EAA MILE HIGH CHAPTER

PRESIDENT	VICE PRESIDENT	SECRETARY	TREASURER	NEWSLETTER
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423-5134	659-1589	423-5134	232-9535	423-5134

VOLUME 10, ISSUE 10, OCTOBER, 1987

THIS MONTH: This month's meeting will be held on Saturday, October 10, 1987 at Jeffco Air (note the change) at 7:30 P.M. For those of you who don't know where it is, you will find the entrance on the southeast end of the building which is just east of the Jeffco Airport Tower. Park in the lot below the tower. The main part of the business meeting will be the annual election of officers and volunteers. The entire slate of officers and volunteers have decided to serve another year. All of the positions are up for re-election, however, so any member is free to volunteer or nominate from the floor if the candidate has given advance permission to be nominated. The program will be two videotapes -- one on the Sentimental Journey B-17 and the other on the Lancair homebuilt.

LAST MONTH: With 65 members and guests in attendance, the meeting of September 12, 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 August meeting were approved as published in the Newsletter.

Guests: Guests present were Henry Nordsiek of Arvada, Alan Weaver of Arvada, Dick Vose of Denver, Joe Federico of Aurora -- who was a guest of Gene Horsman and Roy Maneely, Bob Bowers of Denver, Ib Hansen of Arvada -- who will be starting a Cassutt in the near future and who also offered his services as a machinist with a complete shop to anyone in the Chapter, Barry Weber of Denver -- who is building a Q-200, Clair Saam of Golden -- who has an Emeraude, Harold Bray of Golden -- who owns a Piper PA-20 and is a former member of Chapter 43, Bobby Johnson of Lakewood -- who owns a Cessna 170-A, Natalie Baylor of Lafayette, and Todd Anselmo of Denver.

Treasurer's Report: There was none given.

Old Business: Kirby talked briefly about the Greeley Fly-In. He said that a complete Fly-In Report would be written by Bill Marcy and included in the October Chapter 43 Newsletter. Since Sunday was an even worse day than Saturday, all activities were canceled. Including the trophy and award presentation. So Kirby brought the awards to the Chapter 43 meeting and handed them out. There were a few surprised recipients, and all of them were congratulated by everyone at the meeting.

New Business: Jim Thompson reported that he was flying to Jeffco Airport earlier in the day to see the Blue Angels show, but the engine wasn't running like it should. Mixture adjustments and the like didn't help any, so he turned back for Aurora. He made it okay, but the engine was running progressively worse. He knew at

New Business cont: the meeting that he had an internal problem, but wouldn't know for a day or two exactly what it was. He was glad that he turned back when he did. Ron Denight showed a starter that he found at a junkyard which had come out of a Toyota. He felt that it would work on his small Lycoming, and planned to try it out soon. He said he would give a report on how it worked and whether it was hard to fit in his cowling. Curt Prentice had a few instruments and gauges for sale. He said he would donate $25.00 of the selling price to Chapter 43. Kirby talked about the Aurora Balloon Festival which was scheduled for September 26 & 27, 1987 at Front Range Airport. He had an information card for anyone interested to look at. Phil Hughes read some letters that he had received from people he had written concerning the "Super TCA" NPRM. Others at the meeting said they were the same letters that they had gotten. Kirby had copies of two items that were supplied by Bud Aumann. One was an article from the Rocky Mountain News about the safety of commercial flying. The other was an advertisement from a company in Grand Junction that markets strobes and mixture monitors. A general discussion was held about the "oxygenated" fuels that gas stations will be required to sell this winter, and how they might work in an airplane. The concensus was to keep them out of airplanes, as there are chemicals in the fuel which can attack fiberglass and rubber fuel system parts. Earl Ellis stepped forward and talked about a problem that he recently had. On the way back to Longmont Airport after the Greeley Fly-In, the engine in Earl's Vari Eze quit running. As he had been having some carburetor problems recently and had rebuilt it just before the Fly-In, that is where he felt his problem was. Luckily, he was close enough to Longmont that he was able to make a beautiful deadstick downwind landing. There was no damage to either the plane or Earl. A post-flight check found the fuel selector on the wrong tank. He had been distracted by several people while he was doing his pre-flight inspection, and had missed the fuel selector. Earl's message is to make sure that you don't allow yourself to be distracted during your pre-flight, and if you do start it over again when you are no longer distracted. Everyone felt that it took a lot of courage to stand up and admit what happened, and the advice was well taken.

Gene's Corner: Gene Horsman reported that Piper's new President has announced price rollbacks on both new airplanes and spare parts. The parts will be reduced an average of 40%. Piper is examining some of its out-of-production models to see if there is any merit in returning them to production. The Comanche was mentioned as one possibility. Piper has also committed itself to see the Dyna-Cam engine through to its final development. Eventide Avionics has come up with a pictorial display of loran position in a unit called the Argus 5000. It is basically an airborne computer with a cathode ray tube screen that will interface with a loran receiver to provide a digitized pictorial representation of the aircraft's position with relation to navaids and airports. It will sell for about $4,000. The ongoing investigation of Cherokee wing spar cracks has heated up with the FAA and Piper at odds over what constitutes use or abuse of airplanes. The situation came to a head after cracks were found in the spars of two Cherokee Sixes in Alaska. FAA officials were quoted as saying they believed there was nothing unique in the way the Alaskan Cherokees were used to make them more susceptible to spar cracks.

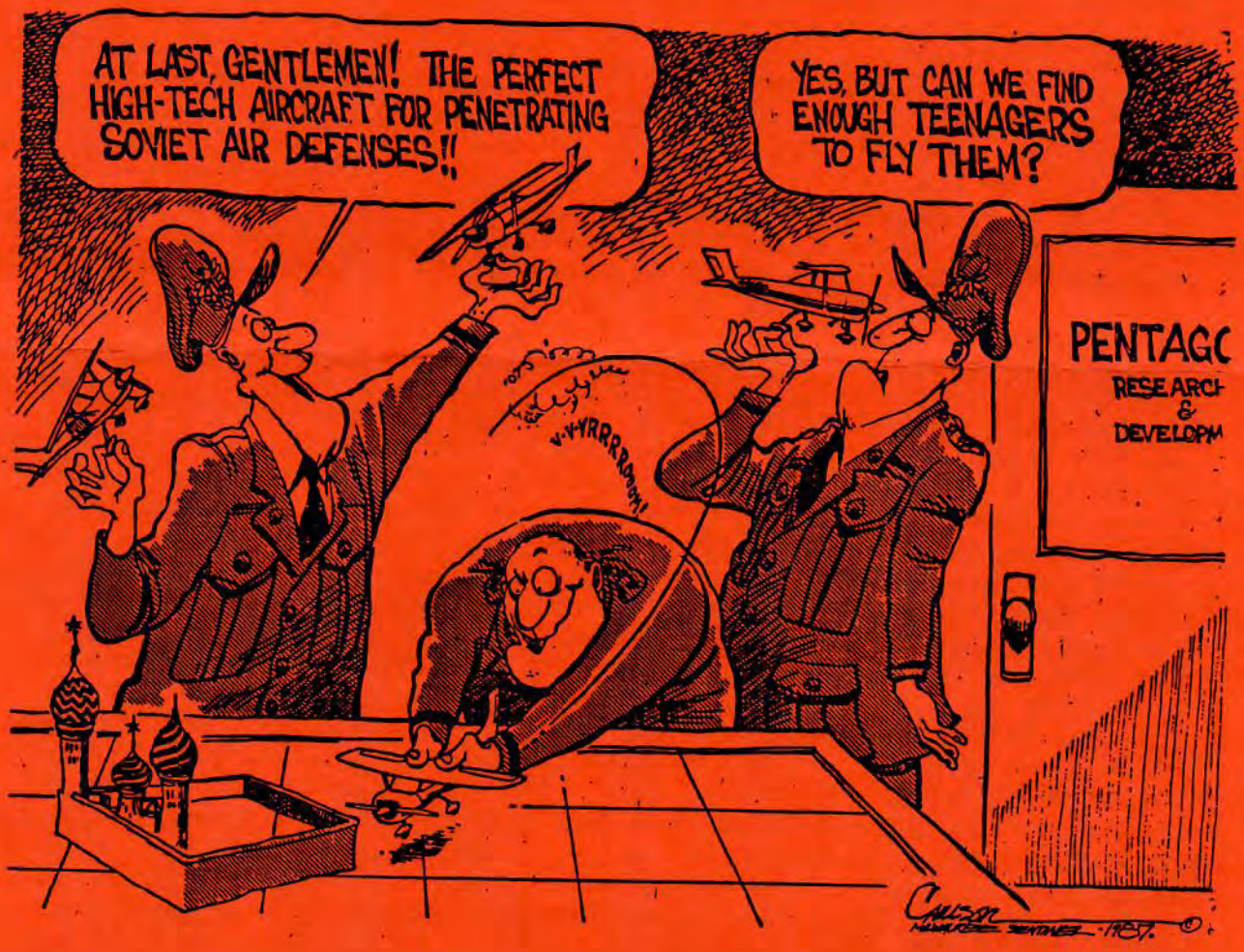
Gene's Corner cont: The FAA was quickly taken to task for those comments by Piper, which pointed out that the logbooks of both airplanes showed major damage and repairs, including work that had to be performed after a hangar collapsed on one of the Cherokees. Piper said the airplanes also had highly modified landing gear and that the operator inflated the struts two inches beyond specifications. The company also noted that the Cherokees were operated from a variety of off-airport sites, "including river beds with boulders up to ten inches in diameter." Hearings on legislation that would limit manufacturers' liability for the airplanes they build (and have built) are again being held in Congress. Observers say prospects for passage in the House appear fairly good this year, but they see tough going in the Senate. The general aviation product liability bills introduced in the 100th Congress by Rep. Dan Glickman (D-Kan.) and Sen. Nancy Kassebaum (R-Kan.) are very similar to legislation they championed last year. The NTSB wants the FAA to issue an AD requiring owners of some Cessna 152s to have their propellers inspected for sanding scratches that could lead to blade separation. Prescott Aeronautical Corporation's second prototype Prescott Pusher made its first flight on May 28, 1987 from Jabara Airport in Wichita with the President, Leo Prescott, at the controls. The second prototype represents the final design of the four-place, single pusher engine kit airplane. The company said 40 airplanes are currently being built, and the first customer built airplane is expected to fly later this summer. Limitations of the air traffic control system to provide collision protection, through both air traffic control procedures and automated redundancy, probably caused the collision of a Piper and an Aeromexico DC-9 over Cerritos, California last year, according to the recent findings of the NTSB. Contributing to the accident were the inadvertent and unauthorized entry of the Piper into the Los Angeles TCA and the limitations of the see and avoid concept to ensure traffic separation under the conditions of the conflict, the NTSB said. FAA enforcement of TCA violations may increase based on recommendations of the NTSB as a result of its accident investigation. The United States House of Representatives Ways and Means Committee has received 2,734 telegrams opposing three aviation tax increases. The proposals are: a 10% luxury sales tax on the purchase of new general aviation aircraft, a 10¢ per gallon fuel tax in addition to the existing 12¢ and 14¢ per gallon federal tax contribution that funds the Airport and Airway Trust Fund, and a 33% increase of all taxes paid into all trust funds (which include the Airport Trust Fund). Responding to a rash of reported near-midair collisions in early August, one of which occurred in the vicinity of Los Angeles International Airport, Federal Aviation Administrator T. Allan McArtor issued an emergency rule making order restructuring the Los Angeles TCA. The Special Federal Aviation Regulation (SFAR), which became effective August 19 raised the ceiling of each area of the Los Angeles TCA from 7,000 feet above msl to 12,500 feet msl. It also eliminated the VFR corridor directly over LAX between 2,500 and 5,000 feet msl. Matthias Rust, 19, the West German pilot who landed on May 28 near Moscow's Red Square, awaits trial on charges that could bring a sentence of up to ten years in prison. Rust is being charged with three crimes: illegal crossing of Soviet borders, violation of international flight rules, and aggravated hooliganism (?). The landing occurred at approximately 7:00 P.M.,

Gene's Corner cont: after Rust circled the Kremlin. Most reports indicate that Rust landed on Moskvoretsky Bridge. If this is so, he would have had to thread his approach through overhead electrical wires stretched at fifty foot intervals along the roadway, which is approximately sixty feet wide. After a landing roll of approximately 1,000 feet, Rust made a sharp turn in order to avoid hitting a wall in front of Saint Basil's Cathedral. He passed the time calmly, signing autographs until police arrived.

Progress Reports: Ron Denight reported that he had installed an oil cooler in his Denight Special. He is extremely pleased with the way it is working, and says he may even need to block it off this winter because it is cooling so well.

A&P: The business portion of the meeting adjourned for coffee at 9:00 P.M. After the break, Jim Anderson showed slides he took at Oshkosh this year. They were all quite good, and everyone thanked Jim for sharing them with us.

MARKETPLACE: For Sale: Original 1944 U.S. Army Command Post tent, no poles, pretty good condition, best offer. Ken Williams 233-2424
For Sale: Moni with tricycle gear, 50 TT, Wings are bonded, Wing rivet and rib kit included, KFM 107 with electric start, RST 5-6 channel radio, $4,500. E.A. Woynowskie 640 S. Terrace Dr. Grand Junction, CO 81503, 242-2193



FLY IN REPORT

The Rocky Mountain Regional Fly-in was held in Greeley on August 21 -23. Just like last year, the weather was clear and hot while the volunteer crews were setting up the tents, the snowfences, and the PA system on Friday. Then in late afternoon, while the pig roast was getting under way, the rains came, and it stayed cool and cloudy enough to dampen all the enthusiasm and keep away many fliers all weekend.

Despite the poor weather and low ceilings; somthing more than 40 airplanes showed up on Saturday. Naturally, all were from Colorado; in fact, the longest distance flown was Scott Benger from Colorado Springs. However, the judges had plenty of good airplanes to look over, as will be seen from the trophy results. Sunday was even worse than Saturday, and the fly-in was called off at noon on Sunday without an airshow. Because of the very small crowd, the trophy ceremonies were also canceled. Trophies and awards will be mailed to the winners who are not local chapter members; otherwise, they will be awarded at chapter meetings.

The Denver Airshow Team showed their professionalism on Saturday afternoon by performing a full airshow in the gusty weather and with only about 200 spectators. And a very good show it was, too. They will be back next year, we hope.

Financially, the fly-in was a bare break-even at best. There will be a full report following the committee recap meeting. However, if at all possible, each chapter that lent us funds will be repaid, and if we can't do it right away we will have some fund-raisers during the coming year to do it then.

The following trophies were awarded by the judges:

Grand Champion - Long Eze N5DN, Dean Kloepper, Chapter 660

Colorado Grand Champion - Skybolt N360HP, Dave Ebershoff, Chapter 43

Reserve Grand Champion - Luscombe 8E N1524B, Scott Benger, Monument

Best Homebuilt:

1 - Skybolt N360HP, Dave Ebershoff, Chapter 43
2 - Varieze N54EG, Earl Ellis, Chapter 43, Chapter 660
3 - Thorp T-18 N11DC, Dean Cochran, Chapter 43

Best Antique:

1 - Aeronca L-3 N49114, Roy Maneely/Joel Sidell, Chapter 43
2 - Fairchild 24 N81229, Walt Hedrick, Colorado Antique Ass'n
3 - 1940 Luscombe 8A N25342, Gene Horsman/Mike Cochran, Chapter 43

Best Classic:

1 - 1950 Cessna 170A N9921A, Bobby Johnson, Chapter 301
2 - 1947 Piper PA-12 N4053H, Guy & Cathy Sheeon, Chapter 43
3 - 1945(6) Aeronca 7AC N81780, Marcy/Moore/Nickels, Chapter 301

Best Warbird:
1 - Aeronca L-3 N49114, Roy Maneely/Joel Sidell, Chapter 43

Best Ultralight:
1 - Opteryx Mk III, Don South, Chapter 648
2 - Eipper Quicksilver GT, Dean Spencer, Lafayette
3 - Eipper GT 400, David Nixon, Parker

Best Composite - Varieze N54EG, Earl Ellis, Chapter 43, Chapter 660
Best Tube & Fabric - Beech D17 N80024, Joe Ashura, Chapter 301
Best All Metal - Denight Special N197D, Ron Denight, Chapter 43
Best Engine - Skybolt N360HP, Dave Ebershoff
Best Instrument Panel - Cessna 170A N9921A, Bobby Johnson, Chapter 301
Best Interior - Cessna 170A N9921A, Bobby Johnson, Chapter 301
Best Static Display - Imp N31MP, Dan Hisle, Chapter 660
Oldest Airplane - 1940 Luscombe 8A, Gene Horsman/Mike Cochran, Chapter 43
Longest Distance Flown:
Airplane - Scott Benger, Monument, Co.
Ultralight - David Nixon, Parker, Co.
Colorado 99s Award, Most Recent Solo by a Woman - Cheryl Fogg, Berthoud

Special thanks to all the volunteers who worked to keep the fly in going, especially the pancake and hamburger cookers who brought in most of the income and saved us from absolute disaster (again), including the Colorado 99s, the Denver Airshow Team, the Greeley Police Explorers, and the Greeley CAP cadets.

Kirby White has the following message:

As Chairman of the Trophy and Awards Committee, I would like to thank everyone who spent their own time and money in making some wonderful trophies. Listed below, in the order they were published in the fly in program, are the categories and names of those who donated trophies:

Best Engine Installation	Marvin Wahl
Best Composite	Chapter 660
Best All Metal	Bill Amos
Oldest Aircraft	Guy Sheeon
Most Recent Solo by a Woman	Colorado 99s

The after fly-in, 'what went wrong," meeting will be on Sunday, September 27, at the home of Bill and Sarah Marcy, 6068 S. Lakeview St., Littleton, starting at 3 PM in the afternoon. Call 798-6086 for directions, and come prepared for an early supper after the meeting.

Bill

AVEMCO
FLYING SAFETY UPDATE 83

Don't Be A Takeoff Accident Statistic!

Accident statistics indicate that some pilots fail to properly execute safe takeoffs. In fact, studies have shown the takeoff phase of a flight to be the least planned of any flight operation. Here, then, by category of discussion, are points to remember before and during takeoff:

Gross Weight and Center of Gravity

Gross weight is defined as the empty weight of the airplane, plus its useful load. Gross weight directly affects stall speed and, consequently, takeoff speed. The higher the gross weight, the higher the speed required before the airplane can takeoff and, therefore, the longer the takeoff roll.

An improperly loaded airplane, with its center of gravity out of limits, may have undesirable handling qualities. When you operate at or near your full gross weight, or are carrying a baggage load that might involve abnormal loading, always refer to your Pilot's Operating Handbook to determine exactly what your loading limits are before you begin to taxi.

Density Altitude

The effects of density altitude—a characteristic of nature brought on by high humidity—on an airplane's vital statistics are not unknown to pilots, especially students. The novice flyer finds the subject a required study topic; many experienced pilots tend to ignore it. It isn't very exciting reading until another plane, and perhaps its occupants, is added to the list of density altitude victims.

Basic premise: an aircraft engine requires air to function properly. As the temperature and/or altitude increases, the density of the air at a given altitude decreases and results in reduced powerplant performance. There is also less air for the propeller to "bite" and flow over the lifting surfaces of the airplane.

Humidity, to a lesser degree, takes its toll on power plant performance by adding water vapor to the induction system of reciprocating engines, further reducing the amount of air available for combustion and resulting in enrichment of the fuel-air mixture.

Most aircraft performance figures are derived on a sea-level altitude with a temperature of 59° F. Any increase in those numbers means a decrease in the aircraft's optimum performance.

Wind

Wind direction and velocity will have a significant effect on your takeoff roll:

- **Head Wind:** A head wind will reduce your overall takeoff distance, because the airplane will reach its takeoff velocity more quickly and, hence, will become airborne sooner than in calm air.
- **Tail Wind:** Conversely, a tail wind will increase your takeoff distance as the aircraft will take longer to accelerate to its takeoff speed. Remember, though, your airspeed indicator will, in both cases, read the same indicated airspeed.
- **Cross Wind:** The effects of a cross wind on takeoff performance will vary, depending upon the wind's direction. A nine-degree cross wind will have a negligible effect on takeoff distance.
- **Gusting Wind:** A gusting wind situation will require that you keep the airplane on the ground for a slightly longer period of time, thereby increasing your overall takeoff roll.

Runway

Takeoff and landing distances in handbooks are predicated on paved, dry, level runway conditions. A rough, dirt, or grass landing strip will considerably lengthen your overall takeoff distance. Likewise, standing water, snow or slush on a paved runway, or an uphill sloping runway, will also significantly increase your takeoff roll.

Ground Effect

When flying close to the ground, drag is reduced due to the restricted air flow patterns around the wing—the so-called "ground effect." This makes it possible to lift off at too high a pitch angle, or too soon with a heavy load. However, taking off too soon, at possibly too steep an attitude, will cause the airplane's angle of attack to be at or near that of a stall, with drag and thrust nearly equal. If you leave ground effect under these conditions, the airplane may not be able to accelerate to its proper climb speed without first lowering the nose momentarily.

Don't force your airplane to become airborne too soon. Let it lift off when it's ready to fly. Then, hold it in ground effect momentarily before climbing-out. This is especially important when departing from a short, soft field which has obstacles.

What may happen is that you get yourself "behind the power curve." In such cases, the only way to regain your normal climb altitude is to lower the nose, accelerate, and then climb . . . the problem is, will it be too late, or can you sacrifice altitude for speed or . . . are obstacles a problem?

Planning for "What If . . ."

Emergency planning is a **must** item in preparation for all takeoffs. Most power losses occur at the first application or reduction of power. The best way to check your engine for a possible malfunction is during your engine run-up, before takeoff.

And don't rush with your run-up, either. Use your check list. Be alert. Look . . . and listen for any abnormalities that may signal impending power loss or other problems. But, what should you do in the event that you do experience a power loss during takeoff or on climb-out? First and foremost is **DON'T PANIC!**

- If power loss occurs during your takeoff roll—stop straight ahead on the runway, if at all possible. If insufficient runway remains, continue straight ahead, turning only to avoid obstacles.
- If you experience a power loss just after liftoff, don't—repeat don't—attempt to return to the airport. You should instead, lower the nose to maintain proper airspeed, then land straight ahead with your gear down to lessen impact forces. Make only slight turns to avoid obstacles.
- Remember, the cardinal rule in the event of any power loss is to maintain airspeed and control at all times.
- If you experience a power loss after sufficient altitude has been gained, you have the option of either selecting an open field in which to land or, possibly, doing a 180° turn and returning to the airport from which you departed.

But, don't be trapped because you have a little extra altitude. Maintain your best glide speed until you are sure you can reach the area of intended landing. Then, you can lower the flaps or extend the landing gear. In the meantime, make use of this valuable time to troubleshoot the problem.

The cause of the power loss may be as simple as letting the fuel tank go dry, or placing the fuel selector in an "off" or intermediate position. or moving the mixture control to idle cut-off.

Don't be a takeoff accident statistic! Put these few simple procedures into practice before **every** takeoff! Fly Safe!

16th Annual COPPERSTATE FLY-IN

The Arizona Council of EAA Chapters invites all flyers and non-flyers to attend the 16th Annual COPPERSTATE FLY-IN from noon October 16 to noon October 18, 1987 at Casa Grande Municipal Airport. All types of aircraft (experimentals, antiques, classics, ultralights, gyrocopters, and warbirds) are invited to participate, and we hope to see as many of you as possible for a weekend filled with fun and aviation camaraderie!

AIRPORT INFORMATION: Casa Grande Municipal Airport (CGZ) is located 4 miles north of the city of Casa Grande on Highway 387 (see map below). The airport is attended from 8 AM to 5 PM every day (terminal is closed from 12 to 1 for lunch). Other pertinent information:

ELEVATION: 1462'. Traffic pattern altitude 2500' (1038' AGL)

RUNWAY 5-23: 5200' x 100' asphalt; medium intensity runway lights

Runway 5: VASI (V2R), left traffic, calm wind runway

Runway 23: VASI (V2L), right traffic

COMMUNICATIONS: CTAF/Unicom 122.7

FUEL AVAILABLE: CGZ Main Terminal: Texaco 100LL and Jet A

D-Air-Co Flt Ctr.: Union Auto Regular

OTHER INFO: Watch for ag aircraft traffic departing Rwy 23, landing Rwy 5.

Please bring <u>YOUR OWN TIE-DOWNS</u>.

Aircraft departing Rwy 5 are requested to turn slightly to right and extend departure leg before turning crosswind to avoid flying directly over mobile home park northeast of airport.

MOTELS/ACCOMMODATIONS: Motel rooms in Casa Grande are $25.00 and up. Shuttle service between motels and airport will be available. Camping with aircraft is permitted.

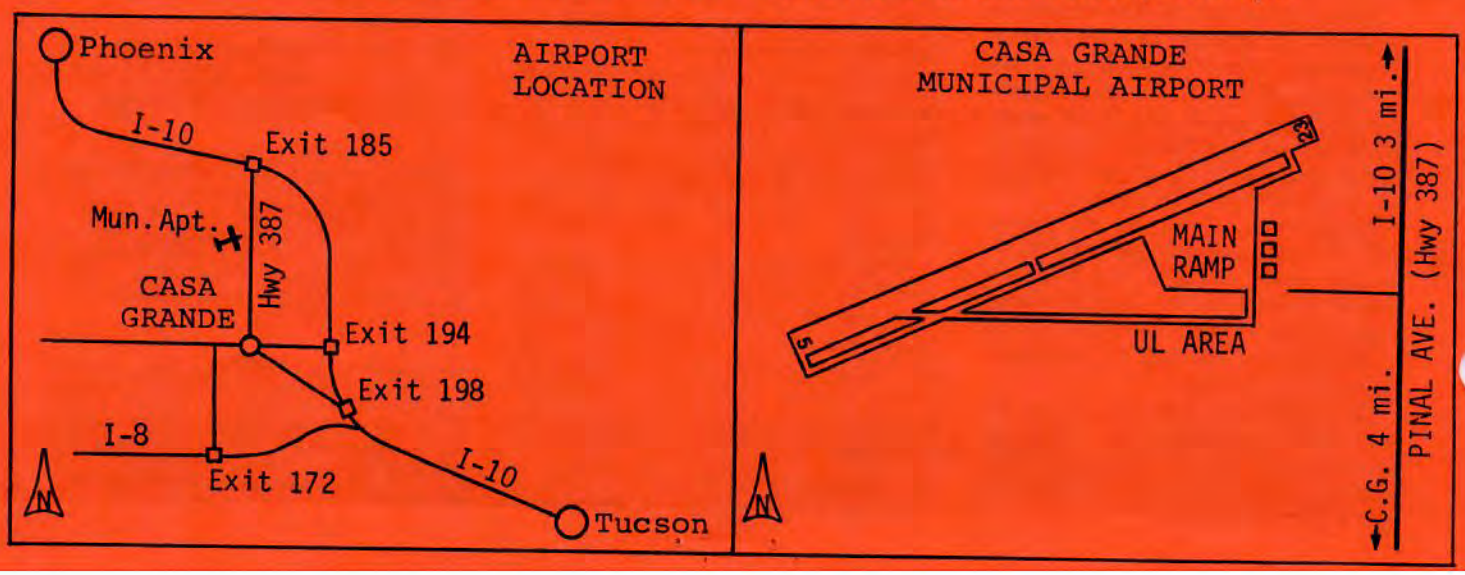
ADMISSION FEES: Adults $3.00; Juniors 12-18 $2.00; Children under 12 free; EAA Members <u>with</u> card $1.00 discount. Admission fee is for entire weekend; admission tag or ribbon given at time of payment will serve as gate pass after first entry.

SCHEDULE OF EVENTS: Friday 10/16: Event set-up, aircraft registration, Early Bird BBQ.

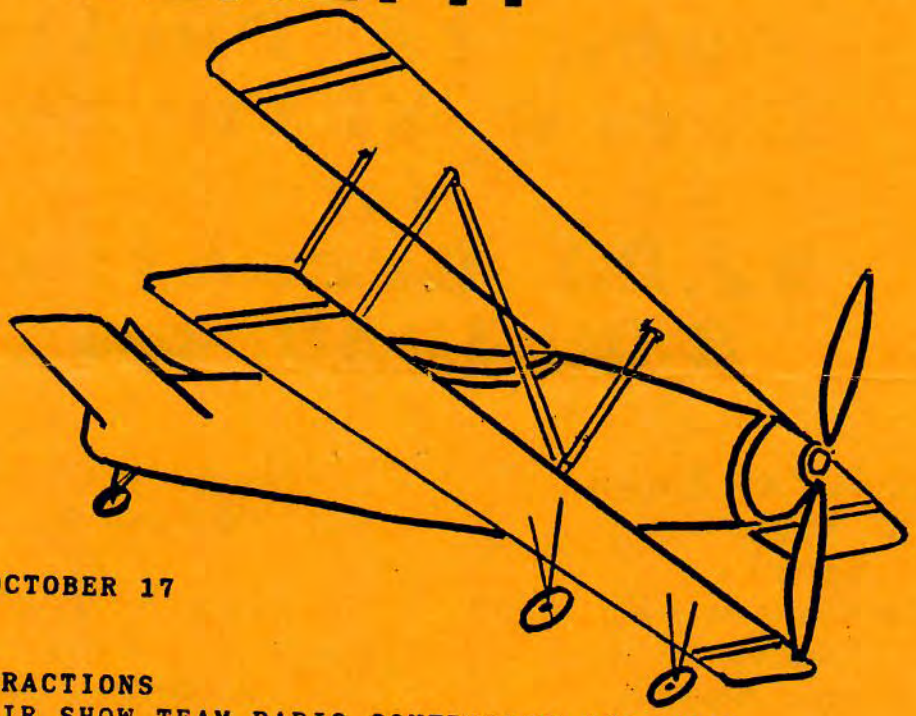
Saturday 10/17: 7 AM breakfast, aircraft registration, static displays, fly-bys, aircraft judging until 3 PM, Awards Banquet.

Sunday 10/18: 7 AM breakfast, fly-bys, event ends at noon.

FURTHER INFORMATION: Contact Bob Hasson at (602)298-3522 or Ray Backstrom at (602)744-1487. Vendors and commercial displays should contact either of these individuals for information regarding fees and display set-ups.



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
I-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.

Denver Air Country Club

Open to Public Every Saturday for $2.00 Breakfast 8:00-11:30 am

Ham 'n' Eggs
2 Eggs
Ham*
Hashbrowns
Toast
Orange Juice
Coffee

Ham 'n'Pancakes
3 Pancakes & Ham
or
1 Egg & 2 Pancakes
Ham*
Orange Juice
Coffee

Located At
Denver Air Center
Jefferson County Airport
Approach End of 20
Fuel $1.69
Parking Free
Unicom 123.5

Chapter 43 Newsletter
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