

EAA MILE HIGH CHAPTER



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NEWSLETTER
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423-5134

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THIS MONTH'S MEETING: The meeting this month will be held on Saturday, February 9, 1991 at 7:30 P.M. in the Club Room of the Denver Air Center, which is at the junction of the two main roads leading into Jefferson County Airport. This will, unfortunately, most likely be the last time that we will be able to meet at the Club Room. There is nothing that anyone did to get us kicked out of meeting there; all of the outside organizations that have been meeting there are no longer going to be able to use the facility. The Denver Air Center Flying Club has grown substantially, and they need the Club Room for themselves. All of the outside organizations are now in need of a new meeting place, so if anyone has a good suggestion, please let us know. We are already working on the situation. We would very much like to keep our meetings on the airport grounds. Read this part of the Newsletter in particular next month to find out where the meeting will be held. The program will be two video-tapes on aviation history. The first one covers very early aircraft and designs, from Leonardo da Vinci to the 1920s. The second one is a fairly complete history of Warplanes from WWI to the present jets. Both tapes are supposed to be quite good, and give a nicely rounded picture of how very far aviation has come in just a few short years.

THIS MONTH'S FLY-OUT: The Fly-Out this month will be to The Aurora Airport for lunch on Saturday, February 16, 1991. This is the Saturday after our normal second Saturday meeting. We will meet at The Aurora Terminal Building at 11:00 A.M. and eat at Mr. James Bar-B-Que Restaurant, which is within walking distance of the airfield at the I-70 exit. The food there is very highly recommended by a number of people. Ken Lysek is coordinating the monthly Fly-Outs, so contact him at 457-9769 if you have any questions or have an extra seat to offer or are in need of a ride. For those of you who are ground pounders at this point in time, drive the short distance and join in on the fun. Hope to see everyone there! If the weather happens to not allow us to fly to Aurora, we will meet at Mr. James Bar-B-Que Restaurant at 11:00 A.M. to eat lunch anyway, as voted at the January, 1991 Chapter 43 meeting. What I would like for all of you to do is think of an inventive and definitive name for this new Chapter 43 monthly gathering so that everyone will immediately know exactly what event is being spoken of. Something along the lines of Dawn Patrol, perhaps, but a name that hasn't been overused such as this example. Let me know if you come up with one, and we will take a vote on it at a future meeting. We have had some good suggestions so far, but a final decision has not been made yet. Keep thinking.

LAST MONTH'S FLY-OUT: The Fly-Out to Cheyenne Airport in January didn't happen because a snowstorm was on its way. I don't believe anyone flew up or drove up. I ate breakfast at the Denver Air Center Club Room a little after 10:30 A.M. No Chapter 43 members were there at that time, but I don't know if some were there earlier. The food was quite good and plentiful, considering that it was only \$2.00.

LAST MONTH'S MEETING: With 80 members and guests in attendance, the meeting of January 12, 1991 was called to order at 7:50 P.M. by President Kirby White in the Club Room of the Denver Air Center. The minutes of the December Christmas Banquet were approved as published in the Newsletter.

Guests: Guests present were George Brady of Littleton, Doug Wallis of Boulder, Charles MacQueen of Broomfield, Patrick Fedorowicz of Aurora, John Pallister of Golden, and Will Anderson of Broomfield.

Old Business: There was no old business to discuss.

Fly-Out: Kirby reminded everyone to meet at Cheyenne Airport at 11:00 A.M. on the following Saturday, January 19, 1991, for lunch. Doug Bloomberg brought in a number of copies of the Cheyenne Airport and surrounding area for those thinking about flying there to take. Kirby said that an alternate local restaurant needed to be decided on in case the weather would not permit us to fly to Cheyenne. The Denver Air Center Club Room at 9:00 A.M. was suggested and approved by those present. Kirby asked for suggestions on the Fly-Out location for February. The Aurora Airport and Mr. James Bar-B-Que Restaurant was suggested by a few at the meeting and then approved by all. An 11:00 A.M. arrival time at The Aurora Airport was also approved, even if the weather did not allow anyone to actually fly in.

New Business: Kirby let everyone know that Treasurer Roy Maneely was collecting the 1991 Chapter 43 Dues of \$10.00 and that he also had 1991 EAA Calendars for sale for \$4.00 each. The suggestion was made that the Chapter 43 meetings get started on time and that the break be limited to thirty minutes so that those who need to leave can do so and not miss the program. Kirby said that he would make every effort to accomplish that. The subject of the 1991 Chapter 43 Christmas Banquet was brought up. Kirby asked if we wanted to hold it at The Plum Tree Restaurant in Lafayette again. Almost everyone agreed that it was an excellent place for our Banquet, and that we should go ahead and plan on it. Kirby said that reservations would be made so that we would definitely be set up and then not have to worry about it. The Cactus Fly-In, which is normally held in Casa Grande, Arizona the first weekend in March was discussed. There seemed to be some discrepancy in the month that it was going to be held, and Kirby said he would check into it and publish the correct dates in the February Newsletter. Kirby also said that he was planning to go, and recommended it as a very enjoyable Fly-In to attend.

Gene's Corner: Gene Horsman reported that the final tax bill that Congress recently passed imposes a 10% luxury tax on new aircraft exceeding \$250,000, with exemptions for crop dusters, emergency medical aircraft, training aircraft, and aircraft used at least 80% of the time for business purposes. Originally, the floor was \$100,000. Senators Dole and Garn and Representative Glickman were instrumental in getting the value changed. Tax on avgas jumps from 12.1 to 15 cents per gallon, tax on jet fuel goes from 14.1 to 17.6 cents per gallon, and the airline ticket tax increases from 8% to 10%. Applications for Aircraft Radio Station Licenses now cost \$35.00, and a failure to fill out the form in its entirety (such as not signing it) could cost another 35.00 because the form will have to be resubmitted. The committee that is investigating whether to bring the new Smithsonian Air and Space Museum Annex to Stapleton Airport after it is closed and emptied visited Denver recently. They

Gene's Corner cont: must have been impressed, because a Senator from Virginia (who would like to see the new Annex at Dulles International Airport in that state) was angry about Pena's try and threatened to get the new Denver International Airport's funds cut off. The Swiftfury Program has been temporarily put on hold. They are trying to find investors for the project. Aerospatiale has been talking to Piper Aircraft lately about buying Piper. The letter of intent expires January 15, 1991. The publishing of the Annual Flight Review for pilots with less than 400 hours has been delayed until August 31, 1991.

Progress Reports: John Evens reported that he had flown his Thorp T-18 22 hours so far, and that everything was going just fine. He is very happy with it. With the completion of John's T-18 recently, Jim Ernst has gotten the bug again and is now working pretty steadily on his own T-18 project.

A&P: The business portion of the meeting adjourned for coffee at 8:10 P.M. After the break, Brad Davenport showed a videotape on the EAA Museum. Gene Horsman then showed a tape of Oshkosh 1990. Both tapes were produced by EAA Headquarters, and were most enjoyable.

DUES: That's right, it's dues time again. There will be no increase in amount again this year. Dues are still \$10.00. Please take a few minutes and fill out the 1991 Membership Renewal Form which is included in the January Newsletter.

CALENDARS: We still have 1991 EAA Calendars to sell for \$4.00 each.

FROM MARILYN: Marilyn Schneider called recently and asked me to pass along the following message: It seems she was at a gathering of EAA Chapters 660 & 43 people not too long ago, and when she got home she found an envelope in her purse with some cash and a note saying it was from the two Chapters. This money will help her to buy a motorized cart which she needs to help her get around. She doesn't have any idea who gave it to her, but she says Thank You To Whom It May Concern.

MARKETPLACE: For Sale: Continental A-65-B engine, Currently running, 2273 TT, 1189 SMOH, 575 STO, Complete with tapered shaft prop hub, \$1,500. With low time Flottorp 74/46 armor coated wood propeller, \$2,000. Contact Gene Horsman at 279-5782 evenings and weekends.

AVIATION HAPPENINGS: March 1-3, 1991. 33rd Annual Cactus Fly-In. Casa Grande, Arizona. See poster on back page of this Newsletter. Jim Thompson may have seats available. Call him at 344-4442 if you are interested in going.

THIS MONTH'S FUNNY

This month, we stole the "Pilot's Glossary" from the May issue of EAA/IAC Chapter 94's newsletter. Our thanks to Lois Rose, Newsletter Editor.

AIRFOIL: Sword used for dueling in flight.

BANK: Owns most of your airplane.

CAGED GYRO: Not much more docile than a wild one.

CHOCKS: Pieces of wood the lineboy slips in front of the wheels while
 the pilot isn't looking.

COCKPIT: Area where chicken pilots are kept.

DE-ICER: De man dat puts de ice on de wing.

FINAL APPROACH: Last pass a pilot makes at a girl before giving up.

GROSS WEIGHT: 350 pound pilot.

HEATED AIR MASS: Usually found near hangar and flight lounge.

LOOP: Prominent landmark associated with freeways.

S TURN: Course flown by a student pilot from point A to point B.

SLOW FLIGHT: Flight that lasts beyond bladder limit.

STALL: Place where airplane is kept.

SWEAT: Liquid that flows in direct proportion to the intensity of
 cross-wind, size of thunderstorm, and/or amount of carburetor
 ice.

TAIL DRAGGER: Pilot who lost bout with bottle last night.

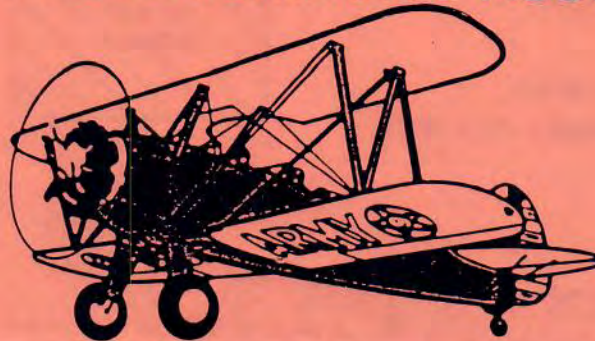
THERMAL: Student pilot's description of a container for hot coffee.

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33RD ANNUAL CACTUS FLY-IN

ARIZONA ANTIQUE AIRCRAFT ASSOCIATION

CASA GRANDE
MUNICIPAL
AIRPORT



MARCH
1,2,3
1991

SCHEDULE

- FRIDAY:** Early Arrivals - Lunch and spaghetti dinner on the field served by the Casa Grande Lions Club, followed by aviation slides.
- SATURDAY:** Arrivals All Day - Breakfast and lunch on the field served by the Casa Grande Lions Club. Saturday evening Awards Banquet and Program at The Holiday Inn.

MOTELS * RESERVE YOUR MOTEL ROOMS NOW!
MENTION ANTIQUE AIRPLANE FLY-IN

HOLIDAY INN	(602)	426-3500
FRANCISCO GRANDE	(602)	836-6444
BEST WESTERN	(602)	836-1600
ARIZONA	(602)	836-7802
SETAY	(602)	836-7489

● CAR RENTALS

CASA GRANDE CHRYSLER CENTER (602) 836-9220

● MORE INFORMATION

LeRoy Peterson, Pres. Arizona Chapter (602) 838-7783
Mike Ellegood, Fly-In Chairman (602) 254-7387
Tom McComb, Vice Pres. (602) 947-3465

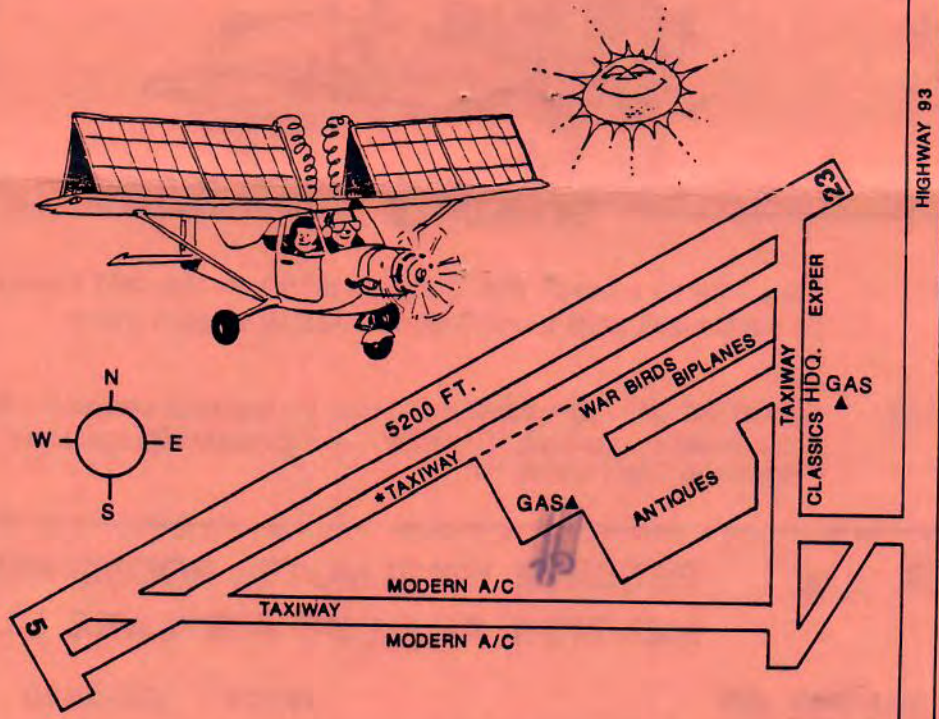
ANTIQUES • CLASSICS • EXPERIMENTALS • WARBIRDS

CACTUS FLY-IN

CASA GRANDE, ARIZONA

- **TRAFFIC PATTERN**
 RW 5 L/H, RW 23 R/H
 PATTERN 2300 MSL
 UNICOM 122.7

- **FUEL**
 100 LL & Mogas
 80 Available 6 miles south



* FLYBY WHEN 5 IN USE L/H BETWEEN RW 5 AND TAXIWAY.
 FLYBY WHEN 23 IN USE R/H



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