



MILE HIGH  
EXPERIMENTAL  
AIRCRAFT  
ASSOCIATION

President: Kirby White, 423-5134  
Vice Pres: Fred Seal, 287-7186  
Secretary: Gaylon Overton, 452-7431  
Treasurer: Bill Davis, 772-7993  
Editor: Gaylon Overton,

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LAST MONTH: I would like to apologize for the weeks delay on last month's newsletter. I won't even try to make excuses, but will do my best to see it doesn't happen again. On top of that my wife and I weren't able to attend the Christmas party-meeting. After making a few inquiries I found that about twenty people came to the shindig. It began around 8 o'clock, lots of good food, and snacks. There wasn't a formal meeting, but old officers handed over all of the paraphernalia that goes with the job to the new officers, and wished them well. Marilyn & Bill Schneider have a lovely home, it's just like mine. Many thanks to the Schneiders and Roy Maneely for their hospitality. During the evening, the Chief and Bellanca were viewed in the garage. The movie of the month was shown, titled CLOUD DANCER minus the bedroom scenes. If you haven't seen this movie you've missed an excellent flick. 1983's Christmas party broke up around 11:30.

THIS MONTH: The first meeting of 1984 will begin at 7:30 P.M. on Sat. Jan 14, the Place Rocky Mtn. Energy Center. Our new President Kirby White will take charge, and lead the membership of Chapter 43 to what I hope will be the best year ever. The 1984 ERA Calendar will be on sale at the meeting, \$3.50 each. See Bill Davis to buy your's. There will also be a large box of old aviation magazines to look through.

ADDITIONS: There aren't any new members to report. However my records indicate we have 15 new people joining us since the last roster. Rosters, membership, newsletters, meetings, fly-in's, dues, Ahh!!! that reminds me to remind you it's time to start thinking of 1984 dues. You can bring your ten dollars to the next meeting or mail to our new Treasurer Bill Davis, his address has changed.

Bill Davis (Phone #772-7993)  
729 17th St.  
Longmont, Co. 80501

make your checks out to: E.A.A. Chapter 43 c/o Bill Davis.

MARKETPLACE: Dean Cochran called last month and ask that the following information be published.

For Sale- new Halon fire extinguishers, 12 ounce size \$10.50  
24 ounce size \$20.50

these extinguishers are aircraft type, and Dean tells me a very good price. See Mr. Eichhorn at the Jan. meeting, he needs at least an order of ten to get this price. So if your interested bring your money.

Some FAA Inspectors have taken the Position of not certificating an aircraft as Amateur Built unless the applicant has Personally fabricated and assembled at least 51% of the Product. They reach this conclusion by literally adhering to the applicant statement contained in AC 20-27C Appendix 3 which states:

"I have fabricated and assembled the major Portion -."  
Further they will not accept a revised statement which certifies that the Project was 51% completed by amateur builders. This makes it impossible to transfer a Project that has gone beyond a point where 51% remains to be accomplished by the eventual applicant for the Experimental Amateur Built certificate. This is not the intent of the Rule contained in FAR 21.191 which states:

"Experimental certificates are issued for the following purposes:  
(9) Amateur Built Aircraft-operating an aircraft the major Portion of which has been fabricated and assembled by Persons who undertook the construction Project solely for their own education or recreation."

This has been brought to the attention of the FAA office responsible for Providing field instructions for the certification of amateur built aircraft and they are Proceeding to change the statement to indicate that the major part of the aircraft was completed by Persons who undertook the Project for educational and recreational Purposes.

This does not offer assistance to those who are working outside the Parameters of the FAR and expecting the FAA to yield to a lesser degree of building by the individuals undertaking the Project for educational and recreational Purposes.

Another Point is that an advisory circular is just that - it is not an FAR. It is a way that the FAR can be met or executed that will be accepted by FAA without questions. There may be other ways to accomplish this end but you have the Job of convincing the FAA.

FROM THE EDITOR'S DESK: Have you submitted an Aircraft Activity Report within the last three years? The FAA should send the form automatically, but it's your responsibility. Forms not submitted, may de-register your airplane. Forms can be requested from your local GATO. (AC Form 8050-73 (8-75) )

Contrary to Popular belief, summer shall return !



Chapter 43 Newsletter  
c/o Gaylon Overton, Editor  
2525 E. 98th Way  
Thornton, Colo. 80229



EUGENE A. HORSMAN  
210 LOOKOUT VIEW CT.  
GOLDEN, CO. 80401

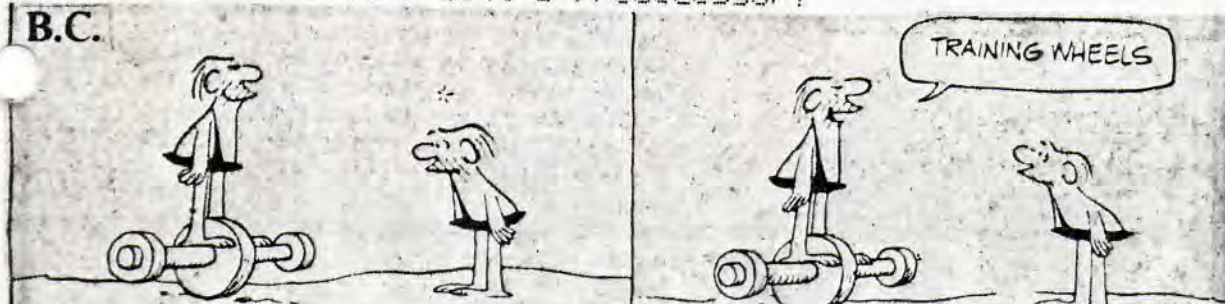
FROM THE PRESIDENT'S DESK

Having been elected President of this fine chapter for the next two years, I feel that I should write a little something about my aviation interests for those of you who don't know me. I have lived in Denver all my life and grew up one mile West of Stapleton directly under the landing pattern. It was a very positive experience for me, so I have been in love with airplanes since I was quite young. That love always stayed with me, but it wasn't until the last few years that I have seriously pursued what I have been dreaming of for so long. I am presently going to Colorado Aero Tech to get my A&P license, and I am also working on my Private Pilot's license. I have two wrecked (not by me, thank you) 1956 Cessna 172's which I will be able to get one good airplane out of. I am very seriously considering converting it to a taildragger during the rebuilding process. Personally, I'd rather not have a trainer like someone else in the chapter we all know. I'll write more on this subject a little later.

I hope that all of you will bear with me for a meeting or two until I become somewhat organized and accustomed to standing up in front of you. I'm looking forward to serving as President. I see it as a challenge and I will do the best job I can. This is going to be a real learning experience for me. There are so many of you out there that have a tremendous amount of knowledge and experience. I plan to learn as much from you as I can. I would like for this to be a very productive two years for aircraft projects - including my own, of course. If there are any special programs you would like to see that might help you with your project, please let me know and I will do my best to arrange things. I will apologize now to those of you whose names I don't know. I will try to get to know who all of you are.

I would like to thank the officers and volunteers that served these past years. The Board of Directors - Brad Davenport, Ron Denight, and Marilyn Schneider - will retain their positions for another year. And Brad will continue as our Designer. Thanks to Larry Loek for taking care of the library books. And, of course, to Willie Bard, Jr. for keeping track of the accounting books. The Vice President didn't do a whole lot last year, so we'll skip any recognition for him. Gene Horsman served last year as both Secretary and Newsletter Editor and for the five years previous to that as Newsletter Editor. Gene has expended a lot of time and energy over these six years and he decided to give it up so he would have more time to work on his BD-5. Well, Gene, I expect to hear some regular progress reports from you now! I have every confidence that all of the new officers and volunteers will do just fine in their new positions. A hearty welcome to all of them.

Last but not least, our outgoing President - Roy Maneely - deserves a round of thanks for all he has done for the chapter.... serving for three years. As a little going-away "shot" I give you this cartoon. Isn't it amazing how much similarity there is between the "training wheel" in this cartoon and the "training tail" on a certain 1959 Bellanca 260 we are all well aware of? Such insight B.C. had to predict that this same airplane would also have a "training wheel" (as stated in the cartoon) instead of conventional landing gear. B.C. must have been way ahead of his time. Could he have been George Orwell's predecessor?



*Kuby White*