

EAA MILE HIGH CHAPTER



PRESIDENT
KIRBY WHITE
423-5134

VICE PRESIDENT
FRED SEAL
659-1589

SECRETARY
KIRBY WHITE
423-5134

TREASURER
CATHY SHEEON
232-9535

NEWSLETTER
KIRBY WHITE
423-5134

VOLUME 11, ISSUE 4, APRIL, 1988

THIS MONTH: This month's meeting will be held on Saturday, April 9, 1988 at 7:30 in the Showroom 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 presentation on the building of the RV-4 by Bill Amos, whose "Four" will fly for the first time in the next couple of months. He will be bringing the airplane from his home in Conifer for everyone to get a really close look at. Bill will also show a promotional videotape on the design, and will display the complete set of plans that he used in the building of it. In order to use the Showroom for our meeting, the members of the Denver Air Center Flying Club have been invited to attend, so we might see a few new faces there. Not wanting to waste a good opportunity like this, several of the Chapter 43 members who base their airplanes at Jeffco will have them in the Showroom on static display. This is both for the benefit of the Chapter 43 members who haven't seen them, and to show the Denver Air Center Club members that there are alternatives to the factory airplanes that they've been flying. This should be a really good meeting, and is one not to miss. To make a clarification to the above, the meeting is at 7:30 P.M.

LAST MONTH: With 65 members and guests in attendance, the meeting of March 12, 1988 was called to order at 7:50 P.M. by President Kirby White at the Denver Air Center. The minutes of the February meeting were approved as published in the Newsletter.

Guests: Guests present were Norm Price of Aurora -- who owns a 1946 Bellanca Cruisair, Leonard Lawton of Thornton, Shane Jordan of Longmont, Dean Kloepper of Littleton -- who has built and flown a Long EZ (which was the Grand Champion award winner at the 1987 Greeley Fly-In), Dana Rowlands of Littleton -- who is a Chapter 301 member and recently got his CFI, Mel Bloomfield of Aurora -- who is interested in the RV-4, Lance and Ken Polzin of Littleton -- who are interested in the Acro Sport, Darrel Kimball of Arvada, Steve Black of Bailey -- who is actually a Chapter 43 member that has been able to make only one previous meeting and is building a KR-2, and Don Coleman of Breckenridge -- who is also actually a Chapter 43 member that has never before been able to make it to a meeting and is building a Fly Baby and owns a large twin for business purposes.

Treasurer's Report: There was none given.

Old Business: Kirby quickly reminded everyone that Treasurer Cathy Sheeon was collecting the 1988 dues, and that she had plenty of

Old Business cont: EAA calendars left to sell for \$6.00. Kirby had some good news for everyone regarding the use of the Denver Air Center Club Room. The DAC has gone through some organizational changes recently, and the person that Kirby was working with to arrange for Chapter 43 to meet in the Club Room was put in complete control of who uses the Room, and what amount of money to charge for its use. In Chapter 43's case, he decided to wave the \$175.00 that had been agreed to for 1988. So the Room is now ours to use once a month at no charge. He knows that everything will be left as we found it (if not in better condition), and all he asks is that some of us come around for a Saturday Breakfast or some fuel every now and then. Those who are looking for a Flying Club might check into what they have to offer. Everyone was very happy with this turn of events.

New Business: Chapter 43 member Scott McKenna talked about a blind altitude encoder that he had come across for \$250.00. It works with many different brands and models of transponders. Kirby said that he would print the information brochure that Scott had in the April Newsletter. Ron Denight had an assortment of rod end bearings and axle nuts at the meeting that he was asking \$5.00 each for.

Gene's Corner: Gene Horsman talked about the NFRM on the 40 mile radius Mode C requirement that is facing all of us. There was a general discussion among those present as to the best ways to write effective letters. The bottom line of it all, though, was to be sure and write!

Progress Reports: Phil Hughes let everyone know that he was now owned by a 1956 Cessna 172, which he bought from Orlando Lucero. Everyone congratulated him for the purchase. Roy Maneely said that the radio installation in his Bellanca was complete, and he was starting to check everything out. Ron Benell recently took the plunge and started an RV-4 project. Bill Davis is plugging away on the building of his Moni, and said that he hopes to have it flying sometime this summer. Marvin Wahl reported that he recently got the paperwork back from the FAA which transfers the title of his Fairchild 24 to him.

A&P: The business portion of the meeting adjourned for coffee at 8:50 P.M. After the break, Gene Horsman showed a videotape entitled "Pulling G's." It was about high performance military aircraft and contained several different segments, most of which were set to music. It was very enjoyable.

MARKETPLACE: For Sale: 1946 Piper J-3 Cub, 65 HP Continental with 62.5 SMOH, New Sensenich metal propeller, Recovered with Ceconite 8-83, Always hangared, Would consider a partner. John Barrett 422-9011 H. 934-5755 W.

For Sale: Franklin 165 HP, 176 TT since rebuild to "0" time by factory, Disassembled and all parts checked, Needs crankshaft. \$1,800; Also Continental A-65, 536 TT with new valves and rings. \$1,800. Will trade either engine for small Continental. Lyle Muir evenings in Hudson 536-4253

For Sale: Assortment of rod end bearings and axle nuts, \$5.00 each. Ron Denight 452-0458



experimental aircraft association

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

March 29, 1988

Dear Chapter Presidents and Secretaries,

You would be very pleased and proud of your fellow EAA members if you could see the tremendous response they have made in opposing NPRM 88-2 (Transponder With Automatic Altitude Reporting Capability Requirement and Controlled Airspace Common Floor, Docket No. 25531). In just the past few days we have received hundreds of copies of letters being sent to the FAA and congressmen opposing the NPRM 88-2 legislation. The quality and content of the letters is excellent. As a further point, we have received copies of letters from congressmen as well as one letter to the FAA from all the air traffic controllers at an ATC Center, condemning the NPRM. Let's hope that all of our efforts will finally achieve a withdrawal of this very unsafe and economically disastrous legislation. We'll keep you up-to-date.

It goes without saying that this is not the last battle you will have to wage in order to preserve your flight freedoms. Frankly, the better organized you and EAA are, the more strength you and we will have in the political arena.

I'm sure you recognize the cost of waging an information program such as EAA has done with NPRM 88-2. Before it's over and done with, EAA may well spend in excess of \$50,000, fighting for EAA members' flight freedoms.

I would be remiss if I did not take this opportunity to thank those Chapters that have forwarded donations to the "EAA Information Fund". As one Chapter president said:

Our Chapter bank account is for a rainy day and it does not get much more rainy than when the FAA is trying to ground our aircraft.

We would like to take this opportunity to provide you with a letter we received from Clifford Henderson, President, EAA Chapter 740:

Dear Paul: I, like many other Chapter presidents, do not appreciate you and the national organization until something like the magnitude of the NPRM on the transponders and positive control of all of our airspace under the guise of safety occurs. I would like to extend my appreciation and sincere thanks for your diligence and leadership.

Chapter Presidents & Secretaries

March 29, 1988

Page 2

Enclosed are letters I have written to my governor, senators, congressmen and finally to the FAA. I have tried to pass the word on this vital issue to both members and concerned members of the aviation community. You have been involved much longer than I, but one wonders what would happen if, in fact, the government got this rule through. Perhaps two years or so down the road the FAA would say, "The system is saturated and we are sorry, but you recreational flyers are going to have to stay on the ground." Could there be some truth in this?

Again, thank you for caring.

Note: EAA has created a special "Information Fund" to support efforts, such as the fight against NPRM Docket 25531, which are not covered by annual EAA membership dues. Contributions to this fund are greatly appreciated. However, they are not tax deductible.

SPECIAL NOTE: The FAA has just notified us that they have extended the comment period to May 12th. That should give you and us time to carry the message to more pilots and aviation enthusiasts. Don't let up one inch, this is the Waterloo Battle for aviation, we lose this one, it's good-bye to general and sport aviation as we've known it. Believe me, it's that serious.

Now that we have a little breathing time, with the extension of the comment period until May 12th on NPRM 88-2 (mode-C), let's also take this opportunity to write to President, Ronald Reagan, and Vice President, George Bush and ask for their help in controlling the legislative rampage of the DOT and the FAA as demonstrated by NPRM 88-2.

Your EAA is standing tall to support you and we are leaving no stone unturned to try to bring reason to this matter. Many EAA members have written and asked about "legal action" by the EAA against this legislation. It is not that easy, as those in the legal fraternity will tell you. But yes, your EAA has taken the first steps in exploring this possibility. There are ways to take legal action against a bureau of the government for rules and legislation it is sponsoring. EAA is responding to your request for action, and we will not let up.

Paul has been called personally by FAA Administrator, McArtor to a special meeting in Washington D. C. on Wednesday, April 6th. Paul and I were planning on leaving for Sun'n Fun but he will adjust his schedule to facilitate this meeting in Washington and then proceed to Sun'n Fun. Paul will also hold a meeting at Sun'n Fun to bring those attending an update on the current status of NPRM 88-2.

The more calls we receive regarding NPRM 88-2, and they are averaging one every five minutes, we have come to a conclusion: What is needed by general/sport aviation is an aviation "Bill of Rights". It seems we are always on the defense - reacting. Now that the pilots have their wind up, we need to move and become pro-active. EAA is developing a series of "Right Points" for aviation - a series of ideas and recommendations that through

legislation and political action, if passed, could bring a degree of stability to the general and sport aviation pilot. Some of these "Right Points" will be:

- * Separate the FAA from the politically oriented DOT
- * Establish an FAA Administration with authority and responsibility
 - Pay him and his administration personnel adequate salaries so that the job will attract top quality people
 - Establish a seven year appointment for the administrator
- * Demand a National Airport Plan
 - Because there has not been a plan, we have seen a lack of direction and inconsistencies such as the Boston, Massachusetts, Massport, fiasco
- * Establish an Aviation Program
 - Because of the lack of leadership by the DOT Administrators, Burnley, Dole and others, we have seen the whole FAA ATC system close to collapse
 - Deregulation and its' results of mass hysteria of changing fare rates, flight schedules, crew and maintenance cuts to cut costs
 - Airline hub systems, taking over smaller out of the way airports, creating severe traffic problems at the new hubs
 - Competitive A/L flight scheduling and the resulting traffic jams, both air and ground
- * Develop an FAA Administrative General Aviation advisory council, made up of leaders in the general aviation and user groups

The work is cut out for us, but your EAA is developing its program of continued leadership to help lead aviation out of its present depression.

STATE OF WISCONSIN SUPPORT

Paul received a telephone call from David Strand, Director, Bureau of Aeronautics of the state of Wisconsin asking to set up a meeting with several of the states aviation officials here at EAA Headquarters. They will be discussing the support of EAA's position on NPRM 88-2. The state is planning on holding a public meeting(s) for pilots and aviation enthusiasts to discuss how the state can best oppose the NPRM 88-2 legislation. Wisconsin state aviation officials are well aware and concerned at the tremendously negative effect of this proposed legislation on the states' aviation industry, the pilots and on EAA. It would be another important step to overcoming NPRM 88-2 if other state DOT's would do the same for their pilots and aviation interests. You might call your DOT Bureaus with the thought.

We also thought that you would find the letter from charter member, Charlie Schuck, to The Newsletter Editors of EAA Chapter 10 very interesting:

A FEW WORDS FROM A CHARTER MEMBER

I was thinking the other day, when my Newsletter and my annual membership card came, how much people do for me and how little I contribute to them. I can make all kinds of excuses like distance, or many members I know don't know (after all 30 years does make changes), however, reading of the progress of Chapter 10 always provides a warm spot in my thoughts.

We were all a great deal younger, full of vinegar and enthusiasm to do the thing we thought was right, when EAA was born. Ralph Mong, Roger White, Jim Frost were among the early ones who could see the reality of a vision and pulled Chapter 10 together. It was a big step for FAA (then CAA) to move so far from aircraft type certification to allow an individual to build and fly his own airplane. But there were also visionaries like Bob Burbick and Tony Magurie within the holy walls of who through their persistence and confidence that, given the opportunity, the EAA would not fail them in doing a good job. By then Paul Poberezny was the shining knight to carry the crusade for the world, especially those pioneers in the U. S. who had already shown their colors.

How did this all affect me? I was the Maintenance Inspector in the Tulsa district office of the CAA and aircraft certification was in my sphere of responsibility - how better to keep a handle on things than to be "one of them". Besides my friends were rallying round the flag to get a Chapter started and I enjoyed being with them. Even though I am now retired from the FAA, I'm still grateful for those FAA Inspectors who continue to display a little empathy for this group of experimenters who continue the spirit that made our country great - that of doing things themselves - not waiting for others to lead or to give them something - but rather to be seen, heard and understood.

The last Newsletter had an article on O. K. PanKratz, one of my oldest friends in Tulsa. The author also knows Pan well as I can recall the early days of CAA Repair Station Certification when a "one man" shop was not acceptable - but we knew Pan was an asset to the industry and did a good job so why not find a way to keep him going. Pan can tell you of the conflicts and mediations, but this is a story of its own. The author spoke of Jane putting up with Pan - he is mellow now compared to the PanKratz of the 1950's and Jane deserves every award in the book. Then I think of Bill Williams and Bill Watson. What one didn't think of the other did, or Buddie Bain who kept the pot boiling. All of whom I consider good friends and who deserve credit for all of their accomplishments in spite of the obstacles put in front of them.

Then there was Johnnie Bouteller who rose to being the Chief Pilot of Service Pipe Line, but still loved little airplanes and his involvement today proves the point. Johnnie did many favors for me, looking for nothing in return - a trait that was present in so many of my Tulsa friends.

In this reminiscence I must also mention Jess Collins, long departed but not forgotten, Charlie Blair, Norman Brown, Dave Peterson, Frannie Rourke, Claire Worsch to name a few. All of those people from whom I learned so much and whose word was their bond.

These are pleasant memories.

Charlie Schuck

Fuel and Fuel Systems

NTSB HAS CALLED FOR AD'S AGAINST LYCOMING O-320 ENGINES

From EAA Chapter 211 Newsletter, Grand Haven, Michigan

The NTSB said valve problems played roles in 71 accidents and incidents, and were the subject of 219 service difficulty reports from 1980 to 1986. It noted, too, that Lycoming has published several service letters recommending ways to prevent valves from sticking or breaking.

The root of the problem is lead salts that form a sludge in lubricating oil and gum up the valve guides. The program is most bothersome for the O-320 engines that were designed years ago to run on 80-octane avgas, but now operate in a 100-octane world. (The so-

called 100 low lead has about four times as much tetraethyl lead as 80.)

Lycoming says that valves can get gummed up, too, when an engine is operated in hot air or when cooling airflow is reduced, such as in slow flight. To alleviate valve problems in O-320 engines, the Safety Board has asked the FAA to take priority action in issuing five separate AD's. One would require all owners of airplanes with O-320 engines to have their oil and oil filters changed every 50 hours or six months. Another AD would require installation of full-flow oil filters on Cessna M-Model, N-Model and P-Model Skyhawks and Cardinals built in 1968, along with Piper Warriors and Robinson R-22 HP helicopters.

These aircraft also would be affected by an AD requiring periodic inspections of valve guide clearances. The inspec-

tion periods would be every 300 hours or three years for the airplanes, every 150 hours or two years for the Robinson.

Exhaust valves in Cherokee 140's and early model (1974 through 1977) Warriors, I-Model through M-Model Skyhawks and Gulfstream American Travelers and Cheetahs would also have to be inspected either at 100-hour intervals or during annual inspections and replaced at the next engine overhaul with sodium-cooled valves.

The fifth AD recommended by the NTSB would require solid-stem exhaust valves in Piper Super Cubs, Tri-Pacers and Cherokee 140's, Beech Sports, Mooney Mark 20's and Champion 7-GCB's to be inspected every 150 hours until they are replaced by sodium valves.

"ATTENTION AIRCRAFT OWNERS"

ALTITUDE ENCODERS

MODE "C"

ACK TECHNOLOGIES
INC.

A-30 ALTITUDE ENCODER

\$250⁰⁰

RANGE:

-1000 TO +30,750

SIZE: L x W x H

6" x 2.65" x 1.7"

WEIGHT:

7.1 OZ.

OPERATING VOLTAGE:

10 TO 32 VOLTS DC

TSO:

C-88a



INTERFACES WITH THE FOLLOWING TRANSPONDERS:

BENDIX:	TPR-2060	TR-641A/B		
CESSNA:	RT359A	RT459A	RT859A	
EDO- AIRE:	RT-777			
GENAVE:	BETA 5000			
KING:	KT-76A / 78A	KT-79	KT-76/78	KXP-750A
NARCO:	AT-50A / 150	AT-516	AT6-A	
RADAIR:	250			
WILCOX:	1014A			

CONTACT: CHUCK SCHUELLER
(303) 232-4268

Installation & Certification: add \$100⁰⁰



U.S. Department
of Transportation

**Federal Aviation
Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 4, 1988

SPECIAL NOTICE TO ALL AIRCRAFT OWNERS AND OPERATORS:

Last September, at the request of the U.S. Customs Service, the Federal Aviation Administration amended Federal Aviation Regulations, Parts 43, 45, and 91 to require aircraft make, model, and serial numbers be marked on the fuselage exterior; to require 12-inch high registration marks when flying across the U.S. border in certain locations; and, to require the carriage of a copy of the approving FAA Form 337 if extended range fuel tanks have been added to the passenger cabin or to a baggage compartment. These regulations were amended to assist Customs in their drug interdiction efforts. Even though public notice of these new regulations was made in the Federal Register on September 9, 1987, as amended September 18 and 30, 1987, and news releases were made, it has come to our attention that many owners and operators may not be aware of these new requirements. The purpose of this special notice is to inform you of these changes which will be enforced on and after March 7, 1988.

First, unless the builder's identification plate is attached to the fuselage exterior, information on your aircraft's make, model designation, and builder's serial number must be displayed on the fuselage exterior, located either adjacent to and aft of the rear-most entrance door or on the fuselage near the tail surface. There are no letter or number size requirements other than that they must be legible to a person on the ground. This identification information must be permanently applied so that it is not likely to be defaced or removed during normal service. The information may be painted on or a placard may be bonded on the fuselage surface. It is in your interest that you select a means of identification marking so that the required information will not come off easily and will be legible if your aircraft is examined by an FAA inspector or law enforcement officer. If you comply with this requirement without drilling into structure (e.g., painting or bonding), it is not necessary to have the aircraft approved for return to service under FAR Part 43 after the markings are applied. Be sure the information you mark on the fuselage agrees with the information on the builder's information plate. Again, this new regulation is not applicable if the builder's identification plate ("nameplate") is attached to the fuselage exterior.

Secondly, if you fly across the U.S. border through an Air Defense Identification Zone (ADIZ) or Defense Early Warning Identification Zone (DEWIZ), the aircraft is required to have

12-inch high registration marks. You may use temporary marks so long as they will not come off during the flight. Use of 12-inch registration marks is required for aircraft penetrating an ADIZ or DEWIZ to reduce the hazards associated with air-to-air identification.

Thirdly, if your aircraft has been modified to add extended-range fuel tanks in either the passenger cabin or baggage compartments, you must carry a copy of the FAA Form 337 showing approval of that modification aboard your aircraft. The form must be made available upon request of any FAA inspector or law enforcement officer. If you are affected by this regulation, please check your maintenance records to ensure you have the required FAA Form 337, copy it, and carry the copy with the other required papers aboard the airplane. Should you find that you do not have the required FAA Form 337, please contact your nearest Flight Standards District Office to determine what must be done to obtain the required record.

If you are affected, you should bring your aircraft into compliance as soon as possible.

Thank you for your consideration.

M. C. Beard
Director of Airworthiness



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



EUGENE HORSMAN
210 LOOKOUT VIEW CT.
GOLDEN, CO 80401