

EAA MILE HIGH CHAPTER



PRESIDENT
KIRBY WHITE
423-5134

VICE PRESIDENT
FRED SEAL
659-1589

SECRETARY
KIRBY WHITE
423-5134

TREASURER
CATHY SHEEN
232-9535

NEWSLETTER
KIRBY WHITE
423-5134

VOLUME 10, ISSUE 9, SEPTEMBER, 1987

THIS MONTH: This month's meeting will be held on Saturday, September 12, 1987 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 Club Room is at the Southwest corner of the building. The program will be slides of Oshkosh 1987 taken by several different attendees.

LAST MONTH: With 55 members and guests in attendance, the meeting of August 15, 1987 was called to order at 8:55 P.M. by President Kirby White in the conference room of the National Center for Atmospheric Research (NCAR) facility at Jefferson County Airport. The minutes of the July meeting were approved as published in the Newsletter.

Guests: Guests present were Mike Kreutzer of Northglenn -- who was a guest of Ron Denight, Chris Echohawk of Boulder, Tom Connolly of Boulder, Warren Williams of Littleton -- who was a guest of Jim Thompson and owns an Aeronca Sedan, Kerry Clark of Oklahoma -- who is the daughter of Guy Clark, Gregg Ernst of Erie -- who is the son of Jim Ernst, Preston Young of Texas, Jim Marie of Broomfield, Tom Eichhorn of Lafayette, Tyler Eichhorn of Alaska, James Taylor of Lakewood, Brian Kunde of Denver -- who was not an actual guest but a member able to make a meeting for the first time, and Norm Zrubek of Boulder -- who is an engineer at NCAR and was our host at the facility for the evening.

Treasurer's Report: There was none given.

Old Business: Kirby talked a little about the upcoming Greeley Fly-In. He hoped for good weather this year, and wanted to see a really good turnout of Chapter 43 members there. He mentioned that Chuck Sabados was looking for aircraft judges, and Cathy Sheen was in need of a few people to help run one of the pop stands. Kirby was asked if he was planning a Chapter 43 meeting in September. He said yes, because there would not be a conflict with the Greeley Fly-In as in years past. Oshkosh was discussed, and the concensus was that it was very hot and muggy, but worth it. There didn't seem to be any major new developments at the show. Jim Anderson had a picture of Oshkosh 1986 that was taken from several thousand feet up that showed the entire grounds.

New Business: Kirby talked about Marvin Wahl, for the benefit of those who didn't know what was going on with him. Since the July Chapter 43 meeting, Marvin had gone in for an operation to remove plaque from the arteries in his neck which was causing a 90% blockage in the flow of blood to his head and brain. Some of the plaque got away and lodged in his brain, which in effect caused a stroke. He at first was partially paralyzed on the left side

New Business cont: and couldn't move his arm. His vision was not good, and his speech was slurred. Since that happened, Marvin has regained much of the movement and feeling in his hand and arm, his vision is better, and his speech is excellent. All of this without missing a single Chapter 43 meeting! Kirby said it was great to have him at the meeting, and everyone gave Marvin a very nice round of applause. Marvin stood and thanked everyone in Chapter 43 for the flowers, and also thanked them for all of the support. T. Lee Dimmick brought a couple of propeller blades that he wanted to sell. He didn't know what type of aircraft they were for, so they weren't sold. He said he would re-search the numbers and advertise them in the Newsletter. Lee also announced that he and his wife had recently bought a house, and everyone was invited to their Open House on August 29, 1987 at 1:00 P.M. Kirby held up some cards that were supplied by Dean Smith. They advertised the major items that The Kelly Supply Co. sold. Dean was very happy with the service and price he got when buying a complete set of wheel bearings for his Stinson from them, and recommended them highly. The cards were for the taking by anyone interested. Bill Amos had some new engine gauges for sale that he decided not to put in his RV-4. He said to talk to him after the meeting to take a look at them. Ron Espejo said that he was looking for some wheels for his full-scale Fokker D-VII replica project. Kirby reported that the Super TCA NPRM deadline had been extended to September 17, 1987. He asked everyone to please write. Jim Thompson said he was thinking about flying his Cessna 170 to the Reno Air Races this year. He would need a rider or two to help with the expenses. Kirby read a flyer about a trip that the Colorado Wing of the Confederate Air Force was planning to Harlingen, Texas for their annual Air Show on October 11, 1987. The trip is one day and is a non-stop round trip flight on Ports-A-Call and includes everything. The price is \$185.00 per person.

Gene's Corner: Gene Horsman was out of town, and so wasn't able to inform us of recent aviation-related matters.

Progress Reports: Bill Amos said that his RV-4 is on its gear and the engine is hung. He's going to try to fly it for the first time yet this year. Jim Douglass stopped by to see his Cessna 195 which is being rebuilt in Clarion, Iowa on his way to Oshkosh. He said the newly rebuilt engine that he bought in Arizona is beautiful. The whole airplane is looking quite good, and may even fly again this year. Herrill Davenport reported that he was doing an annual on his Nugget.

A&P: The business portion of the meeting adjourned at 9:20 P.M. Norm Zrubek then put on a slide show which explained what NCAR does and the purpose of their weather-gathering flights. The slides showed some of the trips that they have been on, and the weather conditions that they are required to fly through. The business portion of the meeting started later than usual because a complete tour of the Electra was taken at the beginning of the evening while it was still light outside. The NCAR hangar was undergoing some major work, so the Electra was on the ramp. The Sabreliner was not there. Norm apologized for not being able to open up the hangar, but no one complained in the least. Everyone thanked Norm for allowing us to tour the Electra and the NCAR facility.



HQ Report

A RESOURCE PROVIDED AS A SERVICE TO EAA CHAPTER NEWSLETTER EDITORS

Volume III, Number VI

September 1987

EAA
OSHKOSH '87

The 35th Annual EAA International Fly-In Convention and Sport Aviation Exhibition was an outstanding event and EAA's Chapters and Chapter volunteers can be justifiably proud of the roles they played in contributing to the convention's success. It is estimated that over 800,000 people attended the convention including a record 1,826 foreign visitors from 61 different countries. Another record was established by the number of showplanes on the flight line...1,961 were registered over the course of the event (that's 143 more than the previous all time total in 1982). In addition, an estimated 13,000 transient aircraft visited Wittman Airfield during EAA Convention week.

For the first time in EAA history, the airfield was saturated on the first day of the convention. Wittman Airfield closed at 1:30 PM on Friday, July 31st...less than six hours after the fly-in officially opened. In fact, the airport was closed to incoming traffic (simply because there was no where to park the aircraft) much of the opening weekend. This was the main reason for the decrease in aircraft movements recorded by FAA controllers in the tower--59,373 this year compared with 63,347 in 1986. Still Oshkosh remained the world's busiest airport during the eight days of the EAA convention--nearly four times busier than Chicago's O'Hare Field.

EAA founder and president Paul Poberezny said, "EAA Oshkosh '87 was a tremendous success. Each year, our convention grows in the number of people and airplanes attending as well as in the number of activities we offer. I can't remember a convention that went as smoothly as this year's fly-in. It is a tribute to all the time and effort put forth by our loyal and dedicated volunteers, our chairpersons, our officers and directors and our headquarters staff members. Without them, an event of this magnitude would not be possible." EAA Convention Chairman Tom Poberezny agreed saying that there has been a noticeable trend in the past few years that has added significantly to the overall success of the fly-in. "We are seeing people coming earlier and staying longer," he explained, "and that includes those people who are coming just for the day as well as those who are with us for the entire event. Many EAA members traditionally stay for the entire week are now arriving a day or two before opening day, setting up their camp or settling into their housing accommodations and enjoying themselves in a more relaxed environment. It's wonderful to see all these aviation enthusiasts becoming so excited and active at our event."



EAA Aviation Center, Wittman Airfield, Oshkosh, WI 54903-3086, 414-426-4800

Beginning with the September issue, SPORT AVIATION will provide EAA members with complete convention coverage; with the October issue featuring the sites, sounds, people and aircraft of EAA Oshkosh '87. Again, thanks to all of the Chapter members who donated tens of thousands of hours of effort at EAA Oshkosh '87 as unpaid volunteers. Our hats are off to all of you.

MORE CHAPTER
INFORMATION
IN SPORT
AVIATION

A new column entitled, "News--To and From--EAA Chapters" appears in the September issue of SPORT AVIATION. The column is designed to bring additional information of special interest to Chapter members and to inform EAA members-at-large about Chapter activities. As this issue of HQ Report goes to press, the October issue of SPORT AVIATION is in its final stages of preparation. It will carry complete information on Chapter activities at EAA Oshkosh '87 including reports on the forums and the EAA Chapter Activities Tent.

PETITIONS
AT THE
CONVENTION

During EAA Oshkosh '87, a petition in opposition to the "super TCA" NPRM was signed by nearly 19,000 aviation enthusiasts. The day before the convention began, we received a report from Washington which indicated that FAA had received only 800 comments on the NPRM. It was felt by your EAA Headquarters staff and many members that a last ditch effort was necessary to get the attention of the FAA and DOT. President Paul Poberezny will be delivering the petitions, personally, to the Federal Aviation Administrator.

While some EAA members were valiantly battling the super TCA NPRM, DOT Secretary Dole announced the establishment of nine new TCAs. Washington insiders tell your HQ staff that DOT is also looking at more ARSAs which may be "upgraded" to TCAs.

CALLS FOR
DOLE'S
RESIGNATION

In reaction to the latest edict from DOT, EAA President Paul Poberezny and AOPA President John Baker have called for the resignation of Secretary Dole. Poberezny said, "I have said for years that she is not qualified for the job. She does not understand the problems of aviation. Her knowledge of aviation is extremely limited. She has not given the Federal Aviation Administration the freedom that it needs. Aviation needs new leadership that is full-time, direct and non-political. Mrs. Dole has not responded to any of the letters I have written to her. I cannot even get in to see her. When I try, I get shuttled away. As the elected representative of over 120,000 aviation enthusiasts, I can tell you that attitude is pretty disheartening." Paul also noted that although every FAA Administrator in the past 35 years has attended the EAA Conventions, Dole, in spite of repeated invitations, has never been to Oshkosh.

John Baker, the president of AOPA, is asking for a letter writing campaign for Mrs. Dole's resignation. AOPA is also placing an ad in "USA Today" asking for her resignation. "We're going to use what political muscle we can muster and turn up the heat on Washington and the White House. We believe that she was not qualified when she was appointed and she surely hasn't grown into the job," Baker said.

Regular readers of SPORT AVIATION will recall that Paul Poberezny has publicly called for the separation of FAA from DOT and the establishment of a cabinet level position...Secretary of Air and Space. During a speech during the EAA convention, Paul said, "The Secretary of Air and Space must be an individual who flies, has great imagination and who can put the spirit back in FAA. Let the Department of Transportation worry about trains, boats and wrecks of 18-wheelers."

Bob Marx, a spokesman for the DOT said EAA and AOPA's remarks were not based on any facts.

NEW CHAPTER
DIRECTORY

The 1988 International EAA Chapter Directory will be published as part of the March 1988 issue of SPORT AVIATION. All Chapter officers are reminded that the required "status report" will be mailed to the Chapter Secretary in early October and must be returned to EAA Headquarters no later than December 1, 1987. It will be impossible to include your Chapter in the EAA Chapter Directory unless Headquarters receives the status report by December 1st.

McKILLOP
NLE AWARD

Congratulations to June and Walter Green of Chapter 36 in Hagerstown, Maryland and Owen Billman of Chapter 852 in Schenectady, New York. They are the co-winners of the 1987 McKillop/EAA Chapter 45 Newsletter Award. This annual award is for the EAA Chapter newsletter editor who best exemplifies the "spirit of EAA involvement". The award is named in honor of former Chapter 45 president John R. McKillop who met an untimely death in a motorcycle accident on August 18, 1981. The annual McKillop Award was suggested by Chapter 45 Newsletter Editor John B. Frankiewicz and Chapter President Ernie Lanyi. For more information on the 1988 newsletter competition, please contact John Frankiewicz at 800 Overhill Drive, North Versailles, PA 15137.

AUTUMN
EAA STATE
ASSOCIATION
CONFERENCE

In response to a suggestion made at the second annual EAA State Association Forum during EAA Oshkosh '87, a special autumn EAA State Association conference will be held on November 7, 1987 to discuss organizational matters and issues facing EAA State Associations. All 13 existing state associations will be invited to send representatives to the autumn conference and any EAA Chapter or group of Chapters interested in forming an EAA State Association where one does not exist, are also invited to participate in the autumn conference. For more information, call EAA Chapter Administrator Stephanie Brown (414/426-4876).

VIDEOTAPES

Your headquarters staff has already received a number of very positive responses from Chapters on the information kit and videotape which was prepared as a joint effort between AVEMCO and EAA. The next videotape, which features a video tour of the EAA Air Museum and a presentation by Paul Poberezny, is being sent to all Chapter presidents along with an EAA Chapter Promotional Kit.

PROMOTIONAL
KIT

EAA Chapter Promotional Kits are being sent to all EAA Chapters (in two separate packages). The kits have been designed to assist Chapters in promoting their local activities and membership. A full array of promotional material including a large weatherproof Chapter banner, an EAA Oshkosh '87 commemorative poster, Chapter membership poster, sample EAA

magazines and EAA membership brochures are also contained in the kit. A re-order form for those portions of the kit which are designed to be distributed and directions for the most effective use of the materials are also enclosed.

MOVING?

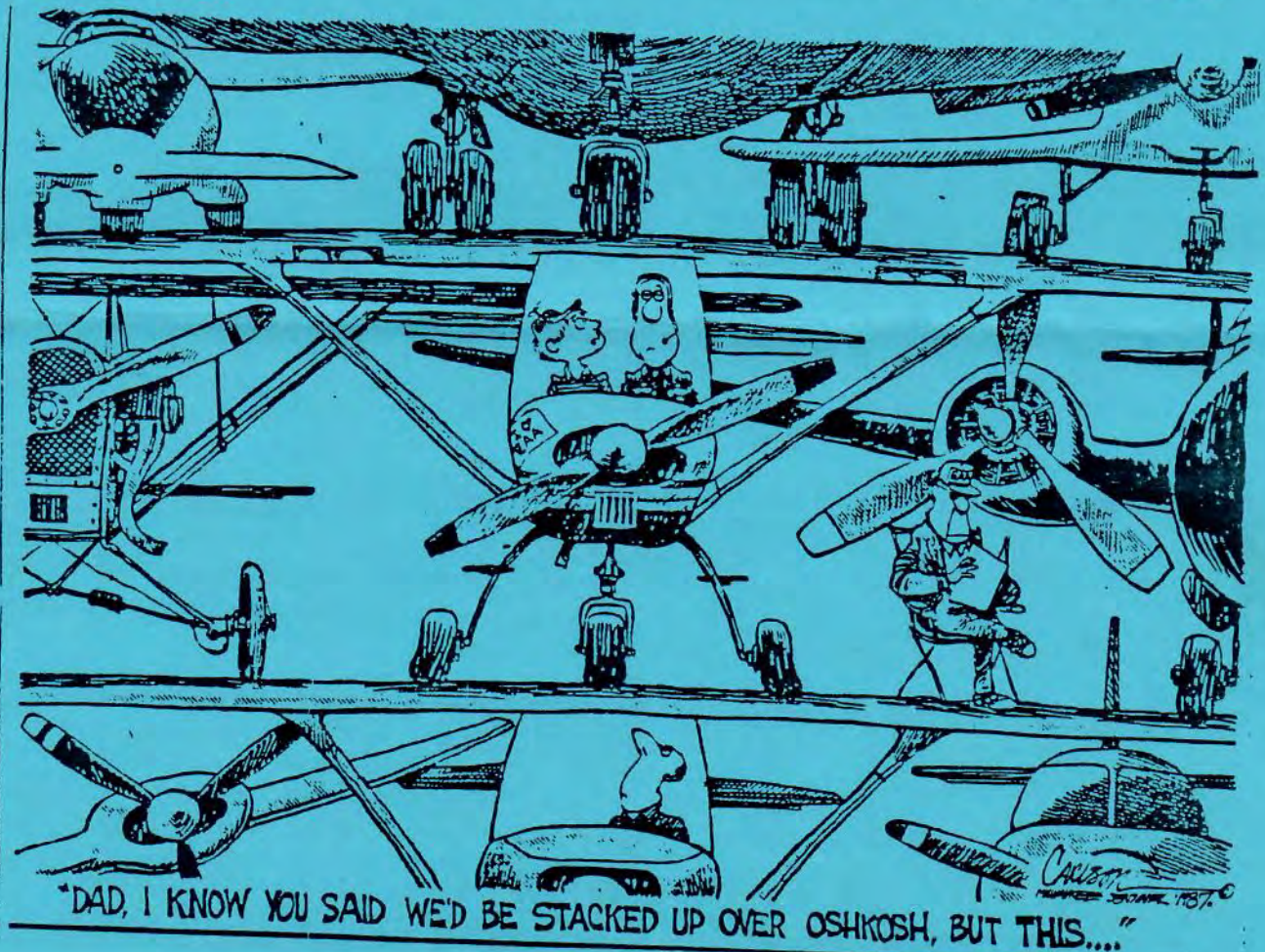
All EAA Chapter officers and members are reminded to inform EAA Headquarters of any change of address as soon as possible. Each month, headquarters receives a number of insurance certificates which are undeliverable, since the member has moved, and, of course, the member also usually misses several issues of SPORT AVIATION. Please keep headquarters informed of your current address.

BOTTOM LINE

Jerry Allnoch, the editor of the Chapter 489 newsletter in Statesboro, Georgia, tells us that the real purpose of a propeller is to keep the pilot cool--if you don't believe it, watch the pilot sweat when it quits turning.

EDITORS NOTEBOOK

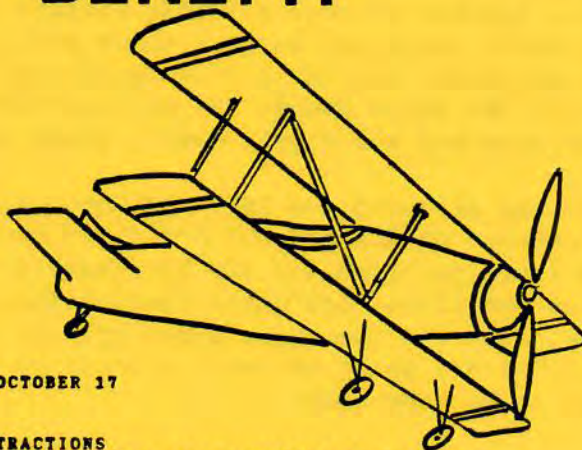
Hugh Jones, the 1986 winner of the EAA/Chapter 45 McKillop Newsletter Editor Award has produced a booklet entitled, "Producing the Poor Man's Newsletter With Only a Typewriter and Access to a Copier." His booklet covers topics such as format, pictures, graphics, production, layout, final copy, basic materials and NLE mind set. Copies of the booklet are available for \$4.75 (this includes postage). Any newsletter editor interested in reading Hugh's book should write to the Poor Man's Newsletter, 314 Shoreacres Drive, Rochester, NY 14612.



MARKETPLACE: For Sale: BD-5B project, Fuselage and empenage and wings complete, 75% of needed parts are included, \$1,000. John Filipi 776-3590 in Longmont
Wanted: Set of early 172 wings with ailerons and flaps, Reasonable. Paul Greene 279-8944

AVIATION HAPPENINGS: September 11-12, 1987 The Greater Denver Airshow featuring the Blue Angels and Dave Ebershoff, Gates open 9:00 A.M. both days, Show starts at Noon, Jefferson County Airport. \$8.00 ea.
September 12, 1987 Fly-In Breakfast at Longmont Airport, Breakfast starts at 7:00 A.M., \$3.50 each, Two Harriers will be giving a demonstration, Also a tour of the Longmont FAA Controller Facility
September 17-20, 1987 Reno National Air Races, Contact Jim Thompson if interested in sharing expenses in a Cessna 170. 344-4442
October 11, 1987 Confederate Air Force Air Show in Harlingen, Texas, One day round trip non-stop flight on Ports-A-Call sponsored by the Colorado Wing of the CAF, \$185.00 per person, Contact Kirby for details
October 16-18, 1987 Annual Copperstate Fly-In at Casa Grande, Arizona, Contact Kirby for details

SIDS BARNSTORMING BENEFIT



SATURDAY, OCTOBER 17

SPECIAL ATTRACTIONS

DENVER AIR SHOW TEAM RADIO-CONTROLLED AIR SHOW
WARBIRDS ANTIQUES HOMEBUILTS
ULTRALIGHTS PARA PLANES
PLANE RIDES

AND...MUCH, MUCH MORE

LOCATION

FRONT RANGE AIRPORT NEAR WATKINS
1-70 EAST OF DENVER
DENVER SECTIONAL: UNICOM 123.0

TIME

FLY IN 8 A.M. to 10 A.M.
GROUNDS OPEN 10 A.M. TO 3 P.M.

FOOD AND DRINK

PANCAKE BREAKFAST \$3.50 8-10 AM (FREE TO PILOTS)
BARBEQUE LUNCH BY FRANK'S BAR-B-Q 11 A.M. to 2 P.M.

SPONSORED BY

COLORADO 99's EAA FRONT RANGE AIRPORT

ADMISSION

\$3/PERSON OR \$5/VEHICLE OR PLANE
FREE PARKING

PROCEEDS TO BENEFIT THE COLORADO SIDS PROGRAM

*The Colorado SIDS Program is a non-profit organization that provides family support and community education regarding Sudden Infant Death Syndrome.



EXPERIMENTAL AIRCRAFT ASSOCIATION

WITTMAN AIRFIELD, OSHKOSH, WI 54903-3086
PHONE: 414/426-4800

MONTHLY GRAM

AUGUST 1987

CALLS FOR DOLE'S RESIGNATION

Yesterday, August 26th, both AOPA's president John Baker and I, called for the resignation of Transportation Secretary Elizabeth Dole. As I have said for years, she is not qualified for the job. She does not understand the problems of aviation. Her knowledge of aviation is extremely limited. Under her direction of the DOT, the FAA has not been given the freedom that it needs. Aviation needs new leadership that is full-time, direct and non-political. As I have written in the pages of SPORT AVIATION, this nation needs a cabinet level position--Secretary of Air and Space and the FAA must be free of the shackles DOT has imposed upon it. John Baker is asking AOPA's members to wage a letter writing campaign for Mrs. Dole's resignation and I certainly support their efforts. John said, "We're going to use what political muscle we can muster and turn up the heat on Washington and the White House. We believe that she was not qualified when she was appointed and she surely hasn't grown into the job."

Those of you who attended the 1987 EAA Convention know that I again called for the separation of FAA and DOT and again suggested the establishment of the cabinet level position for the Secretary of Air and Space. It must be an individual who flies, has great imagination and can put the spirit back into the FAA. Let the DOT worry about trains, boats and wrecks of eighteen wheelers. If we are going to use the ocean of air above us safely, some changes have to be made soon.

EAA OSHKOSH Our 35th Annual Fly-In Convention was the most successful in history and I would like to thank all of our loyal and dedicated volunteers, officers, directors and chairman--and our headquarters staff members. Your efforts were greatly appreciated by everyone who attended the convention.

For the first time in EAA history, we closed the airfield at 1:30 PM on opening day...less than six hours after the beginning of the convention. Because the field had reached its saturation point, in terms of space to park the aircraft, we diverted aircraft to Fond du Lac and Appleton. Nevertheless, the FAA control tower recorded 59,373 aircraft movements during the convention week. A full report on convention activities will be carried in the next two issues of SPORT AVIATION and convention statistics will be sent to your newsletter editor via HQ Report.

**18/36 TO BE
EXTENDED IN
OSHKOSH** I am very pleased to report that federal funding for a 1,300 foot extension to Wittman Field's north-south runway has been approved. Wisconsin Senator Bob Kasten called us to deliver the news personally. The announcement comes right on the heels of a meeting that Wisconsin Department of Transportation

Secretary Ron Fiedler, Bureau of Aeronautics Chief Dave Strand, Wittman Field Airport Manager Blair Conrad, EAA Director of Policy and Planning Henry Ogrodzinski and I had with FAA Great Lakes Regional Director William Pollard in Chicago. The federal government will fund 80 percent of the project; the state of Wisconsin and Winnebago County will each contribute 10 percent. Many people have been involved in making this project a reality since it was initiated four years ago. We sincerely appreciate the support of Senator Kasten and his staff, Wisconsin Governor Tommy Thompson for his strong support, Winnebago County Executive Paul Stevenson and Airport Manager Blair Conrad, for their ongoing efforts and support. The runway extension will greatly benefit Winnebago County and our annual fly-in which continues its steady--and healthy--pattern of growth.

ALBUQUERQUE
MEETING

With all of the discussions that are focusing on the Notice of Proposed Rulemaking on "super TCAs", I flew to Albuquerque, New Mexico, this month to meet with Dick Donovan, President of TERRA Products. Our discussions dealt with TERRA's portable transponder with altitude reporting capabilities. Dick said one will be sent to EAA Headquarters for evaluation. I will take the equipment to Washington and discuss its capabilities with representatives of the FAA and other interested aviation officials. With the anticipated demand for such equipment, Dick felt the cost factor could be kept within reasonable boundaries. Dick and I also discussed the possibility of a "collision alert" device for general aviation airplanes. It was a very productive meeting. I returned to Oshkosh the same day--after being in the air for a total of 12 hours and five minutes. However, I was able to accomplish a great deal of office-related work during the flight.

SUPER TCA
NPRM

We continue to oppose the "Super TCA" NPRM and are in the process of preparing briefing papers for all the concerned members of Congress we are able to reach. At last count, over 1,200 letters in opposition to the "Super TCA" NPRM were on file at the FAA Docket section. If you and your Chapter have not already written personal letters on this subject--please do so today. The deadline is September 16, 1987. We must do all we can to oppose this tragically flawed NPRM.

CONVENTION
CORRESPON-
DENCE

We've been receiving a large number of fine letters from people who enjoyed this year's convention, along with the usual letters of "constructive criticism". It is gratifying to see so many people have "discovered" our event and who have learned that it is much more than just an airshow, with hundreds of interesting and educational opportunities throughout the week. As you know, those activities and opportunities are open to all who come through our convention gates. Still, there are those members of the general public who expect the same privileges extended to EAA members and their guests, such as flight line access.

PBS PROGRAM
TO FEATURE
EAA MUSEUM

The EAA Air Museum was the setting for the taping of a unique Public Broadcasting System (PBS) television program that will air nationally sometime after Christmas. Entitled, "The Collectors," the program will offer an overview of our world-class facility in the course of a thirty-minute segment. We'll let you know more as information becomes available.

WALBRUN
WILL JOIN
EAA STAFF

I would like to take this opportunity to announce that long-time EAA member, former EAA Warbirds of America Division President and current EAA Director, G. L. "Jerry" Walbrun will be joining our Headquarters staff on November 2nd of this year. Jerry, a pilot and aircraft owner, will bring to our organization all of the experience he has gained during his 35 years in high level management with General Motors Buick Division.

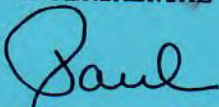
P-38
Daryl Lenz, our director of aircraft maintenance and his crew at the Kermit Weeks Flight Research Center have hung the right engine on the P-38. Looking at the engine and its installation, it seems a crime to keep this beautiful warbird "under wraps." Now comes the task of hooking up the "plumbing," wires, etc. As soon as John Sandberg completes the overhaul of the second engine, that too, will be installed. However, there are a large number of other projects which will also keep us all very busy.

LAX LAWSUIT
As you already know, from previous correspondence, EAA has joined AOPA and several other organizations in asking for a "stay" to the closure of the LAX TCA VFR corridor. Unfortunately, the 9th Circuit Court, in California, has denied the "stay", however, on the plus side they have ordered public hearings for the first week of October. That will give all the leaders of the aviation community an opportunity to present our view of this perilous situation. I will keep you informed.

"MONTHLY
GRAM"
I have not received any suggestions--or in fact any comments--on "Monthly Gram". I hope that you have found the material contained on these pages both interesting and informative. For the present, I will continue to call our report "Monthly Gram" unless you have a better suggestion. If you have any questions or comments or if there are any items you would like to know more about...please drop me a line and I will include it in the next "Monthly Gram".

Sincerely,

EXPERIMENTAL AIRCRAFT ASSOCIATION



Paul H. Poberezny
President



Chapter 43 Newsletter
c/o Kirby White
8780 West 90th Place
Westminster, CO 80020



EUGENE HORSMAN
210 LOOKOUT VIEW CT.
GOLDEN, CO 80401