

EAA MILE HIGH CHAPTER



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423-5134

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659-1589

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KIRBY WHITE
423-5134

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CATHY SHEEN
232-9535

NEWSLETTER
KIRBY WHITE
423-5134

VOLUME 10, ISSUE 8, AUGUST, 1987

THIS MONTH: This month's meeting will not be held on the normal second Saturday, as the last day of Oshkosh week is just one day before our usual meeting night. Instead, the meeting will be held on Saturday, August 15, 1987 at the National Center for Atmospheric Research (NCAR) hangar at Jefferson County Airport. The hangar is light blue and very tall, and is at the west end of the airport. It sits between Turbo West and the U.S. Forest Service fire bomber, and across the street from Colorado Aero Tech. NCAR is being extremely generous in allowing us to hold our meeting there and see exactly what goes on. Their Electra and Sabreliner will be there, and we will be allowed to freely look at them both inside and out, and see what is involved in researching weather from the air. There will also be a tour of the entire facility to answer any questions. I feel that I don't need to emphasize to the group how careful we need to be. Cameras are welcome, if anyone is interested in taking pictures. This should be a very interesting and informative meeting, and is one not to miss.

LAST MONTH: With 43 members and guests in attendance, the meeting of July 11, 1987 was called to order at 7:55 P.M. by President Kirby White in the Club Room of the Denver Air Center. The minutes of the June meeting were approved as published in the Newsletter.

Guests: Guests present were Scott Doss of Federal Heights, Steve Dodd of Arvada, Phil Roman of Englewood, and Ted Wilkinson of Parker -- who was actually not a guest but a new member able to make a meeting for the first time. Ted has a 1946 Aeronca Chief rebuild project, and has a background in welding and metal working. He offered to help others in the Chapter with construction methods that he was experienced in. Ted has been a member of an EAA Chapter in Washington, D.C. for quite a number of years.

Treasurer's Report: There was none given.

Old Business: Kirby announced that the use of the Denver Air Center Club Room for our monthly meetings looked like it would be permanent, as the room was left in excellent condition after the June meeting (which the permanency was contingent upon). He suggested that those members who didn't have a specific place to buy their aviation fuel consider buying from the Denver Air Center from time to time, and that all members of Chapter 43 try to support them in some way in order to return the favor of allowing us to use their excellent facility. Kirby said that Herrill Davenport and Daphne Seabury had indeed gotten married since the last Chapter 43 meeting, and everyone congratulated them for doing so. Cathy Sheen talked about the upcoming Greeley Fly-In on August 21-23, 1987. She said that Chapter 43 will be running one of the pop stands on both Saturday and Sunday this year, and she

Old Business cont: will need volunteers for two hour shifts during the time that the stand will be open. A number of people raised their hands to volunteer, but more will be needed. Bud Aumann, who wrote the very nice letter which was published in the June, 1987 Chapter 43 Newsletter, talked about the Super TCA and Mode C Requirement NPRM that he feels everyone should write and comment on. He read part of an article from the July 1987 issue of "Sport Aviation" which explained what effect the proposed NPRM would have on general aviation flying if passed. He brought a number of copies of the article to hand out, and also had copies of a list of people to write to. He said that comments were due by August 17, 1987. Kirby said that he would publish the two sheets in the August, 1987 Chapter 43 Newsletter, along with any return letters from the people Bud wrote to. Kirby read an article from "ACPA Pilot" on the same subject, and had copies of a letter to pass out which was written by Tom Jewett (who is not a Chapter 43 member), which were both supplied by Gene Horsman who couldn't attend the meeting because he was under the weather. The "ACPA Pilot" article is reprinted below.

The FAA is soliciting comments on whether aircraft without Mode C transponders should be allowed to fly to and from airports within the 30-nm radius of a primary TCA airport as long as they remain below 2,500 feet agl and outside of TCA airspace. AOPA believes it is essential that Mode C not be required below 2,500 feet agl in the outer ring of a TCA so that general aviation aircraft can operate freely at outlying airports. There would be no impact on TCA operations because aircraft operating out of a TCA primary airport would not be flying at low altitude below TCA airspace.

New Business: Concerning Oshkosh, Phil Hughes asked if anyone was planning to drive and stay the entire week and have room to take his sixty pound tent. Chuck Ogden wanted to know if there were any road construction delays that could be expected or avoided in making the long drive to Oshkosh. Ken Lysek announced that Jeffco Airport was offering tiedown spaces in the grass for \$20.00 per month. He said that they would even tug your airplane in and out of the area whenever you wanted to go flying. Kirby talked about the August Chapter 43 meeting. He said that it would be held one week later than normal due to the fact that the last day of Oshkosh week would be just one day before the normal meeting night. He also said that the meeting would be a tour of the NCAR (National Center for Atmospheric Research) hangar at Jefferson County Airport. Bill Landers read a list of for sale items that a friend of his had, which Kirby said he would put in the Newsletter. Bill also had a couple of announcements to make. A recent issue of "Kitplanes" magazine reported that INAV, the British firm that purchased Monnett Aircraft, has ceased operation at its Wittman Field facility in Oshkosh. "Kitplanes" offers free advertising in the back of their magazine. The EAA is marketing a new magazine called the "EAA Experiminter," which is basically a new name for "Light Plane World." Kirby said that Colorado Aero Tech was again planning an Open House at both their Jeffco Airport and Cheyenne, Wyoming facilities. They wanted to have some airplanes to display from about 10:30 A.M. to 3:30 P.M. at both facilities. The date for the Jeffco Open House would be

New Business cont: Sunday, August 2, 1987, and two weeks later on Sunday, August 16, 1987 for the Cheyenne Open House. Fifty dollars would be paid for each airplane. Kirby said to contact him if interested in displaying an airplane. Lyle Muir brought in some information on the Geschwender Ford V-8 engine conversion for anyone interested to look at. Kirby displayed some information which was sent to him by EAA Headquarters on a Mastercard credit card that the EAA was promoting.

Gene's Corner: As reported in the Old Business portion of these minutes, Gene Horsman was not feeling well and did not attend the meeting. He sent along a couple of articles, which Kirby read. The AOPA is sponsoring a Flight Training Clinic in Colorado Springs on August 7-9, 1987. The four courses offered are Pinch-Hitter, Instrument Pilot Procedures, Instrument Pilot Refresher, and a Mountain Flying course. The AVEMCO Insurance Company is now one of the sponsors of the Eagles Aerobatic Flight Team.

Progress Reports: Phil Hughes brought in a number of pictures of the work that he is doing on his Fly Baby project. Included in the book were pictures of completed examples of the type that he had liked the looks of. Ron Espejo reported that he was in the process of stripping the paint off the 1951 Cessna 170-A that he recently purchased. He has the control surfaces at home to do some repair work on, and also has the interior out for replacement. Ron also talked about the full-scale Fokker D-7 biplane replica that he is working on. He has an inline six cylinder Ranger engine that he plans to put in it. Jim Thompson mentioned that there was a completed Fokker D-7 in one of the hangars at the Aurora Airport.

A&P: The business portion of the meeting adjourned for coffee at 8:30 P.M. After the break, Ted Wilkinson showed slides that he had taken at the Pima Air Museum in Arizona. He also showed some slides from other museums and airshows that he took in the early 1970's. They were all very enjoyable to look at, and everyone thanked Ted for sharing them with us.

MARKETPLACE: For Sale: Lycoming 50 HP engine, single magneto, rebuilt but not run; Lycoming 65 HP engine, dual magnetos, needs rebuild; Gypsy Weedhopper ultralight, 3 hours. Make offer on any of above. Don Morton 856-3687 in Cedaredge, Colorado

For Sale or Trade: Instruments -- Artificial Horizon, Sensitive Altimeter, Vertical Speed Indicator; Venturi; Wheel pants for 5" wheels; Gas powered tug for moving tri-gear aircraft, made from a snow blower. Vic Caranci 586-4505 in Estes Park, Colorado

For Rent: Port-A-Port hangar at Jeffco Airport. Dave Biesemeier 795-1456 in Denver

For Sale: Rose Parakeet with Continental 65 HP engine; Thorp T-18 project, fuselage on gear. Jim Loyd 543-1145 in Pueblo, Colorado

For Sale: Wing tip lights kit, \$300.00. Roger Smith 3955 Harmony Dr. #525 Colorado Springs, Colorado 80917

ROCKY MOUNTAIN



**AUGUST
21, 22, 23, 1987**

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AEROBATIC DEMONSTRATION
by THE DENVER AIR SHOW TEAMS
3-4 P.M. SATURDAY & SUNDAY**

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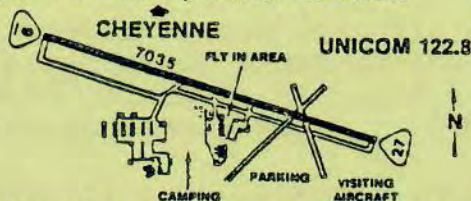
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DISPLAYS

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FLY-MARKET



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For More Information Contact

Bill Marcy (303) 798-6086 — DENVER
Bob Kelly (303) 353-5514 — GREELEY
EAA Chapters 43, 72, 301, 515, 648, 649, 660,
720, 764, 808.

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WARNINGS: 1. Greeley-Weld County Airport is a public-use, non-controlled airport. Radio communication is not required at this airport, & non-radio aircraft are likely to be present at all times. 2. Some of the aircraft attending this fly-in may not be airworthy or otherwise capable of safe operation. Amateur-built aircraft are not required to meet all of the requirements for FAA certification, and even though properly licensed, may be unsafe. 3. Some of the pilots may not be qualified or experienced enough to operate their aircraft safely. 4. The Greeley area is subject to frequent and occasionally violent changes in wind, weather, and precipitation. 5. Enforcement of FAA regulations, aircraft airworthiness, pilot qualifications, & weather advisories are the responsibility of the FAA. The Rocky Mountain Regional Fly-In Committee, Inc. has no power or authority, and assumes no responsibility, to enforce regulations, inspect aircraft, examine pilots, direct air traffic, or to provide weather reports & advisories. PARTICIPATE AT YOUR OWN RISK

Atlanta Hartsfield
Boston Logan
Dallas/Ft. Worth International
Los Angeles International
Miami International
Newark International
New York Kennedy
New York LaGuardia
San Francisco International
Washington National
Andrews AFB, MD

4. Student pilots would be able to operate aircraft solo in the airspace of a Super TCA only after receiving ground and flight instruction from authorized flight instructors for operation in that Super TCA and having their flight instructors endorse their logbooks within the preceding 90 days, stating their competency for such operations.

5. Student pilots could land and take off at airports within the surface area of a Super TCA (other than those 12 listed above) only after ground and flight instruction for operation at that airport by authorized flight instructors . . . and have the instructors' endorsements placed in their log books within the preceding 90 days.

The NPRM is pretty much as EAA Headquarters expected it to be, as a result of previous consultations with FAA personnel. Consequently, our objections are essentially as have been outlined on these pages over the past few months. In summary, they are:

1. While EAA is generally in favor of a uniform shape for TCAs, we believe that shape, outside of the inner, ground level "layer", should be in the form of approach and descent corridors based on the "gates" already in use by ATC, rather than giant, largely unused cylinders of airspace.

2. EAA is very much opposed to the Mode C requirement under the two outer layers of the Super TCA. This would be a severe hardship on many owners of aircraft based at the 588 airports within the twenty-three 60 mile wide cylinders — aircraft without electrical systems, aircraft with values less than the probable cost of the Mode S transponders due in 1992, gliders and others — and a hardship for those with a need to fly into airports within the cylinders to engine shops, radio shops and for other services. Our principal argument is that, by current regulation, high performance aircraft are not allowed to descend below the bases of the outer layers of the TCA, so there should be no potential conflict between airliners and non-transponder equipped aircraft under these layers. Significantly, no collisions between airliners and general aviation aircraft have occurred below these outer layers . . . so why fix what isn't broken . . . at such a heavy cost to the general aviation community?

Very likely in response to objections already raised on these pages in recent issues, the FAA has included in the NPRM a solicitation for comments on whether exceptions to the Mode C requirement should be incorporated into the final rule to permit "ingress and egress at airports within the 30 mile area below 2,500 feet AGL and outside of TCA (the inverted wedding cake) airspace." EAA emphatically recommends that you ask for no transponders under the

two outer layers of the TCA, as a worst case alternative, but, better yet, that Mode C be required only within the approach and descent corridors EAA has been suggesting for many years.

The NPRM addresses the economic impact of its various Super TCA proposals, but in EAA Headquarters' opinion, falls short in several areas. For example, FAA concedes that the Mode C transponder requirement will cost the nation's aircraft owners between 24 and 47.9 million dollars . . . but does not include the cost of the much more expensive Mode S transponder that will be required on new aircraft (including homebuilts) after January 1, 1992. Likewise, the NPRM does not address the investment EAAers and others have made in homes, hangars and runways at private airports located within the proposed Super TCAs . . . fully expecting to be able to operate simple non-radio sportplanes from them for the rest of their flying careers.

The Super TCA proposal is government's response to last summer's mid-air collision over Cerritos, CA. While the brunt of the blame for the tragedy has been placed on the general aviation pilot, the fact remains that even though the Piper Archer was not Mode C equipped and was allegedly inside the TCA without permission, the real cause of the collision was the failure of the TCA mechanism to function as FAA claims it does. The Piper was on FAA's radar, yet no warnings were issued and the aircraft collided. Now, FAA's proposed solution to the problem of mid-air collisions is simply to make a flawed system bigger . . . and to price as many lightplanes out of it as possible. TCAs, as EAA predicted years ago when they were created, have not prevented mid-air collisions . . . and neither will the Super TCA. It is time for FAA to stop applying band aids to a system concept that does not work . . . and it is long past time for FAA to stop using general/sport aviation as its whipping boy every time an accident occurs. After all, the tragedies at San Diego, Cerritos and Salt Lake City took place inside controlled airspace and under the supposedly watchful eye of "the system."

We need workable solutions, not political palliatives, and that's going to require a willingness to look in new directions . . . or, maybe, old ones like climb and descent corridors.

Once again FAA has all but deprived the aviation community of its due process of law by allowing only 60 days for public comment on the Super TCA NPRM. (An absolute minimum of 90 days is required to get word out through magazines and allow citizens to write and mail in their comments — it ought to be the law.) The deadline for receipt in Washington of written comment on the Super TCA NPRM is August 17, 1987. EAA Headquarters cannot emphasize strongly enough the necessity for every member to respond to this proposal — sport flying in metropolitan areas is quite literally at stake.

Comments should be mailed in duplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attention: Rules Docket (AGC-204), Docket No. 25304, 800 Independence Ave., SW, Washington, DC 20591.

On June 11 the FAA issued its long awaited Notice of Proposed Rule Making (NPRM) on what EAA terms "Super TCAs". Briefly, the FAA proposes:

1. To establish a single class TCA to replace the existing nine Group I and fourteen Group II TCAs. This new Super TCA would be much larger than any current TCA, being composed of three concentric circles (the so-called "inverted wedding cake" shape) of 10, 20 and 30 mile radii. The inner "layer" would extend from the ground upward, the 20 mile "layer" would have a base of "approximately 2,800 to 3,000 feet" and the outer 30 mile "layer" would have a base of "approximately 5,000 to 6,000 feet." The tops of all TCAs would "be established at either 10,000 or 12,000 feet MSL, consistent with arrival and departure flows and field elevations."

2. Mode C (altitude reporting) transponders would be required on all aircraft operating within an invisible cylinder encompassing the entire 60 mile wide Super TCA, from ground level up to and including 12,500 feet MSL (above which Mode C is already required). Helicopters would be required to operate under the same equipment requirements as fixed wing aircraft.

3. Only pilots with at least a Private pilot certificate would be allowed to take off and land at the following airports:

COLORADO REPRESENTATIVES

SENATE

The Honorable William L. Armstrong
United States Senate
1321 Dirkson Senate Office Bldg.
Washington, D.C. 20510
202-837-2655

The Honorable Tim Wirth
United States Senate
221 Russell Senate Office Bldg.
Washington, D.C. 20510
202-837-4421

HOUSE OF REPRESENTATIVES

First Congressional District
The Honorable Patricia Schroeder
U.S. House of Representatives
2410 Rayburn House Office Bldg.
Washington, D.C. 20515
202-837-2354

Second Congressional District
The Honorable David Skaggs
U.S. House of Representatives
2454 Rayburn House Office Bldg.
Washington, D.C. 20515
202-234-5200

Third Congressional District
The Honorable Ben Campbell
U.S. House of Representatives
430 Cannon House Office Bldg.
Washington, D.C. 20515
202-1-544-5277

Fourth Congressional District
The Honorable Hank Brown
U.S. House of Representatives
1510 Longworth House Office Bldg.
Washington, D.C. 20515
202-466-3443

Fifth Congressional District
The Honorable Joel Hefley
U.S. House of Representatives
114 Cannon House Office Bldg.
Washington, D.C. 20515
202-1-632-8555

Sixth Congressional District
The Honorable Dan Schaefer
U.S. House of Representatives
Room 1605 Longworth House Office Bldg.
Washington, D.C. 20515
202-225-7882

DEPARTMENT OF TRANSPORTATION

Elizabeth Dole
Office of the Secretary
Department of Transportation
Attn: S1
400 7th St. S.W.
Washington, D.C. 20590

JOEL HEFLEY
5TH DISTRICT, COLORADO

COMMITTEES:
SCIENCE, SPACE,
AND TECHNOLOGY
MALL BUSINESS

Congress of the United States
House of Representatives
Washington, DC 20515

July 21, 1987

508 CANNON BUILDING
WASHINGTON, DC 20515
(202) 225-4422

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COLORADO SPRINGS, CO 80907
(303) 531-5555

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SUITE 104
LITTLETON, CO 80127
(303) 933-0044

Mr. Bud Aumann
12029 Broken Arrow Drive
Conifer, Colorado 80433

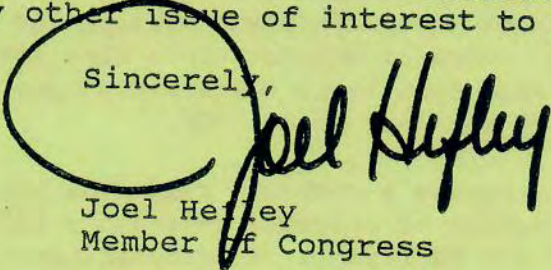
Dear Mr. Aumann:

This letter is in response to your letter of April 11, 1987, regarding the proposed new "super" Terminal Control Areas. I appreciate your patience in waiting for my response.

I sent a copy of your letter to the FAA to notify them of your concerns with this proposal. Enclosed please find a copy of the letter I received from the FAA and also copies of the rules published in the Federal Register. I hope this information is useful to you.

Thanks again for your letter. Please continue to keep me informed on this or any other issue of interest to you.

Sincerely,


Joel Hefley
Member of Congress

JH/sr

Enclosures (3)



JUL 17 1987

U.S. Department
of Transportation

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

Federal Aviation
Administration

JUL 14 1987

The Honorable Joel Hefley
House of Representatives
Washington, DC 20515

Dear Mr. Hefley:

This is in response to your recent inquiry on behalf of Mr. Bud Aumann regarding the Terminal Control Area (TCA) program, associated transponder requirements, and collision avoidance systems.

It appears that there is a need to clarify certain requirements and associated costs of the Mode S transponder rule published in the Federal Register on February 3, 1987 (52 FR 3380). That rule requires the installation of only the basic Mode S transponder and automatic altitude encoding, not the complete system with data link. The rule further requires that after January 1, 1992, all newly installed transponders in U.S.-registered aircraft meet the technical standard order for Mode S, but permits transponders installed prior to that date to be used indefinitely. The cost of a Mode S transponder with automatic altitude encoder is estimated to be \$1,000 more than for a comparable Air Traffic Control Radar Beacon System (ATCRBS) transponder with automatic altitude encoder. Several avionics manufacturers have advised the Federal Aviation Administration (FAA) that these costs are projected to be reduced by approximately \$400 per unit after 1992.

We appreciate Mr. Aumann's comments regarding TCA's and the TCA program. The FAA published a notice of proposed rulemaking (NPRM) in the Federal Register on June 16, 1987 (52 FR 22918). Your constituent's comments will be entered in the docket and considered along with all others received.

We share Mr. Aumann's desire to develop a workable collision avoidance system. We have evaluated many ideas for positive collision avoidance and are currently testing the Traffic Alert Collision Avoidance System (TCAS), an airborne device which uses the automatic altitude encoding feature of Mode S or ATCRBS transponders in collision detection.

I hope this information is helpful.

Sincerely,

John R. Ryan
for John R. Ryan
Director, Air Traffic
Operations Service

3 Enclosures
Transmitted Correspondence
Mode S Final Rule
TCA NPRM

FEDERAL AVIATION ADMINISTRATION
OFFICE OF THE CHIEF COUNSEL
800 INDEPENDANCE AVE., SW
WASHINGTON, DC, 20591

TOM JEWETT
3013 E. LONG CIRCLE S.
LITTLETON, CO 80122

ATTN: RULES DOCKET (AGC-204) DOCKET NO 25304 P. 1 OF 2

TO WHOM IT MAY CONCERN:

JULY 7, 1984

PLEASE CONSIDER MY OPPOSITION TO THE ABOVE REFERENCED NPRM. THE ESTABLISHMENT OF THE ABOVE RULES WOULD REQUIRE ME TO INSTALL A MODE C TRANSPONDER IN MY AIRPLANE OR MOVE IT APPROXIMATELY 40 MILES TO AN AIRPORT OUTSIDE OF THE 30 MILE RADIUS PROPOSED. MY AIRPLANE IS USED ONLY FOR VFR PLEASURE FLYING, AND TO EQUIP IT WITH A MODE C TRANSPONDER OR MOVE IT 40 MILES AWAY FROM MY HOME WOULD CAUSE ME GREAT DIFFICULTIES WITH NO SIGNIFICANT BENEFIT.

STANDARDIZATION OF TCA'S WHERE POSSIBLE IS A GOOD IDEA, BUT TO MAKE THEM LARGER AND TO REQUIRE MODE C TRANSPONDERS FOR OPERATION BENEATH THE "OUTER LAYERS" WILL ONLY MAKE THINGS WORSE. IT WILL CAUSE GREAT HARDSHIP AND EXPENSE FOR MANY PLEASURE FLYERS AS WELL AS FLIGHT SCHOOL OPERATORS AT THE 588 AIRPORTS THAT WILL BE AFFECTED. IT WILL ALSO GREATLY INCREASE THE WORK LOAD OF THE APPROACH AND DEPARTURE CONTROLLERS.

I RECOMMEND THE ESTABLISHMENT OF DISCRETE APPROACH AND DEPARTURE "CORRIDORS" WHICH WOULD RADIATE OUTWARD AND UPWARD FROM A SURFACE AIRPORT AREA. REGULATIONS AND EQUIPMENT REQUIREMENTS FOR OPERATION IN THESE "CORRIDORS" SHOULD BE THE SAME AS THEY ARE FOR CURRENT TCA'S. THESE DISCRETE CORRIDORS WOULD BE EASIER FOR VFR PILOTS TO AVOID AND WOULD ALLOW APPROACH AND DEPARTURE CONTROLLERS TO CONCENTRATE THEIR

FEDERAL AVIATION ADMINISTRATION
OFFICE OF THE CHIEF COUNSEL
800 INDEPENDANCE AVE., SW
WASHINGTON, DC 20591

Tom JEWETT
3013 E. LONG CIRLE S.
LITTLETON, Co 80122

ATTN: RULES DOCKET (AGC-204) DOCKET No 25304 P. 2 OF 2

ATTENTION ON SPECIFIC AREAS RATHER THAN A LARGE
CYLINDER OF AIRSPACE CLUTTERED WITH APPROACHING AND
DEPARTING AIRCRAFT AS WELL AS AIRCRAFT NOT APPROACHING
OR DEPARTING THE PRIMARY AIRPORT.

AGAIN, PLEASE CONSIDER MY OPPOSITION TO THE ABOVE
MENTIONED NPRM.

SINCERELY,
Tom Jewett



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



EUGENE HORSMAN
210 LOOKOUT VIEW CT.
GOLDEN, CO 80401