

EAA MILE HIGH CHAPTER



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NEWSLETTER
KIRBY WHITE
423-5134

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THIS MONTH: This month's meeting will be held on Saturday, April 14, 1990 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. The program will be a videotape on the Lockheed P-38 Lightning, and is supposed to be quite good.

LAST MONTH: With 75 members and guests in attendance, the meeting of March 10, 1990 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 February meeting were approved as published in the Newsletter.

Guests: Guests present were Chris Jones of Boulder, Edward Kacura of Broomfield, and Randy Buchanan of Broomfield.

Treasurer's Report: There was none given.

Old Business: Kirby said that Chapter 43 still had 1990 EAA calendars to sell for \$4.00 each, and also that Treasurer Roy Maneely was collecting the \$10.00 Chapter 43 dues. Kirby brought up the subject of Chapter 43's 1990 Christmas Banquet. He reminded everyone that at the January, 1990 Chapter 43 meeting it was voted to hold the Banquet on Sunday, December 9, 1990 at The Plum Tree Restaurant in Lafayette. However, Kirby said he found out that The Plum Tree is not open on Sunday evenings, so he asked everyone to consider Saturday, December 8, 1990 if we wanted to go to The Plum Tree. It was voted to hold the Banquet on Saturday, December 8 (which is our normal second Saturday meeting night) at The Plum Tree. Kirby talked a little about the Cactus Fly-In in Casa Grande, Arizona that he and several Chapter 43 members had gone to the previous weekend. The weather was excellent, there was a good turnout of airplanes, and everyone had a really good time at the Fly-In.

New Business: Herrill Davenport stepped forward and filled in everyone who wasn't up-to-date on the tragic accident involving Guy & Cathy Sheeon in their 1947 Piper PA-12 Super Cruiser on February 25, 1990 near Greeley. Herrill talked briefly about the accident itself and the investigation by the FAA and the NTSB. He said he was looking forward to reading the accident reports when they became available. Herrill also talked about Guy's funeral, which had been earlier in the day in Greeley. There was a good turnout of Chapter 43 members at the funeral that had gone to pay their respects. Herrill mostly talked about how Cathy was doing, the improvements she was making daily, and the positive outlook that everyone held for a complete and full recovery for her. Herrill also warned everybody to be on the lookout for very large (up to 14 foot span) kites being flown around the Longmont Airport. They

New Business cont: are tied to cars, and fly as high as 2,000 feet above the ground! Herrill brought in a picture of one of them on the roof of someone's car being transported. Bill Amos informed everyone that Dick VanGrunsven was planning to stop in Denver on his way to Sun 'N Fun with his RV-6A on Tuesday, April 3, 1990. Bill made arrangements with Aero Services International at Centennial Airport to use their hangar for the afternoon and evening. Dick agreed to give an informal talk about his line of airplanes, which Bill said would start around 6:30 P.M. Bill also said that Dick loves to give rides in his airplane, so those arriving early might just get one. Bill mentioned that he would be giving rides in his RV-4, too. Everybody with an interest was invited to go and take part in the fun.

Gene's Corner: Gene Horsman reported that LoPresti Piper Engineering Company, Inc. has assumed responsibility for certification of the Swiftfire sport aircraft from parent company Piper Aircraft Corp. A LoPresti Piper official said the FAA has decided to certify the Swiftfire as a new aircraft instead of amending the original Type Certificate. Parts for the first three certification aircraft are being fabricated at the company's Vero Beach, Florida facility. LoPresti Piper has orders for 361 of the aircraft. Scaled Composites, Inc. has flown its ARES special mission support prototype aircraft five times, demonstrating excellent handling and maneuverability, according to company officials. It was shown during an official rollout ceremony at the Mojave airport on February 26, 1990. The first two flights verified basic systems operation and cleared the flight envelope to 220 knots, 2.5g normal acceleration, and about 15 degrees indicated angle of attack. Only the landing gear and speedbrake are activated by hydraulics, and the aircraft has no wing flaps. The U.S. Air Force will attempt to shatter the Los Angeles to Washington, D.C. speed record on March 6, 1990 with a Lockheed SR-71 reconnaissance aircraft that should make the trip in about one hour. Ironically, the main purpose of the flight is to retire the aircraft to the Smithsonian Institution, which is sponsoring the record-setting attempt. The flight also should set a 2,400 mile coast-to-coast national speed record, but there will not be an attempt to officially break absolute speed and sustained ceiling records, which were established by the SR-71 in 1976. The speed record most similar to that being attempted by the SR-71 is Los Angeles to New York, also 2,400 miles, in 2 hours 58.7 seconds, set by an Air Force/General Dynamics B-58 bomber in 1962. The Los Angeles to Washington distance is 2,296 miles, and the record is held by a Learjet at 4 hours 12 minutes 10 seconds. The SR-71 achieves best fuel efficiency at high-speed cruise and will burn 11,000 pounds less fuel on the trip by flying above Mach 3 instead of subsonically at Mach 0.90. Planned time from Los Angeles to Washington, with a flying start and finish and assuming standard temperatures and zero wind, is 1 hour 5 minutes. The flight will be made within normal operational limits. With this time, the average speed would be 2,119 mph or Mach 3.19 at a typical 75,000 foot cruise altitude. Favorable winds and temperatures could put the flight time under an hour.

Progress Reports: Jim Thompson made the announcement (because she evidently wouldn't do it) that Kathy McGurran had recently gotten her Private Pilot's License! She stood and everyone gave her a nice round of applause to congratulate her for her accomplishment.

Pilots who have occasion to fly different types and models of aircraft can sometimes be confused when moving from one aircraft to another. While some degree of standardization exists in aircraft designs, there still are many differences in individual systems, components and procedures.

This quiz is designed to aid pilots in better understanding the systems of the specific aircraft they fly. Although no attempt is made to cover in depth everything in the information contained in the typical pilot's operating handbook, the quiz will nonetheless provide a review of the basic information the pilot should know about his aircraft.

Since the questions are designed to be answered in "open book" fashion (wherein you may use any sources to provide the correct answer), no minimum passing score is set. It is assumed, however, that pilots possessing at least a private pilot's certificate

AVEMCO
FLYING SAFETY UPDATE

**Test Your
Flight
Knowledge
Of the
Aircraft
You Fly**

will score high.

It is suggested that, in addition to the review provided by this quiz, a thorough, periodic review be made of the pilot's operating handbook and/or the owner's manual. Indeed, all the answers concerning aircraft performance and limitations should be obtained from the pilot's operating handbook and/or owner's manual.

If you find a question not applicable to the aircraft, simply omit it. If you are unable to locate the answer to a given question, we suggest that you discuss it and any questions answered improperly with your certificated flight instructor.

As a final suggestion, you may wish to photocopy this form before completing it, so that you will have a quiz for each of the aircraft you may be flying. Then, insert the completed quiz into a plastic sleeve and carry it in your flight case, where you can review it from time to time.

AIRCRAFT CHECKLIST

Aircraft model & type _____

1. What is the normal climb-out speed? _____
2. What is the best rate-of-climb speed? _____
3. What is the best angle-of-climb speed? _____
4. What is the maximum flaps-down speed? _____
5. What is the maximum gear-down speed? _____
6. What is the stall speed in a normal landing configuration? _____
7. What is the "clean" (flaps, gear up) stall speed? _____
8. What is the approach-to-landing speed? _____
9. What is the maneuvering speed? _____
10. What is the never-exceed speed? _____
11. What engine-out glide speed will give you the maximum range? _____
12. What is the VMC? (multi-engine only) _____
13. What is the make and horsepower of the engine(s)? _____
14. What is the estimated true airspeed at 5,000 feet and 65% power? _____
15. What RPM or combination of RPM and manifold pressure yields 65% power at 5,000 feet MSL?
RPM _____ MP _____
16. How many gallons of fuel are consumed per hour at 65% power at 5,000 feet MSL? _____
17. How many usable gallons of fuel can your aircraft carry? _____
18. Where are the fuel tanks located and what are their capacities?
Main tank _____ gallons _____
Left tank _____ gallons _____
Right tank _____ gallons _____
Rear tank _____ gallons _____
Auxiliary tank #1 _____ gallons _____
Auxiliary tank #2 _____ gallons _____
19. (Multi-engine only) In the event an engine fails, can all on-board fuel be fed to the running engine? _____
If yes, explain how: _____
20. With full fuel, 65% power, at 5,000 feet, allowing a 45-minute reserve, what is the maximum duration (in hours)? _____
21. What speed will give you the best glide ratio? _____
22. What is the octane rating of the fuel used by the aircraft? _____
23. How do you drain the fuel sumps? _____

24. What weight of oil is being used? _____
25. Is the landing gear fixed, manual, hydraulic or electric? _____ If retractable, what is the back-up system for lowering the gear? _____
26. What is the maximum allowable crosswind component for the aircraft? _____
27. How many persons will the aircraft safely carry with full fuel? _____
28. What is the maximum allowable weight the aircraft can carry in the baggage compartments?
Rear _____ pounds
Front _____ pounds
Belly _____ pounds
Left engine nacelle _____ pounds
Right engine nacelle _____ pounds
Total _____ pounds
29. What take-off distance is required to clear a 50-foot obstacle at maximum gross weight at a pressure altitude of 5,000 feet and 75°F (assume no wind and a hard-surfaced runway)? _____ feet
30. What would be the answer to number 29 if the take-off were made from a sea-level pressure altitude? _____ feet
31. Would high humidity increase or decrease this distance? _____ it
32. How do you determine pressure altitude? _____
33. What is your maximum allowable useful load? _____ pounds
34. Solve the weight and balance problem for the flight you plan to make. If you plan to fly solo also solve the problem for a 170-pound passenger in each seat. Does your load fall within the weight and balance envelope: _____ What is your gross weight? _____ If you solved the problem contemplating 170-pound passengers in each seat, how much fuel could you carry? _____ Where? _____ If you carry full fuel, how much baggage could you carry? _____ Where? _____
35. List two frequencies you can use to contact a flight service station:
Transmit _____ Receive _____
1. _____
2. _____
36. What is the emergency frequency? _____

FSU-7/84



EXPERIMENTAL AIRCRAFT ASSOCIATION

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March 21, 1990

Dear Chapter President,

Recently, a letter was sent to all Illinois, Indiana, Iowa, Michigan, Minnesota, and Wisconsin EAA Chapters asking for volunteers to help with Flightline Operations during Convention. Tom Poberezny just received a letter from one of the Flightline Operations Co-Chairman and shared this letter with the EAA Chapter Office. Almost everything in the letter pointed to one thing...the volunteer spirit seems to be slipping away. We thought about our letter to the surrounding EAA Chapters and wondered, why did we stop there? Your EAA Chapter and volunteer spirit are needed so we can continue to have the greatest, safest, and most enjoyable sport aviation fly-in on earth. In order to share the load and provide everyone with the opportunity to enjoy EAA OSHKOSH '90 and every EAA Convention in the future, volunteers are needed. We are NOT talking about twelve hour shifts for seven days. Instead, one shift, one day; two shifts, two days; whatever your EAA Chapter can do will help spread the workload and prevent overwork volunteers from getting burned out.

If any members from your EAA Chapter plan to attend EAA OSHKOSH '90, plan to help out and volunteer. Contact Flightline Operations Chairman Jim Casper and let him know how many members from your EAA Chapter will be here and when they will be able to help. Jim's telephone number is (414) 231-1464. If you are not able to reach Jim, contact the EAA Chapter Office and we will forward it to him. Remember, if you promise to be here to help, we're counting on you!

This is your EAA Convention. It takes your volunteer effort to make it the sport aviation event of the year. Just because the letters EAA are on the entrance, doesn't mean it's going to happen automatically. The Convention happens because of volunteers. The best part of the EAA Convention isn't the airshow or exhibits, it's the people you meet! Call Jim or the EAA Chapter Office with your volunteer time pledge!

Sincerely,

EXPERIMENTAL AIRCRAFT ASSOCIATION

Robert P. Mackey
Executive Director
EAA Chapters and Insurance

RPM:skb
1941X
cc: Jim Casper

COLORADO COMPOSITE

EAA Chapter 660

Dear EAA Chapter Newsletter Editor,

My name is Ken Strong. I am the president and newsletter editor for EAA Chapter 660 in the Denver Metro area. The purpose of this letter is to ask you to include in your next newsletter a couple of events that are of special interest to EAA members and to help one of our chapter members to sell some of his excess inventory of aircraft parts.

First, is our annual mall show at Buckingham Square Mall located at Mississippi and Havana in Aurora. This show will be held in conjunction with the malls annual Easter Show which will provide something for the whole family to enjoy. The Easter bunny and professional clowns will entertain young and old with rides on a narrow gauge train for the youngsters. Our aircraft display will present airplanes in various stages of completion with construction videos and knowledgeable builders to answer the questions of the public. The Colorado Soaring Association will have one of their sailplanes on display with the opportunity to purchase an introductory ride. Last year the response to this display was outstanding and many people had their first ride in a noncommercial aircraft and thoroughly enjoyed the exhilaration of "silent" flight. In addition the ultralight enthusiast will have three aircraft on display with the same opportunity to purchase an introductory ride. One of the aircraft is now "N" numbered having passed the FAA inspection on March 17th. A two seat MXL II with electric start, ballistic recovery chute, instrument panel and dual surface wings, this aircraft is fun to fly and to ride. Being a composite chapter, most of our aircraft are of the fiberglass, kevlar and carbon variety of materials and should give the observer an excellent idea of what can be accomplished in the custom built aircraft arena. The show will be held on the 12th, 13th, and 14th of April 1990 during regular mall hours. Come on out, introduce yourself and lets hanger talk for a while.

The second item is our annual Rocky Mountain Regional Fly-in. As some of you know, we have moved back to the Fort Collins-Loveland Airport. We are recieving outstanding support from the airport management and from the FBO owner. We need help and support from ALL of the EAA chapters in the Rocky Mountain area. Building a successful airshow takes years of dedicated work. Unfortunately it involves a small cadre of hardworking individuals who provide a lot of time, sweat, personal sacrifices, and sometimes out of pocket monies just to keep things running as smooth as possible. Frankly we need help and support from you and all EAA members in our area. April 8th, 1990 will be our next fly-in committee meeting. We would like to see all of the chapters represented by assigned representatives and by any individuals who would like to help support the Rocky Mountain Regional Fly-in. The meeting will be held at the Fort Collins-Loveland Airport at 2:00 PM.

The following is a list of aircraft parts that are for sale:

One (1) Cessna electric clock
Tailwheels
5 foot long vernier throttle cables
5/16" fuel line, 8 feet
Two (2) carburetors, one Posa and one Rotorway
Call 303-936-1683 for prices and information

Thank you,

Ken Strong
Ken Strong

11236 West 107th Place
Westminster, CO. 80021
303-469-8185

Progress Reports cont: Phil Hughes reported that he had sold his 1956 Cessna 172. He and Aaron Schomberg flew it to Ore, Minnesota so Phil's mechanic could do an Annual Inspection on it before it was turned over to its new owner. Phil and Aaron helped with the inspection, and the temperature outside was minus 35 degrees! Both Phil and Aaron got some time flying airplanes on skis. They said they enjoyed it very much. John Solheim, who had the two Smith Miniplanes advertised in the February, 1990 Chapter 43 Newsletter, said that he had one of them left, and to get in touch with him if interested in talking about it. Frank Minor let everyone know that he had just started a Hatz Biplane project. He said he will have it completed and will fly it to Oshkosh this year! It will be an award winner, no doubt.

A&P: The business portion of the meeting adjourned for coffee and hot apple cider at 8:25 P.M. After the break, Gene Horsman showed three videotapes. One was on the Spruce Goose. Another was a check-out of the Douglas A-26. The third was a humorous true story entitled Com'on Geese, which was about a guy in Canada who trained a flock of Geese to fly in formation with his ultralight in the lead. All he has to do is say Com'on Geese, and they're ready to go. All three tapes were quite good.

MARKETPLACE: Wanted: Pitts 32-A or 32-E plans. Joe Thompson 989-6145

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