present were Michael Kosta of Denver -- who owns a Piper J-3 Cub, Robert Wrapp of Lakewood -- who is an IA, John Walker of Louisville, Bob Fletcher of Golden -- who was a guest of Guy Clark, Bill Krause of Denver, John Pope of Colorado Springs -- who was a guest of Bob Greeno, and Bob & Sharon Peppard of Westminster. Bob heads the curriculum control department at Colorado Aero Tech.

Treasurer's Report: There was none given.

Old Business: The subject of the Oshkosh Fly-In was brought up. Everyone who went agreed that it was very hot and dry. Jim Thompson made the suggestion that the Chapter 43 bylaws be changed to require that the Chapter 43 President attend Oshkosh, which was a shot at the current President who has never made it there. Everyone at the meeting, including Kirby, took it in good fun. Another suggestion was made that since it was Jim's idea, he should pay for Kirby's trip next year!

New Business: Kirby asked how many at the meeting were planning to go to the Greeley Fly-In. A really good number of people raised their hands. The Fly-In will be open for those who would like to either fly or drive in on Friday and spend the night. And of course the Fly-In will be going strong the entire day on both Saturday and Sunday. Since the Fly-In will be held the same weekend as our normal Chapter 43 meeting, the membership voted to not have an actual meeting in September but to have our monthly get together at the Greeley Fly-In. The Aurora Balloon Festival which was scheduled for August 27 & 28, 1988 was discussed. It was to be held at Front Range Airport, and was expected to be very enjoyable. Approximately fifty balloons were scheduled to launch early in the morning on both Saturday and Sunday, weather



New Business cont: permitting. Kirby mentioned that Phil Hughes and his wife had made use of the Denver Air Center facilities and flown their 1956 Cessna 172 from Centennial to the Chapter 43 meeting. Kirby said it would be nice if others would do the same occasionally. Mike Goodman told a little story on himself to warn others of what can happen if proper care is not exercised with an ELT. He is rebuilding a Piper Tri Pacer, and had the ELT in his house. Some kids came over, and unknown to him, began to play with it. They switched it on, and left it in that condition. The people at Jeffco Airport went nuts. They sent cars out looking for the "airplane crash," and a police officer who recalled seeing Mike's Tri Pacer in his back yard stopped by to check if it was coming from his house. That was the first Mike knew of the problem, and was extremely embarrassed about it. He asked if he was in any trouble over the situation, and was very relieved to find out that he wasn't. He hoped that the same didn't happen to anyone else, and his ELT is now well hidden! Chapter 43 member Dana Rowlands, who has had his CFI since early this year, made a terrific offer to the rest of the members. He hasn't had any students yet, so in order to gain some teaching experience he said he would take a couple of students at no charge. The only condition that he set forth was that he felt he shouldn't have any personal expenses. He said he would like to be picked up at home and then taken back home after the lesson. Several people said they would talk to him later on. Everyone really appreciated his generosity. Jim Thompson read an article from the Summer, 1988 issue of Wings West about a new six cents per gallon aviation fuel tax. Kirby said he would publish it in the Newsletter.

Gene's Corner: Gene Horsman read an interesting article from The Aviation Consumer about one of Burt Rutan's canard airplanes being put into a spin. Not just an ordinary spin, but a flat spin. Not once, but three times. The aircraft that spun was not named, but it was not a Vari Eze or a Long EZ. It was, however, a research airframe similar in configuration to a Long EZ. Rutan warned his builders: "It may be possible to depart and spin any canard configured airplane, even a plane such as a Vari Eze or a Long EZ, particularly if these airplanes were not carefully and accurately built." Builders of Rutan aircraft are exhorted to use care in construction of the wing, canard, and winglets. Rutan does not report on the fix he used, but the research airplane is thought now to have been cured of its flat spin problem. The general aviation product liability bill (S.473) introduced by Senator Nancy Kassebaum (R-KA) has been approved by the Commerce, Science, and Transportation Committee and after a hearing, cleared the Senate Judiciary Committee. For the first time, a general aviation product liability bill will be debated on the floor of the Senate. On the House side, the bill (H.R.2238) introduced by Congressman Dan Glickman (D-KA) has cleared the Public Works Committee. The bill must also clear the Energy and Commerce and House Judiciary Committees before it can be voted upon on the House floor. The Lopresti Piper Aircraft Engineering Company is flying a highly modified Globe/Temco GC-1 Swift powered by a 420-SHP Allison 250-B17C turboprop engine at the company's Vero Beach, Florida facility. The aircraft, christened Swiftfire by company president Roy P. Lopresti, first flew on July 19, 1988. Major changes to the original Swift airframe include moving the wing forward four inches and installing an aft-sliding, bubble-type canopy and one-piece wind-



Gene's Corner: shield. Gross weight is 2,100 pounds. Rate of climb with the 250-B17C engine is 4,000 fpm. A 180-HP Lycoming O-360 piston engine will also be installed and tested.

Progress Reports: Jim Thompson reported that he planned to assemble his Continental O-300 engine with the help of his IA within the week. He invited anyone interested in watching to contact him at the break so he could let them know exactly when the assembly would take place. Ken Lysek said that he had put a denim interior in his 1956 Tri Pacer, and he was pleased with the way it turned out. He also talked about a trip that he and his wife and son took in the airplane to visit Disney World in Florida. Brad Davenport talked about a recent acquisition that he was proud of. He bought a Schweizer 134 glider. It is a 1969 model, serial #6, and came with a trailer. It is at the Boulder Airport at this time. Alan Weaver reported that he had gotten his Private Pilot License on 8-8-88. He has also recently purchased a 1968 Piper PA-28-140 which is currently at Tri-County Airport. Everyone gave him a warm round of applause for both accomplishments.

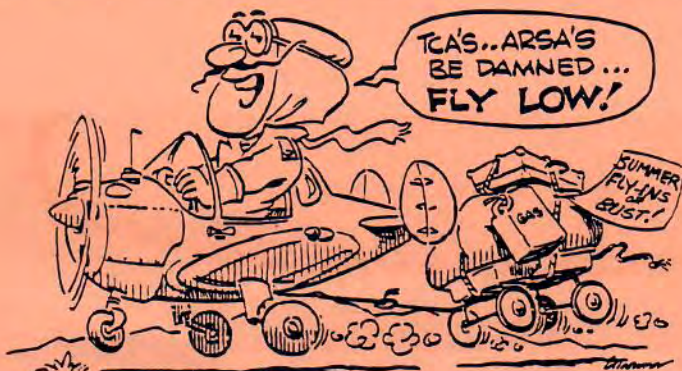
A&P: The business portion of the meeting adjourned for coffee at 8:05 P.M. After the break, Jim Thompson and Herrill Davenport showed slides they had taken at Oshkosh. They were all enjoyable to look at, and those that were able to attend Oshkosh talked about their experiences during the slides. Thanks to both Jim and Herrill for the presentation!

MARKETPLACE: For Sale: For Lycoming 180 HP engine -- Flywheel/Starter ring and 50A Generator with regulator and Fuel pump and Vacuum pump with drive gear, Maule tailwheel assembly with no tire, Scott tailwheel that is small and well used, Continental 12A generator. Bob Green 659-5829

For Sale: Continental C-85-8F runout engine, 2515 TT, \$800.00. Rick Robbins 422-9389

Wanted: Would like someone to share half of Port-A-Port at Jeffco. I have a Vari Eze. The half share would be \$90.00 per month. Rob Martinson 777-0484

Wanted: Continental C-85 crankshaft. Can be either flanged or tapered. Will take most any condition. Jim Ernst 665-4268



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Denver, CO. Governor Roy Romer signed legislation on May 24 creating a State Aeronautics Division under the Department of Military Affairs. Colorado had been the only state in the country without a state aeronautics body.

A state aeronautical board will be created with seven members representing various interests. The board will hire a director

An aviation fund was created. Money to the fund is to be raised through a gasoline tax. Governmental entities operating a public use airport are authorized to impose a fuel flowage fee.

The new law exempts commercial aircraft from the tax. It requires the aeronautical board to disburse revenue received from the tax to airports granting public access for purposes of airport development.

The new excise tax is six cents per gallon on gasoline used for nonturbo-propeller or nonjet aircraft and is four cents per gallon for turbo-props or jets.

The fuel tax is in lieu of the aircraft registration fee. The law eliminates the specific ownership tax on aircraft.

The new office is expected to be in place by Jan. 1, 1989.

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ROCKY MOUNTAIN

OPEN TO THE PUBLIC



SPORT AVIATION PRESENTS THE

10<sup>TH</sup> ANNUAL

ROCKY MOUNTAIN REGIONAL FLY-IN & AIR SHOW

SEPT. 10 & 11, 1988

SATURDAY & SUNDAY · NOON TIL 5:00 P.M.

\$2.00 PER PERSON / \$5.00 PER VEHICLE

GREELEY - WELD COUNTY MUNICIPAL AIRPORT

2 MILES EAST OF TOWN ON 8TH ST. (COLO. 263)



**For More Information Contact**

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EAA Chapters 43, 72, 301, 515, 648, 649, 660, 720, 808.

Colorado 99's  
Antique Airplane Assoc. of Colo.

DISCLAIMER: 1. Greeley, Weld County Airport is a public-use, non-scheduled airport. Safety arrangements are not required at this airport. 2. Non-scheduled airports are likely to be present at all times. 3. Some of the aircraft operating into this fly-in may not be properly or adequately equipped for safe operation. 4. Aircraft fuel gauges are not required to meet all of the requirements for FAA certification, and fuel gauges are not required to be tested. 5. Some of the pilots may not be qualified or experienced enough to operate these aircraft safely. 6. The Greeley area is subject to hazardous and occasionally severe changes in wind, weather, and precipitation. 7. Enforcement of FAA regulations, aircraft certification, pilot qualifications, & various conditions are the responsibility of the FAA. 8. The Rocky Mountain Regional Fly-In Committee, Inc., has no power or authority, and assumes no responsibility, to enforce regulations, inspect aircraft, examine pilots, check air traffic, or to provide weather reports & advisories. PARTICIPATE AT YOUR OWN RISK.



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