

Mile High Flyer

EAA MILE HIGH CHAPTER 43

Founded 1957

APRIL 1999

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MARCH MEETING MINUTES:

THE meeting was called to order by president George Hayes at 7:06PM. visitors were asked to introduce themselves and included: Gary Zilik, *RV-6A* builder; Patty and Cliff Begnaud, who are shopping for a *Kitfox*; Hank Meewis; Roy Clinton, Pete Clinton's Dad; Greg Hall; Ed and Carol Brookshire, visiting from Chapter 301; Chuck White; Larry Daby; Aad Hensen; and Markin Hensen.

Minutes of the February meeting were approved by vote.

Treasurer Bob Wilson's financial report revealed a balance of \$2852.22 in the Chapter checkbook.

Dick Nocenti was a guest from EAA Headquarters, in charge of EAA's Membership Recruitment Program. He brought to our attention that the 1999 Air Venture (Oshkosh) will be **members only**. A lively discussion ensued!

All who attended the Air Fair reported a good turn out and fun times for all.

Progress reports: George Hayes reported a little reverse progress on his Ultra Piet. The weight and balance indicated an aft CG, and he decided the best way to correct it was to build a new motor mount, moving the engine ahead 2". Ruby Lanich got her Private Pilot's License on February 14th, flying both a Cessna 150 and the Ercoupe. Congratulations Ruby! Gene Horsman reported the Luscombe was very close to being ready for flight. Aaron Schomberg gave a report on his trip to Peyson Arizona in a Cessna 172.

Safety Report: Ron Denight, Chapter Safety rep., reported a fatal accident was caused by deterioration of a Mil-H-6000 spec. fuel hose. The Auto Fuel STC aircraft had been running on oxygenated car gas from the local gas station, and the fuel hose was incompatible. It was suggested that auto gas for aircraft be purchased at the airport auto fuel pumps. Some tank sloshing compounds are not alcohol compatible and will partially dissolve, causing fuel starvation by plugging the tank outlet. (The editor knows this first-hand!)

John Denver accident investigation: Bob Wilson tested the theory that John Denver's Long EZ crash was caused by inadvertent rudder deflection. Bob found that when the Long EZ is in climb attitude with power off, and at low speed, deflecting

APRIL MEETING:

Sat. the 10th, 7:00PM, Vance Brand Airport, Longmont Co. Meet at the Air West Flight Center Hangar. The program will be George Hayes' newly completed Ragwing Ultra Piet.

the right rudder rolls the aircraft into a steep bank with the nose dropping into dive attitude. If uncorrected and at low altitude, dire consequences would result. (Impact with M.E. imminent.)

The program was an entertaining presentation by Mary Ann Sens on her and husband Otto's building of an Alexander Bullet monoplane. There are no plans left for duplication, so the plane had to be re-engineered from photographs by Boeing engineer Jim Salmon who unfortunately couldn't make it to the meeting. It would be interesting to learn how this was accomplished!

EDITORIAL:

I apologize for barging in like this, but I need to get this off my chest. Rich Clements, president of Chapter 301 made the very good point at their meeting that we need to recruit a new generation of young people to follow in our EAA footsteps. If we are going to try to get young people (school aged kids) to become interested in aviation and become Chapter 43 members, we need to make our meetings more interesting! Business meetings are generally BOOORING! Can't we all just move things along? Most of us can't wait for the coffee break to finally arrive so that we can visit, B.S. with our friends, hangar-fly, and lie about our latest aviation exploits.

If the adults find the meetings boring, just think how the kids feel! We want and need this next generation of home-builders and pilots to find aviation fun and exciting, but business meetings don't cut it. These kids want to learn about flying and airplanes - they could care less about the business end of running a chapter. How about taking a look at re-arranging the meetings, program first, and those who want to attend to business can do so post-break

On another note, Bill Marcy's *Kiddy Hawk* "trainer" is great stuff. I wish they could be mass produced and installed in every grade school in the country! Way to go, Bill! Respectfully, Dave Bieseemeier; editor.

STEVE'S CORNER**ROCKY MOUNTAIN AIR FAIR:**

Another very successful Air Fair was held on March 13 & 14. Chapter 43 members really came through in helping out with the EAA booths. Marilyn Taylor reported that a total of 15,734 people attended the event. That is down from the massive crowd that attended two years ago but the people this year seemed to have a greater interest in aviation. Most of the vendors that I spoke with were very happy with the show.

Bill Mitchell gave his First Flight program to a 'standing room only' crowd on Saturday and had about three chairs empty on Sunday. Mary Mitchell helped out with the Young Eagles booth with Bob Lee, Jim Loyd and Earl Bolton (chp 648). They handed out many copies of the EAA YE coordinators in this area to parents that would like to get a flight for their children. Last year we collected names to call for YE rallies but found that the process did not work.

Across the aisle, the Flying Start Program booth was manned by Kelly Koop (chp 43's FS coordinator), Bob Wilson, Dean Cochran, Tom Young, Mas Yoshida, and Jug Eastman. They collected at least 15 names of prospective participants for the Flying Start Program that will be given at the Rocky Mountain Regional in June. They also answered numerous questions about flying and how you go about finding good schools and instructors.

At the end of the aisle Dick Nocenti, from Oshkosh, had the national EAA booth set-up and was very busy signing up new EAA members. He was also taking renewals from old members and had special incentive gifts for everyone that joined or renewed.

Across from Dick was the EAA chapter booth manned by Rocky Mountain Regional representatives and chapter members; Gene Horsman, Kelly Smith, Roger Standard, Bill Marcy (chp 301), Walter Breedlove (chp 301) and Carol & Bob Leyner (chp 648). Bill Marcy brought his youth flight simulator to the fair and gave over 430 rides to young attendees.

To keep the show lively, and to ensure that no one was napping, Marv had his hammer and English Wheel in the chapter booth. Both Marv and his young protégé spent most of the weekend fascinating people with their metal working skills

Thanks to all of the volunteers that helped out at this years Rocky Mountain Air Fair.

ROCKY MOUNTAIN REGIONAL:

Preparations for the regional continue. The Longmont airport saw its first work party on March 7th to get the field ready for the June event. Cole (chp 720) brought his bobcat over to start smoothing out the rough spots for aircraft parking. Some of the other volunteers moved a couple big piles of broken concrete to help make the site look better and started to prepare some areas for grass seeding later in the spring.

The next big work party is planned for Friday and Saturday April 23rd & 24th. The plan is to dig (power auger) about 140 holes to pour concrete in for new permanent tie-down cables. Most of this work will be automated with Cole's tractor mounted auger and of course a couple of concrete trucks. However, a few people are needed to ensure that all of the details are taken care of. If you can help out with this work party please call Gene Horsman (303-279-5782) or Steve Beach (303-469-7661) to get details and times. Of course if you would prefer to just show up on either day everyone is invited to join the fun.

The web site for the regional is up and running.
www.greeleynet.com/eaaregional

ANOTHER FIRST FLIGHT!

We have all been watching the progress that Gene Horsman has been making on his Luscombe over the past year and a half. On March 18th all of his hard work and that of his many helpers paid off. A general report could be made, but his e-mail announcement really says it all and exudes with his enthusiasm.

"Luscombe N25342 flew for the first time in 18 months on Thursday March 18. It was a beautiful day and I took a Flight Instructor friend along, since this pilot had not flown for 18 months either. Did some air work, stalls, 360 degree turns, left and right, 2 three point touch and go landings, (One excellent and we won't talk about the other one) and one full stop three point. (Another excellent one, by the way!) I even received accolades from the instructor, both as to my flying and the rigging of the ailerons on the newly covered wings, which he said, was darn near perfect.

It was a day to make my spirit soar. I had not lost the touch, a little rusty yes, but I really felt good about the whole thing. What a great thrill to get back in the air again."

Congratulations Gene!

Continued on next page.

FLIGHT LINE SPECIAL:

A gift shop, called The Flight Line, has aviation-related art, gifts and collectibles. They are offering any EAA member a 10% discount on all merchandise anytime you go in. Just show your EAA membership card when you check out. They have recently moved from the Crossroads Mall in Boulder to 5545 Olde Wadsworth Blvd in Arvada.

JEFFCO AIRSHOW:

Please note that the earlier announced Jeffco Airshow dates have changed. The new dates are June 19 & 20 and the hanger dance is now on the same weekend but the exact day has not been announced. It will probably be either Friday or Saturday night.

STEVE BEACH.

EVENTS:

CHAPTER 43 MEETINGS:

April: Longmont airport: to inspect George's almost flying Ultra-Piet
 May: Annual Picnic & Auction – Tri-County Airport
 June: Project Visit & ?BBQ? - Tom Young's Phoenix
 July: Tri-County Open Hanger Night & Oshkosh Primer
 August: Project Visit & Oshkosh Review
 September: Engine Building
 October: Special Guest – Still being scheduled
 November: Ron Denight – Air Racer
 December: Open – Any Suggestions

OTHER REGIONAL EVENTS:

April 24th CO 99's Companion Flyer Course - Centennial - Lynette 303-791-7092 or Sue 303-471-0665
 May 8th Centennial Airport Open House
 May 22nd Aurora Airpark Appreciation Day Fly-In - Lunch 11:00am - Bob or Dawn Resling 303-216-0031
 June 12th Taildragger Stampede & Competition - Buena Vista – Dan Bremmer 719-395-2496
 June 19th Gunnison Crnty Airshow – Pancake Brkfst – JoAnn Stone 970-641-2481
 June 19th Air Rodeo – Spanish Peaks Airfield – Many Flying Events – Bob 719-676-3235
 June ??th Big Band Hanger Party – Jeffco – Details: Bruce Erley 303-469-7500
 June 19th & 20th 1999 Air Show Colorado – Jeffco – No major jet team but plenty of aerobatic talent
 June 20-25 Int'l Cessna 170 Assn Convention – Durango 409-369-4362
 June 26th & 27th **Rocky Mountain Regional EAA Fly-In – Longmont**
 June 26th Fort Morgan Fly-In Breakfast – Vernon Tryon 970-867-5688
 July 4th **Fly-In Open House Chaffee County Airport (Salida) Pancake Breakfast – Chp 1161**
 July 5-8th Int'l Chapter Short Wing Piper Club Convention – Centennial - 303-979-3012
 July 9-11th Mountain Mania Car Show - Buena Vista – Dan Bremmer 719-395-2496
 July 7-11th EAA Northwest Fly-In – Arlington Washington – 360-435-5857
 July 17th Custer County Airport (near Westcliffe) Pancake Brkfst – Wray Pedro 800-748-2430
 July 28th – Aug 3rd 1999 AirVenture – Oshkosh

CPA Mountain Flying Courses – For information about the May 15th or August 21st classes:
 call Walt or Terry Barbo 303-367-0670.

CAFE 43 REPORT:

March 20 was breakfast in Greeley and attendance was two, Pat Claar and a friend. By the time we finished breakfast (09:20) the restaurant was really getting busy with walk in and fly in traffic.

On April 17th, the CAFE 43 destination will be Pueblo (PUB) for a breakfast gathering. If folks arrive at 0800, we will be likely to see some of the Grenhorn Mountain EAA chapter 800 members. Submitted by Pat Claar, CAFE 43 Chairman.

I WISH I WERE A KIT-PLANE
(A Tribute to Rosemary)

by Mary Senft

Oh, I wish I were a kit-plane
That is what I'd like to be,
For if I were a kit-plane
My husband would love me.

He would spend all his days
Thinking what material to use.
Should I be red or green
Or several shades of blue?

He would lie awake at night
Dreaming what to do to me,
What rivet to use, what kind of glue
And what type I ought to be.

When his planning was complete
And the kit was finally bought,
His heart would race, his face would flush
And his body would get taught.

He would rush right home all flustered
And sit down in his shop.
He'd close the doors and pull the shades
And fondle all he bought.

He would tune out all the world
The kids, his work, the store
And devote himself completely to me
And then he would give some more.

For days and days he'd work
On nothing else but me.
The yard and car would go to hell.
He would only stop to pee.

And then the moment would happen
When I am finally through;
He would smile and think to himself
How great I was to do.

By now the kids would have run away,
But my husband would not care.
For over in the hangar
I would be standing there.

Whenever his friends would visit
The first thing he would do
Is pull open the hangar doors
And praise me through and through.

He would say how much I please him
And how I make his day.
He would say I am the greatest thing
That ever came his way.

If I ever needed something
Like a little oil here or there,
He would stop what he was doing
And give me instant care.

He would lavish gentle kisses
In his funny little way
And polish me until I shone
When he put me on display.

But I will never be a kit-plane
My wish will never be
I'll just be a neglected wife
That is my destiny.

Adapted from *I WISH I WERE A QUILT*
by Mr. (Jan) Walker
(Jan's neglected husband)

TEXTRON Lycoming

652 Oliver Street
 Williamsport, PA 17701 U.S.A.
 570/323-6181

SERVICE INSTRUCTION

DATE: December 30, 1998
 Service Instruction No. 1492A
 (Supersedes Service Instruction No. 1492)

SUBJECT: Piston Pin Plug Wear Inspection

MODELS AFFECTED: All Textron Lycoming new or factory remanufactured or factory overhauled engines shipped from Textron Lycoming after January 1, 1994, and all engines which have had a Textron Lycoming Cylinder Kit installed after January 1, 1994.

TIME OF COMPLIANCE: At next oil change/oil filter replacement, not to exceed 50 hours of engine operation (25 hours for new, remanufactured, or newly overhauled engines) and at each 50 hours of operation thereafter.

Field reports indicate an increase in incidents of abnormally worn piston pin plugs in some units shipped after January 1, 1994. Evidence of such wear can be detected by use of an oil filter content inspection or spectrographic oil analysis.

Oil Filter Content Inspection:

1. Using approved method (e.g., for full flow, spin-on filters, use Champion Tool CT-470) open the filter.
2. Check the condition of the oil from the filter. Inspect for a high concentration of aluminum in the oil, indicated by a shining, metallic residue.
3. Remove the paper element from the filter.
4. Carefully unfold the paper element and examine the material trapped in the filter.
5. When performing the regular filter inspection, check for premature or excessive wear of piston pin plugs, indicated by the presence of metal particles, shavings, or flakes.
6. If examination of the used oil filter indicates abnormal aluminum or iron content contact a technical representative of Textron Lycoming Product Support Department at (570) 323-6181.

Spectrographic Oil Analysis:**NOTE**

Textron Lycoming encourages the use of spectrograph oil analysis to monitor engine component wear rates. Refer to the latest edition of Service Letter No. L171.

1. In accordance with the latest edition of Textron Lycoming Service Letter No. L171, collect an oil sample and submit it for analysis by a qualified facility.
2. If analysis indicates high aluminum or iron content, or if subsequent analyses show a trend toward aluminum or iron content, contact a technical representative of the Textron Lycoming Product Support Department.

EAA MILE HIGH CHAPTER 43

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Submission of articles, comments, or inquiries for publication in the newsletter are encouraged.

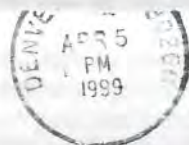
Meetings are normally held on the second Saturday of each month at 7:00 P.M. The place is determined each month.

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MILE HIGH FLYER

EAA MILE HIGH CHAPTER 43

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FIRST CLASS

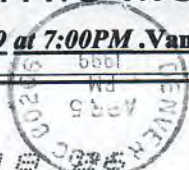


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THIS MONTH'S MEETING:

APRIL 10TH, 1999 at 7:00PM .Vance Brand Airport, Longmont CO. See inside for details..



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