

EAA MILE HIGH CHAPTER



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NEWSLETTER
KIRBY WHITE
423-5134

VOLUME 10, ISSUE 2, FEBRUARY, 1987

THIS MONTH: This month's meeting will be held on Saturday, February 14, 1987 at the Rocky Mountain Energy Center at 7:30 P.M. The program hasn't been finalized as of this writing, but a program is guaranteed.

LAST MONTH: With 60 members and guests in attendance, the meeting of January 10, 1987 was called to order at 7:55 P.M. by President Kirby White at the Rocky Mountain Energy Center.

Guests: Guests present were J. Gordon Woods of Commerce City -- who owns a Cessna 172, Jan Coble of Broomfield -- who is an employee of Colorado Aero Tech, Sandy Amos -- who is the wife of member Bill Amos, Joe Espejo -- who is the son of member Ron Espejo, Sid Lemoine and his wife of Broomfield -- who are planning to start a project later on this year after Sid graduates from Colorado Aero Tech, and Roger Warden of Longmont.

Treasurer's Report: There was none given.

Old Business: Kirby acknowledged the presence of Brad Davenport, who had returned from his medical treatment in Texas and was feeling pretty good. Everyone gave him a big welcome back to Denver, and also to the Chapter 43 meeting. Kirby said that Treasurer Cathy Sheeon was starting to collect the 1987 Chapter 43 dues of \$10.00, and that she was also selling 1987 EAA calendars for \$5.00 each.

New Business: Milly Clark, the daughter of member Roy Clark, stepped forward and showed a sample of the very nice pen and pencil sets that she and her Junior Achievement group were making and selling. The wood base could be laser engraved with a short inscription. The price was in the \$20.00 to \$25.00 range, with a discount for quantity purchases. Guy Clark brought in some catalogues and brochures on different aircraft products, and invited everyone to help themselves to whatever interested them. Bill Amos talked about going to the Sun 'N Fun Fly-In in Lakeland, Florida. He said that Kirby and Fred Seal were thinking about going also, and a fourth person to split the cost of the motor home that they would be staying in at the Fly-In would be nice. Bill mentioned that he had some more right angle drill adapters for sale for \$20.00 each. Jim Thompson reported that he had spoken to Tim Lucero, who a lot of people in the Denver area knew before he moved to California. He is doing well, and says hello to everyone. Member Bob Lee showed a metal non-aircraft part that he had made. He was looking for someone with machine shop tools to make a number of them for him fairly quickly.

Gene's Corner: Gene Horsman read an article about the flight of the Voyager, and some of the problems encountered during the trip which had to be overcome. It was quite interesting. Gene read another article about the petition to establish a new Recreational Pilot Certificate and extend the duration of a third-class medical certificate to three years, which is in the final stage of review by the Federal Government. A final determination is expected in 1987. Gene also read the forty recommendations that FAA Administrator Donald D. Engen released on October 27, 1986 to address the issue of air safety in terminal environments. Kirby said that he would print the entire list in the February Newsletter.

Progress Reports: Member Jim Anderson said that he has been working on the B-29 restoration at Lowry Air Force Base, and that it is coming along nicely. Bill Amos reported that he has been building the fuselage for his RV-4, and that it now looks like a canoe. He plans to fly it to Oshkosh this year. He is now in the market for an engine -- preferably a Lycoming O-320 D3G, or at least any "D" series.

A&P: The business portion of the meeting adjourned for coffee at 8:40 P.M. After the break, Gene Horsman gave us a choice of about six videotapes to watch. It was narrowed down to an Oshkosh 1986 and a Voyager tape. By a very slim margin, the Oshkosh tape won. It was very enjoyable. Kirby promised that the Voyager tape would be shown in the very near future.

GLOSSARY: From "I'd Rather Be Flying" by Donna Vasko

Weather: little white lies for which pilots wait hours on the telephone to hear.

Wind: that invisible force into which one flies no matter heading.

Wing Loading: a mathematical computation which results in loading baggage of equal weight on top of each wing.

CONGRATULATIONS: Chapter 43 now has a new member -- Kelsey Ann Sheeon. She was born to Cathy and Guy Sheeon on Thursday, January 29, 1987 at 9:16 P.M. She weighed 7 lbs. 9 3/4 ozs. and was 21" long. She has dark brown hair and blue eyes. As of this writing, she has already been to the airport! That's the way to start 'em out! She will probably be at the February Chapter 43 meeting. Congratulations to Cathy and Guy and Kelsey!

MARKETPLACE: For Sale: Wicks KR-1 materials kit, Purchased 7 or 8 years ago for \$580.00, Moving very soon and will sell for \$300.00, Materials can be used for other than a KR-1 project. John Spratt 469-3056

For Sale: Continental C85-8, Complete except for carburetor, \$800; Also Continental C85 for parts, \$100.00. Rick Robbins 422-9389

Wanted: Lycoming O-320 D3G (preferably) or any "D" series engine. Bill Amos 838-2366 in Conifer

For Sale: Aeronca 11BC located at the Longmont Airport with 1985 TO and rebuilt in 1983, \$6,000 firm. Dean Hollenbaugh 442-4198 eves.

For Sale: Space in hangar at Longmont Airport for mostly EAA members, Half down and will finance the rest. Ed Scott 652-2337 in Niwot

AVIATION HAPPENINGS: March 6-8, 1987 Annual Cactus Fly-In. See poster elsewhere in this Newsletter for details.

March 15-21, 1987 Sun 'N Fun Fly-In in Lakeland, Florida.

THE FAA'S TOP 40

Enforcement, concept and design, and training and education are the key issues in an FAA study reviewing TCA safety.

BY SETH B. GOLBEY

Less than three weeks after the midair collision over Cerritos, California, on August 31, 1986, the Federal Aviation Administration, responding to public and congressional pressures to address the issue of air safety in terminal environments, initiated a number of studies designed to identify the problems and recommend solutions. On September 16, FAA Administrator Donald D. Engen appointed William R. Fromme, director of the FAA's Office of Aviation Safety, to head a working group to investigate the performance of the nation's 23 terminal control areas (TCAs). At the same time, Engen asked Homer C. McClure, regional director of the FAA's Western-Pacific Region, to perform a special review of the Los Angeles TCA. On October 15, the TCA Review Task Group submitted a list of recommendations. After reviewing this document, Engen released, at a press conference on October 27, his own list of 40 recommendations that would be given further study. That same day, McClure released his findings at a press conference in Los Angeles.

Engen told the press that "the recommendations of this Task Group fall into three categories: first, recommendations about the concept and design of TCAs themselves; second, recommendations about pilot training and education to provide the information needed for proper use of TCAs, including reduction of violations, and third, recommendations for improving enforcement where violations still occur."

Apparently, however, the issue of en-

forcement has been given the highest priority by the FAA. Indeed, a minimum penalty of a 60-day certificate suspension for TCA violations was enacted earlier in October. Moreover, the FAA is proposing that a written test on controlled airspace and procedures be passed before certificate reinstatement. AOPA supports appropriate action against violators. The association believes that, while a mandatory 60-day suspension might be unduly harsh in the case of an inadvertent TCA violation, a willful violation of TCA airspace should be considered grounds for certificate revocation. AOPA also cautions that a program of written testing cannot be implemented until a suitable test has been developed; there currently is none.

The FAA proposes to simplify and standardize TCA airspace. The two current categories of TCAs and three sets of equipment requirements and procedures affecting TCA airspace would be replaced by a single type, essentially identical to the current Group I TCA. The FAA would expand TCA boundaries to a 30-nautical-mile radius around the primary airport and to 10,000 feet msl or 7,000 feet above the airport elevation (whichever is higher), requiring Mode C altitude-encoding transponder use within the TCA and below 12,500 feet msl within the 30-nm radius. AOPA has long been a proponent of simplified TCA design and agrees that Mode C use in congested terminal areas is a desirable goal. The association is concerned, however, that expansion of TCA boundaries and hasty implementation of the Mode

C requirement would tax the capacities of controllers and their equipment in some TCAs (Los Angeles', for example); immediate implementation is simply not possible in some locations until increased computer capacity and ATC system modernization is accomplished.

Based on the premise that "elements of the aviation community lack satisfactory knowledge of TCAs and other controlled airspace," the FAA has also made a number of recommendations related to pilot and controller education. The FAA proposes to require a demonstration of such knowledge on written examinations, flight tests and biennial flight reviews; the results of the latter would be reported to the FAA. AOPA, while taking exception to the implication that pilots following the FAA's own training and currency standards are not properly trained to fly in the system, fully supports additional educational efforts, such as the proposal to develop a "Back-to-Basics" program on the subject of TCAs and controlled airspace. Moreover, the AOPA Air Safety Foundation has been involved, together with FAA accident prevention specialists, in conducting pilot seminars on this topic.

"Improvements in aviation safety always involve changes," Engen told the press. "In order to do something better tomorrow, you have to do something different than what you are doing today. Each of these recommendations will be given careful consideration within the FAA to make sure that the changes we do adopt are genuine improvements for the flying public." □

The following list is from a memorandum that FAA Administrator Donald D. Engen sent to the FAA's associate administrator for aviation standards, associate administrator for air traffic, chief counsel, director of aviation safety, assistant administrator of public affairs and the director of the Mike Monroney Aeronautical Center.

1. Adopt standardized procedures for tracking TCA intruder aircraft to include handoff

between adjacent ATC facilities and sectors.

2. Investigate the potential for improvement in the terminal and enroute automation system tracking capability to tag primary and code 1200 beacon targets.

3. Examine the potential for including automatic detecting, monitoring and tracking of intruding aircraft in advanced automation specifications.

4. Utilize the capability of Mode S equipment to assign a discrete transponder code to each

Mode S equipped aircraft to identify aircraft [that] are not complying with FAR 91.90.

5. Reduce the processing time for changes in aircraft and pilot registration records to enhance enforcement efforts against TCA violators.

6. Consider increased penalties for providing FAA false information pertaining to aircraft registration and pilot certificate information.

7. Establish a procedure for notifying the reporting controller of the final outcome of an

enforcement action for a TCA violation reported by the controller.

8. Examine the established procedures for initial and follow-up submission of Incident Report (FAA Form 8020-5) and other information from the air traffic facility to the flight standards office, and provide recommendations as to how to avoid routine submission of full documentation before it is necessary. In addition, evaluate the possibility of having two ATC facility personnel certify the copy of voice tapes to be used in enforcement actions in order to ensure that at least one employee will be available for enforcement hearings.

9. Examine the potential for automatic plotting and extraction of ARTS III data if such data are necessary for TCA enforcement actions.

10. Ensure that an Incident Report is filed on all TCA-related pilot deviations and that Safety Improvement Reports are filed only when warranted.

11. Structure the suspension order for a TCA violation to require that the pilot pass an FAA written test on controlled airspace and procedures before the suspension is lifted. The suspension will not be less than 60 days but could continue beyond 60 days until the pilot passes the written test.

12. In cases where the inspector determines that there is a question as to the pilot's competency at navigation, structure the suspension to require a Section 609 Requalification Check for navigation competency in addition to the 60-day suspension and written test requirement.

13. Require suspension of piloting privileges for more than 60 days for any TCA violation which results in a Near Midair Collision (NMAC) report classified as "critical" or "potential hazard."

14. Initiate a study to determine the effectiveness of the enforcement policy on penalties for TCA violations. The target date for completion of the study is September 30, 1987.

15. Issue monthly press releases on the enforcement measures and types of sanctions administered to TCA violators when the number of actions warrants a press release.

16. Simplify and standardize TCA design as much as practicable. Develop new TCA design criteria and circularize for public/industry comments. Consider the following as potential criteria:

a. Tops of all TCAs at 10,000 feet MSL or 7,000 feet AGL, whichever is higher.

b. Lateral limits 30 miles from the primary airport.

c. Inner surface area of TCAs a maximum of 10 miles from the primary airport, consistent with runway alignment.

d. 300 foot per nautical mile gradient from the inner area out to 20 miles.

e. Area between 20 and 30 miles should be consistent with approach/departure procedures.

17. Expedite rule-making to establish one type of TCA in line with NAR establishment criteria and amend FAR 91.90 accordingly.

18. Issue an Advanced Notice of Proposed Rulemaking proposing the following new requirements.

a. Require an operating Mode C transponder in all airspace from the surface to 12,500 feet MSL within 30 miles of the primary TCA airport.

b. Extend the fixed-wing aircraft equipment requirements to helicopters operating in TCAs.

c. Extend the equipment requirements contained in FAR 91.90(a) to all aircraft operating within all TCAs.

19. Evaluate each existing TCA to determine if the traffic conditions warrant restriction or prohibition of VFR transit through the area. Provide specific ATC-controlled VFR transit routes through those TCAs able to accommodate that activity safely.

20. Examine the feasibility of installing a vortac (VOR/DME) on each TCA primary airport. If feasible, utilize VOR/DME and crossing radial definition for TCA boundaries.

21. Initiate rule-making to propose requiring the pilot in command of a civil aircraft operating within a TCA to hold a private pilot certificate or higher.

22. Develop baseline data and analysis methods for evaluation of TCAs to include user attitudes, knowledge of TCAs, NMAC data, pilot deviation data and operations error data (post 1985). Determine the number and type of intrusions into specific TCAs.

23. Take action to simplify and standardize charting [that] defines TCA boundaries.

24. Develop advisory circular material that identifies topics to be covered by certified flight instructors (CFI) and others when administering biennial flight reviews (BFR). The use of TCA and other controlled airspace shall be a topic.

25. Initiate a regulatory requirement for CFIs to report the completion of all BFRs to the FAA. The purpose of the report would be to affirm that a pilot has passed the BFR and has demonstrated satisfactory knowledge of the topic areas identified in advisory circulars proposed in Recommendation 24 above.

26. Establish nationally standardized procedures [that] would encourage participation of air traffic control specialists familiar with TCA operations in pilot training seminars.

27. Examine and determine the feasibility of using "gateway" VOR advisory services to provide TCA airspace information for pilots approaching TCA boundaries.

28. Examine and determine the feasibility of utilizing a channel associated with pilot automatic telephone weather answering service (patwas), for providing pilots with specific TCA location information through automated flight service stations.

29. Examine the potential benefit of increasing the passing score on airmen written tests to a grade higher than 70 percent.

30. Revise, update and reprint for distribution Air Carrier Operations Bulletin 8-78-3 ("Importance of Cockpit Crew Members' Ex-

ternal Vigilance").

31. Examine all existing information available to the airmen regarding TCA concept, design, procedures, etc., and determine if that information is adequate. Update both the content and methods of distribution where necessary.

32. Develop a standardized refresher training program for Air Traffic and Flight Standards personnel [that] highlights their respective responsibilities to the aviation community regarding VFR operations in and around TCAs.

33. Evaluate the feasibility of utilizing terminal enhanced target generator training programs to improve the control and coordination of VFR pop-up traffic requesting TCA service.

34. Take steps necessary to ensure that all air traffic facilities provide the required TCA training to pertinent personnel.

35. Take steps necessary to ensure that the Oklahoma City Designated Examiner (DE) team provides updated information to DEs and tests DEs' knowledge of TCAs and other controlled airspace.

36. Take steps necessary to ensure that DEs test all airman applicants on their knowledge of TCAs and other controlled airspace.

37. Ensure that all CFIs receive training on TCAs and other controlled airspace prior to biennial recertification. Provide CFIs with methods for use in training their students about TCAs.

38. Develop a "Back-to-Basics" presentation [that] teaches what a TCA is, how to access it and how to use it.

39. Encourage the aviation industry to require special TCA airspace checkout for pilots based within a prescribed distance from TCA primary airports.

40. Evaluate the extent of additional resources necessary to accomplish the following:

a. Use of dedicated personnel to monitor radar for TCA violators.

b. Establishment of position descriptions such as "assistants" or "technicians" to help handle investigations and violation case preparation at FSDOs.

c. Increased staffing at air traffic facilities, Flight Standards District Offices and Regional Counsel offices, as necessary, to handle increases in enforcement cases due to emphasis on TCA violators.

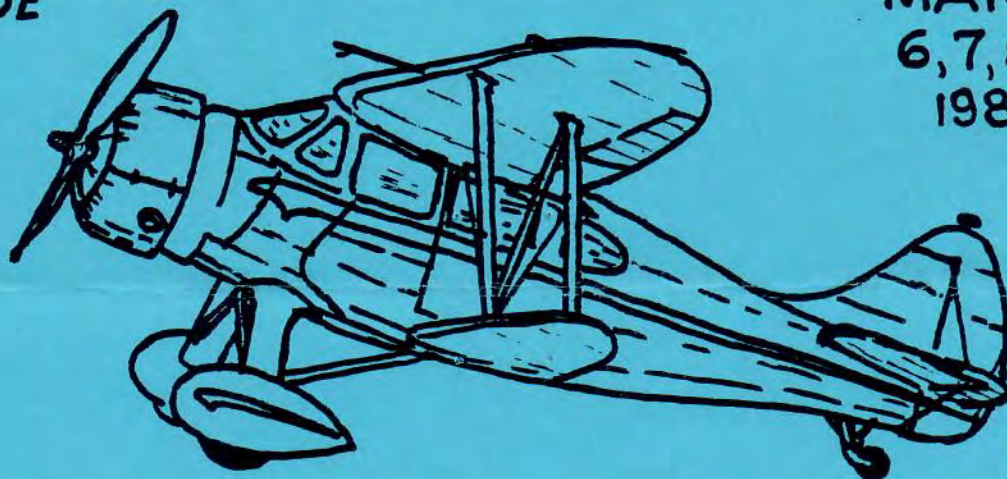
d. Establishment of an expanded radar service (ERS) position at each TCA location. It is contemplated that this position would function as follows: All VFR aircraft requesting entry into the TCA would be required to contact this controller for identification and to state intentions. The ERS controller could constantly evaluate traffic conditions and deny or approve entry into the TCA. The aircraft would then be handed off to the appropriate sector controller. This ERS controller could also monitor, track and record TCA intrusions. The duties of this ERS position would be similar to the duties of a position now in use in the New York Tracon. □

29TH ANNUAL CACTUS FLY-IN

ARIZONA ANTIQUE AIRCRAFT ASSOCIATION

CASA GRANDE
MUNICIPAL
AIRPORT

MARCH
6, 7, & 8
1987



SCHEDULE

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Early arrivals - lunch and barbecued beef dinner on the field served by Casa Grande Lions Club followed by aviation movies.

SATURDAY:

Arrivals all day. Breakfast and lunch on the field served by Casa Grande Lions Club. Saturday evening awards banquet and program at "The Property" restaurant in Casa Grande.

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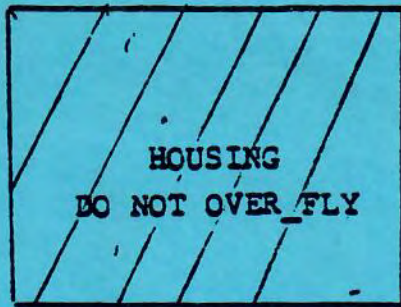
ANTIQUES

EXPERIMENTALS

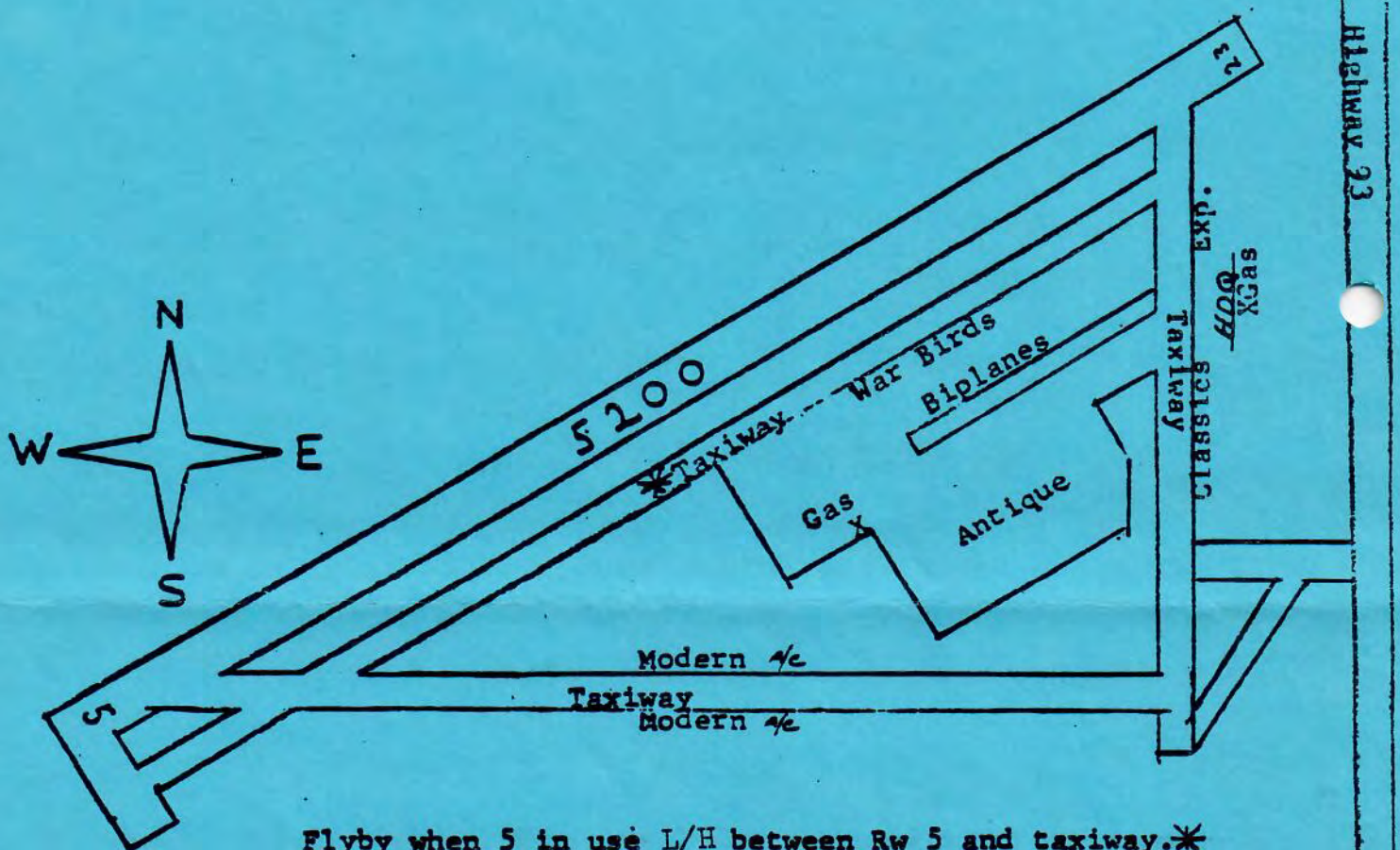
WARBIRDS

Traffic Pattern
RW 5 L/H, RW 23 R/H
Pattern 2300 MSL
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Fuel 100LL & Mogas
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6 mi. south



CACTUS FLY-IN
CASA GRANDE, ARIZONA



Flyby when 5 in use L/H between Rw 5 and taxiway.*
Flyby when 23 in use R/H.

P-40F



Dick Rowley, who set two world and three U.S. aviation records in his experimental amateur-built aircraft, tells why he designed the P-40 Warhawk replica.

"If you ask me about my 'dream' airplane, I would tell you all about the Curtiss P-40 Warhawk. Used very successfully by the Flying Tigers, the P-40 has a colorful history which says it all about being a fighter pilot flying from small fields with limited resources, necessitating creativity and improvisation, an experience experimental aircraft builders can still share today."

"The dollars to buy and operate a full scale P-40 were beyond my grasp. But, the desire to fly my own WWII fighter was very intense. So, I did the next best thing - designed and built my own 3/4 scale P-40 replica, incorporating features I felt were desirable, and avoiding those that were not."

"In plans or kit form, it had to be fun, easy, and quick to build, using common shop tools with non-toxic 'friendly' materials insensitive to temperature and humidity. It had to perform well with sufficient speed and range to really go somewhere, but have good control at low landing speeds to fly into and out of short fields."

"I wanted a unique, different, nostalgic airplane that would empty the hangars wherever it went. It had to be strong (+6 gs, -4 gs) for a little 'unusual attitude' flying, light on the controls, but not acquirrely on the ground. It had to have retractable landing gear. In a word, it had to be FUN."

"I built 'Lynn Ann', P-40 N42915, as a proof-of-concept experimental airplane, and achieved virtually everything I wanted, paving the way for the next step."

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"To provide you with detailed performance data plus flight and construction photos, we have assembled an information kit which can be yours for \$15 postpaid. It tells how you can earn commissions as an independent sales representative and also qualify for tax deductions. Plans start at \$125, kits at \$9,500, and fly-away aircraft at \$16,000. 'Buy as you build' component kits start at \$150.00."

"You are invited to visit Lynn Ann and me at Meadowlake Airport, 15 miles Northeast of Colorado Springs via Highway 24."

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Dick*

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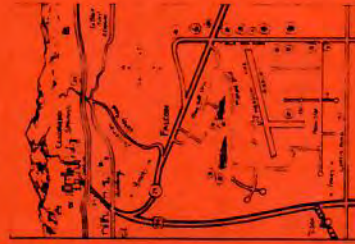
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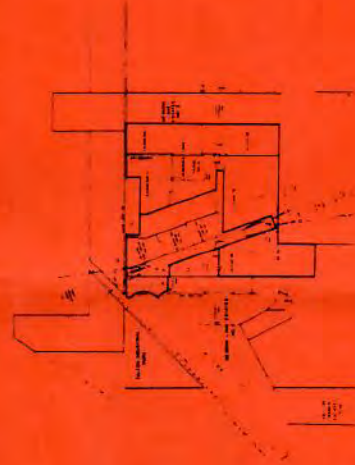
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AREA LOCATION MAP

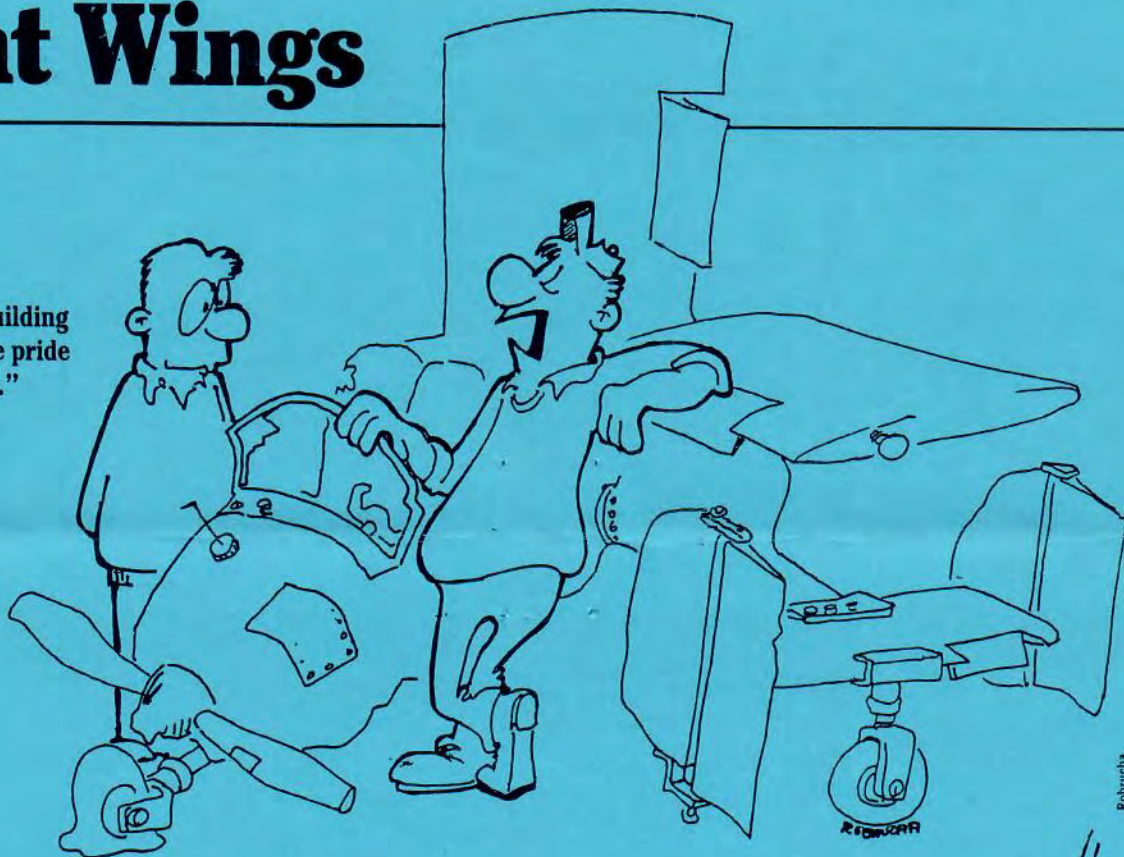


MEADOWLAKE AIRPORT

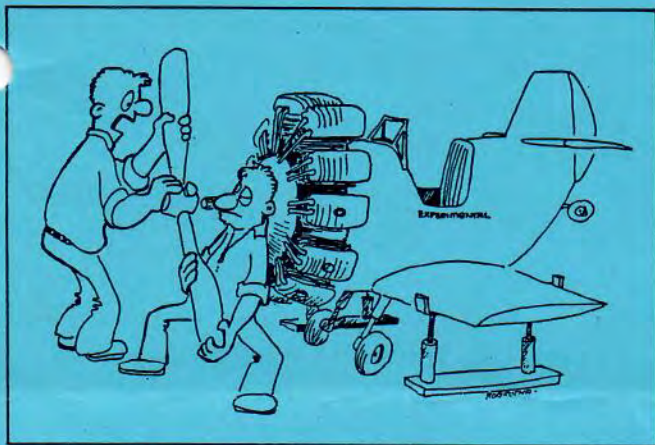


Light Wings

"I'm into homebuilding primarily for the pride in workmanship."

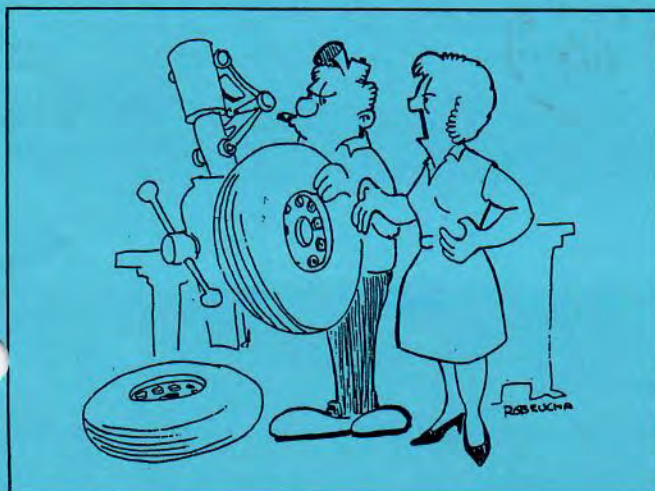


Robrucha



Robrucha

"Have you thought about torque?"



Robrucha

"But why a two-thirds scale B-17, George?"



Robrucha

Please put the following for sale items in your next newsletter:

HOMEBUILDER'S GARAGE SALE

1 0-220 mph airspeed \$35, 2 "Arrow" oil psi gages \$10 ea, ZT-2 Compucruise module and Floscan flowmeter \$100, 4"x1.5" solid tailwheel \$8, 4.00x5 knobby tires and tubes (Q2) \$15, Quickie-type tailspring \$10, Telex D-950 headset excellent \$75, Mikuni VM26-36 carb \$35, Quickie 44x27 prop \$95, 2 IFR OHC sensitive altimeters, 1 with Great Lakes logo, \$89 ea, Weston gyro horizon model #5000 B1 \$200, Edo dry vacuum pump #1U128A \$100, 3 1/8" combo oil psi/oil temp gage \$75, Narco UGR-2 Glideslope receiver \$100, B-16 magnetic compass \$25, PA-22 front and rear lift struts, sandblasted and epoxy primed \$100 for both, Sensenich M76AM-2 prop 74"x56", highly polished \$300, Whelen red anticollision beacon \$75. Gary Rogers 405/234-1528 days, Norman Howell 405/249-7644 days, Gary Green 405/233-3186 evenings, no collect.

1952 Piper PA-20 Pacer, 135 hp, 444 SMOH, 4560 TTAF, KX-170B, AT-150, Auto fuel STC, All AD's complied with, Hangared, Recent Ceconite, Light Tan/Brown trim, nice show plane. \$11,500, delivered for expenses, Gary Rogers 405/234-1528 days, or Charlie Calivas 405/234-9822 evenings after 5 p.m. No collect calls, please. Selling to finance an RV-6!

Thank you for calling these items to the attention of your members.
Sincerely,

Norman E. Howell

Norman E. Howell
EAA Chapter 455
Enid, Oklahoma



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



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