

EAA MILE HIGH CHAPTER 43

VOLUME 15, ISSUE 10

September 1992

This Month's Meeting: The meeting this month will be held on Saturday, October 10, 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.

Last Month's CAFE 43: There was no official CAFE 43 last month, it appears that we got sidetracked in our conversations, and forgot to designate a location. Several pilot types did however meet at Greeley on the 19th.

Last Month's Meeting: With 61 members and guests in attendance, the meeting of September 12, 1992 was called to order at 7:45 p.m. by President Mark Yelich. The minutes of the Sept. meeting were accepted as published in the newsletter. **Guests:** Present were Mickey Russell of Evergreen, Fill Johnson of Aurora, Chuck Adamson of Arvada, Don Culley of Lakewood, Chris and Doug Sykes of Boulder, Sam Mannos of Highlands Ranch, John Beeler of Arvada, John Holstead of Lafayette and Bruce and Loyola Banks of Thornton.

Old Business:

Chapter rosters and some name tags have been made, so please pick yours up at the next meeting. If you haven't had a name tag, and don't see yours on the pool table, please see Mark Graf.

The Christmas/Annual Banquet: The annual EAA banquet will be held at Gala Gardens 8303 Rosemary St., in Commerce

City, on January 10, 1993. The dinner comes with soup or tomato juice, and dessert. The two dinner choices are fried chicken or chopped sirloin. The cost of the dinner is \$10 per person, so sign up now by completing the reservation card and turning it in to Ron Denight.

NEW BUSINESS: John Evans was elected to fill the vacant Chapter Directors' position created when Cathy Sheeon moved to North Platte.

Safety Corner: Brad Davenport discussed several questions that he had received on weight and balance. He also discussed a recent accident at Meadowlake Airport in which the aircraft lost power. The pilot had chosen a field, and was lined up with the proper altitude, but as he approached the threshold, the engine started and ran at full throttle just long enough to cause the plane to balloon and overfly the field. The lesson to this accident is two fold. First, when you have committed to a forced landing, turn off the fuel, the ignition, and pull back the throttle. This prevents a surprise resurrection of the engine, and lessens the chance of fire upon impact. Second, icing conditions (the cause of the accident) do exist in Colorado, and in warm weather as well as cold. A lengthy discussion on the affects of carburetor icing and how to prevent it followed. Brad explained how it only takes a few degrees of temperature differential to prevent icing. Remember that in flight training, when the dew point and the temperature are within a few degrees of each other, the conditions promote carburetor

icing. Brad explained that the carb heat system need only supply five degrees temperature differential. Bill Hannahan explained that the FAA 14 CFR chapter 1 paragraph 23.1093 requires that "(a) Each reciprocating engine air induction system must have means to prevent and eliminate icing. Unless this is done by other means, it must be shown that in air free of visible moisture at a temperature of 30 degrees F-

(1) Each airplane with sea level engines using conventional venturi carburetors has a preheater that can provide a heat rise of 90 degrees F. with the engines at 75 percent of maximum continuous power. This page of the CFR is reprinted for your convenience. There are many variables in this problem, and the CFR sets a standard for manufacturers and maintenance personnel to meet to ensure effective operation. (Editors note: Lets ask Bill and Brad to explain more on how ice builds and what variables affect prevention and clearing of carb ice.) By the way, there is a correction on Brads' telephone number, the correct number is 666-5744.

Gene's Corner: Gene was not at last months meeting due to surgery to replace his hip. He reports that all indications are that the surgery was successful, and that baring complications, plans to be at our next meeting.

PROGRESS REPORTS: The weight and balance clinic sponsored by chapter 660 weighed in between 4 and 5 tons of aircraft. they plan on making this a regular event as a means of accident prevention.

Past chapter 43 guest Roger Olsen or Craig has flown his RV-6 and has (at last meeting) 43 hours on it.

RANs aircraft now has 60 workers at the Hays KS. factory.

Dean Cochran found and fixed his fuel problem.

Galen Overton made some wheel pants for his mustang two. He used the same mold that several other builders in the area have used.

Marvin Wahl did some covering work on his Fairchild.

TRIP REPORTS: John Evans flew his T-18 to Montana and back. John and Dean Cochran flew to Placerville CA. to a flyin there. Rob Martinson discussed his flight to Alaska and back in his EZ. He flew as far north as the Arctic Circle.

PROGRAM: Mark Graf brought in some slide of Oshkosh. This months' meeting will be a demonstration and comparison of loran and GPS units brought in by members. A 12vdc power supply should be available for anyone wanting to bring a panel mounted unit to show.

THE PRESIDENTS CORNER: This month we will have a program on navigation using Loran and GPS units with a few to look at, so if you have any questions, bring them! I hope to see you on the 10th.

SEPTEMBER CAFE 43, Oops!

I was asleep at the switch last month and completely forgot to set-up the flyout for September 19th. As it turned out, Ron Denight and I met in the air and flew up to Greeley for lunch at the barnstormer. Along the way we picked up John and Vicky Evans who had turned back from their trip to Placerville, CA., and Herrill Davenport who was out "playing" in the mountains. When we all got to Greeley we met Dean Jaros from Fort Collins. Dean owns (and is selling) a one of a kind two place Waco biplane. We ended up with four one of a

kind experimentals in a row; The Denight Special, The Nugget, The Waco, and Mark's Mixture.

When you are out flying on the weekends, monitor 122.75 and you may find that some of us are also out. That's how it happened this time.

This month I "volunteered us" to participate in the Young Eagles activity at Aurora airport (on the 10th) with 301, rather than have a flyout to somewhere else. If you have a multi-seat A/C and an interest in participating, show up at Aurora and join in.

New Director

thanks to John Evans for volunteering to take over Cathy Sheeon's director position. By the way, Cathy sent the chapter an invitation to her wedding on the 24th of October in Sutherland Nebraska.

Young Eagles Program

navigation system for the next ten years. In return, the soviets have committed to provide us access to their geostationary satellite navigation system for the next 15 years. What this means, is that due to these commitments, maintenance will be provided by the military at lease until the end of those commitments. He also stated that the system is so accurate, some "programmed error" is induced into the system to prevent its use in support of acts of terrorism. the example he gave was a GPS guided missile flying right into the White House front door. Gen. Abramson explained that due to the GPS accuracy and reliability, that an accelerated certification program could have the systems certified for use in commercial aircraft by 1995. This has an impact two ways. First, if you buy a unit now, it will probably not be "grandfathered" in to the manufactures certification. Second, RNAV equipment purchased now, and may outlast the current RNAV VOR station system. This system may not be updated due to budgetary

THE CLASSIFIED

Aircraft weight and balance accomplished at your facility with the assistance of your personnel. J-3s to DC-8s. from \$250 Donn Hawes 680-5599

FOR SALE: 180 hp Lycoming 0360, McCauley constant speed prop. 4 hours on each. **BD-4 project** also. Don Gamble 719-486-2434 Leadville CO.

FOR SALE: 0290 D-2 135 hp OTSMOH Major by Univar complete logs, including test stand run in. \$4000.00. **IO360 200 hp Lycoming.** OTSMOH Major by Univar complete logs, \$10,000 Marvin Wahl 935-9934.

FOR SALE: Continental A65-8, running when removed. 2273 Hrs TT, 1189 Hrs SMOH, 575 Hrs STO. Complete with tapered shaft prop hub. \$1500. **Fuel pump** for C85/C90 series \$50. **Tapered shaft prop hub.** \$125 Gene Horsman 279-5782 after 6:00 PM

EVENTS:

Worlds Oldest Free Fly-in

41st Annual Fairview Fly-In and Air Show. Sunday, Nov 8, 1992 Davey and Bessie Marten Airport Fairview Oklahoma 405-227-3788

The Flying Activities Information Line is 776-3596 or 776-FLYN

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