

EAA MILE HIGH CHAPTER



PRESIDENT
KIRBY WHITE
423-5134

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659-1589

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ROY MANEELY
371-3370

NEWSLETTER
KIRBY WHITE
423-5134

VOLUME 13, ISSUE 2, FEBRUARY, 1990

THIS MONTH: This month's meeting will be held on Saturday, February 10, 1990 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 videotape of Oshkosh 1989, which should be quite enjoyable.

LAST MONTH: With 65 members and guests in attendance, the meeting of January 13, 1990 was called to order at 7:45 P.M. by President Kirby White in the Club Room of the Denver Air Center. The minutes of the December Christmas Banquet were approved as published in the Newsletter.

Guests: Guests present were Dave Jensen of Arvada, Don Sebastian of Golden, Bill Henderson of Denver, H. Kenneth Johnston II of Broomfield, Dick Blake of Lakewood, and H.H. Hardy of Broomfield. One other special guest was Christine Alanna Sheeon, the daughter of Guy and Cathy Sheeon, who was born on December 29, 1989. Everyone congratulated Guy and Cathy for the new addition to their family.

Treasurer's Report: There was none given.

Old Business: Kirby said that Chapter 43 still had 1990 EAA calendars to sell for \$4.00 each.

New Business: Bill Amos announced that a friend of his had recently bought a computerized embroidery machine that could be programmed to duplicate almost any picture and use a number of different colored threads on the same item being embroidered. Bill brought in some samples of different size and color RV-4s (what else?) and numbers and letters for N-numbers. All of the work was excellent. Bill said for anyone interested to talk to him during the break for more information. He also said he would bring in more samples of different airplanes when his friend programmed them into the computer. Jim Thompson showed (and modeled) a leather flight jacket that he had recently ordered by mail. He was very happy with the quality and the price and brought some information sheets and order forms for those who would consider purchasing one. It looked very nice. Daphne Davenport and Cathy Sheeon asked what everyone thought of The Plum Tree Restaurant banquet facilities and food and price at Chapter 43's Christmas Banquet last year and whether we should consider holding the 1990 Banquet there, also. All of the comments about The Plum Tree were very favorable, and everybody agreed that our Banquet should be held there again. Daphne said she would make the reservations soon so we would be guaranteed the banquet room. She wanted us to make a decision whether to hold it on our normal second Saturday (December 8th) or the following Sunday (December 9th). She thought that

New Business cont: Sunday would be a better choice because it might have fewer conflicting company parties etc. After some discussion, the majority voted to hold Chapter 43's annual Christmas Banquet on Sunday, December 9, 1990. Kirby mentioned that the Chapter 43 dues of \$10.00 were being collected by Treasurer Roy Maneely.

Gene's Corner: Gene Horsman read an article from the Editorial Section of a newspaper which dealt with the dangers of pilots doubling as photographers. The altitude in question was 500 feet while turning, and taking pictures with a hand-held 35mm camera at the same time. Jim Thompson, who is a professional aerial photographer, agreed that it is asking for trouble by flying that low. He said he flies much higher and uses a different lens. Border-hopping pilots may have breathed a sigh of relief when Senator Mitch McConnell's (R-Kentucky) "shoot-'em-down" proposal was itself shot down in Congress last year. But now the Mexican government has taken up the cause and issued its own threat to GA aircraft. Javier Coello Trejo, Mexico's deputy attorney general in charge of that nation's anti-drug operations, announced at the end of November that aircraft suspected of drug smuggling were to be shot down if they did not respond to orders to land. Coello said that Mexico has purchased six armed helicopters for the job, and the pilots will shoot down any aircraft which does not acknowledge orders to land. "I have given instructions that when a suspicious plane is detected, the pilot will be contacted and told to land. If he does not, there are orders to shoot," said Coello. However, there is no standard radio channel that a private pilot can be expected to be using. While Cessna and Beech continue to retrench and cry the blues about the world of general aviation, Piper has announced plans to reopen its flood-ravaged Lock Haven, Pennsylvania facility. However, the reopening is contingent upon approval by the Pennsylvania legislature of a financial aid package for Piper. Operating under the moniker Piper North Corporation, the revitalized Lock Haven plant would be responsible for building Piper's Navajo Chieftain piston twins, and might someday take on other projects like the Lopresti-Piper SwiftFury. Not content with simply providing "major shots in the arm" to local economies, Piper President Stuart Millar also put in an appearance in the Soviet Union. This followed a visit to Piper's Vero Beach facilities by a Soviet delegation. The Soviet delegation stopped by the Piper plant after visiting with Gulfstream in Savannah, Georgia in September, 1989. Millar, along with five other Piper executives, then returned the favor by visiting the Sukhoi Design Bureau and the Smolensk Aircraft factory. Millar described the trip as successful. Among the projects discussed were possible joint ventures with Soviet manufacturers. One possibility would see the Soviets building Piper planes from kits supplied by Piper. Others include cooperative design efforts, and Piper's aid in getting the Soviets up to speed on U.S. certification standards. Calls for someone to do something about the FAA's enforcement practices are increasing. Alaskan Senator Ted Stevens, a republican, has called for congressional hearings, while the Alaska Air Carrier Association has called for a General Accounting Office investigation.

Progress Reports: Chuck Ogden happily reported that he was no longer a tire kicker, as he had recently purchased a Luscombe Sedan. He said he had put ten or twelve hours on it already, and was very pleased. Everyone congratulated him for finding the airplane he wanted and buying it. Ron Denight brought in yet another starter

Progress Reports cont: and mounting bracket that he has been working on. He continues to develop and refine the aircraft starting systems that use automotive starters for a weight savings of around six pounds. Rob Mason let everyone know that he was about 99% complete with the building of the tail kit for his RV-6 project. He publically thanked Bill Amos for giving him moral support as well as physical help with the kit. Bill said he was doing a very nice job. Bill Amos also mentioned that Chapter 43 member Art Wilson had recently sent off for an RV-6 kit, and was really excited and could hardly wait until it's delivered.

A&P: The business portion of the meeting adjourned for coffee and hot apple cider at 8:15 P.M. After the break, John McCabe gave a slide presentation and talk about what it took to locate a non-flying Stinson L-1 near Nome, Alaska and have it shipped to Washington. He picked it up there and trailered it home. It took a tremendous amount of perseverance to not give up on getting it out of Alaska, where it was sitting outside uncovered and rusting and rotting away. This was a good program, and some of the slides were quite interesting. Everyone thanked John for sharing his educational experience with all of us.

FREE USE OF AIRCRAFT

I have two Smith Miniplanes and am seeking qualified mechanic/pilots to get each flying again in 1990. One was flying in Colorado in 1988 and the other in 1987.

1. N7305, Evans-Smith, 0-290; 125 hp, less than 50 hours TT airframe and engine, complete when wings removed for storage in fall of 1987. Needs general reassembly, cleanup, check-out, and recertification to fly. Last FAA Phase I/Phase II certification was done by William Allen on 10-16-87.

2. N3340, Stephens-Smith, 0-290-D-2; 135 hp, approximately 200 TT airframe, 640 SMOH, flown to Erie Air Park from Dallas, Texas February 1988, damaged gear and wing fabric. Will need repair, reassembly, general cleanup and check-out to fly.

I have plans, specs, parts and materials for repairs, reassembly. You need qualifications, a/c mechanic ability, insurance, hanger, gas and oil. Would like to get 50 hours flight time on each in 1990.

CONTACT: John Solheim
6878 Wyman Way
Westminster, CO 80030
425-6636 office
426-0606 home





N730S



Experimental Aircraft Association

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

January 3, 1990

TO: EAA CHAPTER PRESIDENTS

RE: H.R. 3498

Dear EAA Chapter President:

We are taking this opportunity to provide you with further information concerning the important subject of the mandatory retirement of airline pilots at age 60. This rule has long been contested by most in the industry as being inadequate. It follows some of the same flawed philosophies that have been used by the federal government in other areas and studies concerning hours of pilot experience and age. Many of us recognize that flying hours alone are a poor criteria to establish the proficiency or capability of a pilot; also with pilot age there is a wide variety in the capability of individuals based upon a great number of factors such as genetics, lifestyle, previous health, etc. Understandably there are many individuals with a chronological age of 60 that are in as good or better shape than individuals 10 or 15 years their junior.

There is something else to be considered--the airlines are currently looking at a severe shortfall of qualified trained pilots. As the airline industry expands, they are finding it more and more difficult to obtain highly qualified pilots to facilitate their expansions. During a recent visit here in Oshkosh, one of the major airline representatives advised us that in a short period of time they will require over 1,000 new pilots and they are concerned at the lack of availability based upon the criteria that has been established by their airline.

If your EAA Chapter supports and agrees that age should not prohibit qualified and competent airline pilots from continuing their careers as aviators and public trustees, contact your Congress and express your support for Congressman Lightfoot's bill H.R. 3498.

Sincerely,
EXPERIMENTAL AIRCRAFT ASSOCIATION

G. L. "Jerry" Walbrun
Assistant to the President

GLW:rjm

JIM LIGHTFOOT
1277 Longworth House Office Bldg.
Washington, DC 20515

COMMITTEE ON PUBLIC WORKS
AND TRANSPORTATION
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House of Representatives

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(712) 325-5672
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(515) 961-0881
SUITE 217 WARDEN PLAZA
HINI DODGE, IA 50001
(515) 855-8319
DISTRICT TOLL FREE LINE
1-800-432-1984

OLDER PILOTS

Mandatory retirement rule is (too) inflexible

DALLAS MORNING NEWS 4/9/89

**Don't retire good
pilots at age 60**

USA TODAY 7/26/89

*Flawed study supports
forced retirement rule*

AARP BULLETIN

October 20, 1989

Dear Colleague,

In 1959, the Federal Aviation Administration (FAA) adopted a rule prohibiting persons over 60 years of age from serving as pilots for commercial air carriers. This age was chosen arbitrarily, with no scientific or medical studies to back it up. The age limitation regulation is flawed and needs to be changed.

This is a matter of public safety. Both the years of experience of cockpit crews and the number of new pilots are declining. The pilot of United Flight 232, which crashed in Sioux City, Iowa, last July faces automatic retirement in less than two years. The pilot who safely landed the Boeing 747 in Hawaii with two of its four engines shut down and a gaping hole in its fuselage, is no longer eligible to pilot commercial airliners. Both of these pilots cited experience as the reason they were able to bring their crippled airliners to the ground.

This bill I have introduced is very simple. It will allow individuals to serve as commercial pilots until they are 65 years old provided they meet the necessary physical requirements.

In legal action brought by the Pilots Rights Association, a federal appeals court ordered the FAA to reconsider its age 60 rule. The FAA has refused to change the regulation, citing a 1983 flawed study as the reason. At first glance, the study demonstrates that pilots age 60 or older are more accident prone. What isn't told is that the study only measured the accident rate and safety record of amateur fliers and commercial pilots unlicensed for airline duty. In fact, Judge Cusby stated: "The agency's (FAA) progress in developing an understanding of the relationship between aging and flight performance has been disappointing."

Join me and my colleagues listed below in cosponsoring this bill. Contact me, or Matt, at X53806 to become a cosponsor.

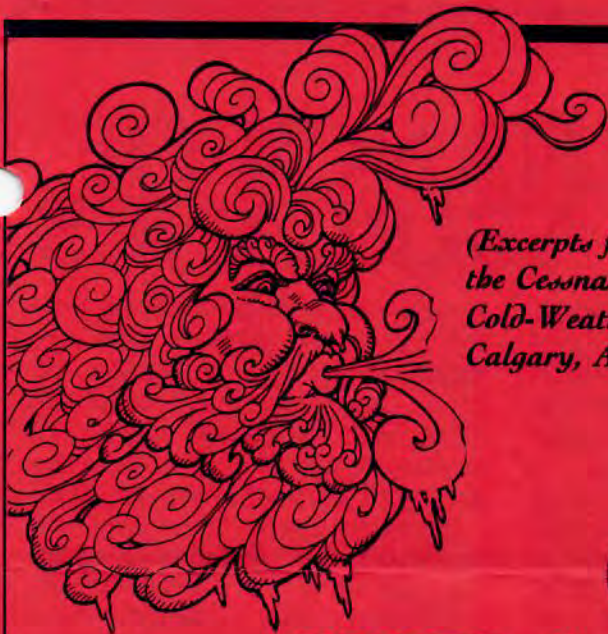
Sincerely,

JIM LIGHTFOOT
MEMBER OF CONGRESS

ORIGINAL COSPONSORS

CASS BALLENGER
JIM CHAPMAN
JOHN DUNCAN
BILL EMERSON
BILL GRANT
MEL HANCOCK
DENNIS HASTERT
BILL DANNEMEYER
CHARLES RUSE
ANDREW JACOBS

CHARLES HAYES
JAMES INHOFE
BEN JONES
GREG LAUGHLIN
RON PACKARD
LEWIS PAYNE
DENNY SMITH
BOB MCEWEN
MARTIN SABO



*(Excerpts from
the Cessna/Citation
Cold-Weather Operations Seminar;
Calgary, Alberta, Canada — 1986)*

COLD WEATHER OPERATIONS

Although presented at a Citation Operations Seminar, most of the following excerpts apply equally well to any Cessna airplane. With the hazardous conditions of winter upon us, it is a good time to review special procedures and precautions necessary to maintain safety.

GROUND OPERATIONS

- When parking, allow more distance between parked aircraft.
- Clear snow and ice from the outside parking area, especially the area around the wheels, to prevent the tires from freezing to the ground.
- Install all plugs and covers provided for the aircraft if extended parking is anticipated; for example, engine covers, wheel covers, static port and pitot head covers, especially before washing the aircraft.
- In extremely cold weather, prevent covers from freezing to the aircraft by applying a light brush coat of deicing fluid.

PRE-FLIGHT

- Check battery connections, engine and other ground wire terminals for corrosion or loose connections.

Also, cockpit indicator lights may be dim due to poor contacts during extreme cold.

- Do not fill fuel tanks at low temperatures and then move the aircraft into a warm hangar. Fuel expansion and overflow can cause a fire hazard.
- Tires appear low in cold weather — use a tire gauge to check them.
- Allow extra aircraft inspection and flight planning during winter months with the intent on receiving the most up-to-date weather and airfield conditions before departure.
- Immediately clean the aircraft after a snowfall to prevent melting snow from freezing to the surfaces. Use a long-handled broom while standing on support stands placed close to the aircraft for snow removal.
- Check for snow accumulation between aileron and elevator leading edges and shrouds.
- Reduce taxi speeds on ice and keep engine and taxi operations to a minimum. When leaving the ramp, blowing ice or snow is a hazard to equipment and personnel. Your jet or prop blast may 'ice-up' adjacent aircraft and ground equipment.
- During taxi, snub the brakes to warm them before takeoff, helping to melt slush and ice before flight.

FLIGHT STAGE

- Do not take off with any ice or snow on the wings. Ice and snow change the shape of the airfoil and disturb airflow, reducing lift and airspeeds.
- After takeoff, cycle the landing gear to dump excess slush, water or snow from wheels, brakes and landing gear. Monitor all anti-icing systems as soon as practical.
- Decrease speed when encountering heavy icing conditions to avoid ice accumulation and improve shedding. If ice accumulation develops, increase thrust, not angle of attack, to maintain attitude and airspeed. Take alternative action if increasing amounts of thrust are needed.

APPROACH

- Know ahead of time the conditions you will be landing in and plan for an adequate safety margin before the approach is reached.
- Instrument approaches should be planned ahead with respect to minimums. Review missed approach procedures, keeping in mind that with lighting aids inoperative or obscured by snow, the minimums may be changed.
- Keep in mind surface winds are hazardous because of inconsistencies in velocity and direction. Even wind shear on the approach or near the threshold is unpredictable with varying intensity. If it occurs on the tail, it may necessitate a runway overshoot. If on the nose, a higher rate of sink may occur than anticipated.

LANDING

- Carry out a positive landing to ensure initial wheel spin-up and breakout of frozen brakes if icing has occurred.
- Maintain direction by use of the rudder should the aircraft begin to skid until the tires make solid contact with the runway — make sure tires are inflated properly before you take off.
- Apply reverse power evenly to prevent unbalanced thrust on one side causing sideways sliding. (At low

COLD WEATHER (continued)

speed reversing, visibility may become worse with blowing snow and slush.)

- Reverse thrust under skidding conditions can increase the rate at which an aircraft slides off the runway. In this instance, thrust should be reduced to try to recover directional control.
- Use the brakes to prevent progressive build-up of ice on the wheels and brakes during the landing roll and subsequent taxi.

POST-FLIGHT

- After landing on a snow- or slush-covered surface, inspect the tires for flat spotting before the next flight.
- Ensure all ice is removed from the aircraft and that flaps, gear and brakes are free of excess slush or snow build-ups for quick turn-arounds.

Hydraulic Landing Gear Actuators — 400 Series Airplanes

A recent incident prompts this reminder about correct maintenance of hydraulic landing gear actuators.

Cessna Service Newsletter SNL85-23, "Use of Improper Lubricants in Hydraulic Landing Gear Actuators," contains this caution:

'The use of improper lubricants may cause contamination and subsequent corrosion of the actuator downlock mechanisms and downlock indicating microswitch.'

Cessna Service Newsletter SNL89-3, "Main and Nose Landing Gear Actuator Switch Sealing," discusses the inspection and sealing of actuator position switches. Sealing will assist in preventing the entry of moisture into switch mechanisms which can contribute to switch malfunctions and possible incorrect landing gear position indications.

Proper compliance with all maintenance instructions is a must for maximum safety.

MAINTENANCE OF OLDER AIRPLANES

More often than not, as an airplane ages, the tendency is to do less and spend less on its upkeep. Unfortunately, the complete opposite should be happening. For safe operation, increased vigilance, not less, is required. Operators of older airplanes must be ready to provide closer and more detailed inspections by professional maintenance technicians, sometimes using sophisticated techniques.

An airplane, like any other machine, will wear as it is used. As an older airplane accumulates flight time it will wear out. Maintenance procedures should take this wear into account, as well as the effect of the passage of time on materials. Some examples of areas where closer scrutiny is required are:

Primary Structure — The primary structure and its major attach points for wings, lift struts, empennage, landing gear and engine mounts should be subjected to close scrutiny. Cracks in the primary structure, elongated bolt holes and out-of-round holes at attach points are only some of the discrepancies to look for. Often, a visual inspection is insufficient and should be supplemented by a form of non-destructive inspection such as x-ray or eddy current.

Corrosion — All exterior and interior skins and structure should be carefully checked for corrosion. Pay special attention to areas of interior skin where moisture can accumulate. Dirt gathered in corners of bulkheads and stringers will absorb moisture and hold it there, increasing the possibility of corrosion. On exterior skins, the lifting of paint is the most common indicator of corrosion. Corrosion should be detected early and treated promptly.

Control Cables — A simple visual inspection of control cables is insufficient. Cables should be subjected to a loop test to detect broken strands and corrosion.

Engine Isolator Mounts — These are the rubber mounts which help

isolate the engine's vibrations from the rest of the airframe. With age, these mounts can sag, harden and crack. Check for all of these conditions and especially check 210 models for any chafing between the engine oil pan and nose gear tunnel.

Rubber Hoses — Rubber becomes brittle with age and should be replaced. Look not only at engine compartment hoses but at those throughout the airframe: brake lines, fuel lines, vacuum hoses, instrument hoses and surface deice lines.

Electrical Wiring — Insulation also becomes brittle with age. As wiring harnesses are flexed, insulation breakdowns can cause intermittent electrical shorts or opens. Pay particular attention to wiring at equipment connectors which are regularly or frequently removed and reinstalled: avionics, batteries, ELT.

Pay special attention to grounds. Ground straps and connections should be disconnected, cleaned and reconnected to ensure proper grounding.

Plexiglas — crazing is the most common effect of age on plexiglas. Make sure that crazing, particularly on windshields, does not obstruct the pilot's view. Sometimes, surface crazing can be removed by refinishing. If not, replace the windshield or window.

Plastics — Once again, embrittlement and subsequent loss of strength from aging can affect plastics. Interior panels and trim fixtures are the most common plastic items. However, certain Single Engine models from 1960 to 1964 were manufactured with plastic control wheels (control yoke). Cessna Service Letter 64-8, Plastic Control Wheel Inspection, should be consulted for inspection and testing instructions.

Will compliance with these guidelines increase inspection and maintenance costs? Very probably. Will your airplane be safer as a result? Definitely. Isn't your safety worth it?

32ND ANNUAL CACTUS FLY-IN

ARIZONA ANTIQUE AIRCRAFT ASSOCIATION

CASA GRANDE
MUNICIPAL
AIRPORT



MARCH
2,3,4
1990

SCHEDULE

FRIDAY: Early Arrivals - Lunch and spaghetti dinner on the field served by the Casa Grande Lions Club, followed by aviation slides.

SATURDAY: Arrivals All Day - Breakfast and lunch on the field served by the Casa Grande Lions Club. Saturday evening Awards Banquet and Program at The Holiday Inn.

MOTELS * RESERVE YOUR MOTEL ROOMS NOW!

HOLIDAY INN	(602)	426-3500
FRANCISCO GRANDE	(602)	836-6444
BEST WESTERN	(602)	836-1600
ARIZONA	(602)	836-7802
SETAY	(602)	836-7489

● CAR RENTALS

CASA GRANDE CHRYSLER CENTER	(602)	836-9220
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● MORE INFORMATION

Don Richcreek, Pres. Arizona Chapter	(602)	567-9632
Jim Stone, Fly-in Chairman	(602)	961-1206
Larry Ely, Vice Pres.	(602)	635-2978

*** ANTIQUES * EXPERIMENTALS * WARBIRDS ***

CACTUS FLY-IN

CASA GRANDE, ARIZONA

● TRAFFIC PATTERN

RW 5 L/H, RW 23 R/H

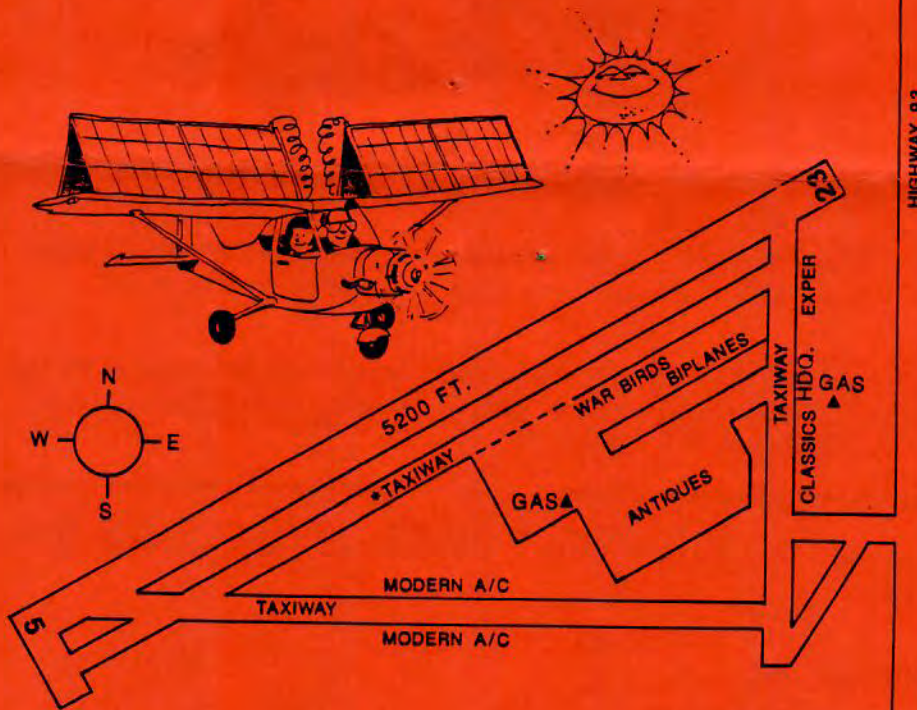
PATTERN 2300 MSL

UNICOM 122.7

● FUEL

100 LL & Mogas

80 Available 6 miles south



* FLYBY WHEN 5 IN USE L/H BETWEEN RW 5 AND TAXIWAY.
FLYBY WHEN 23 IN USE R/H

Chapter 43 Newsletter
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