

Mile High Flyer

EAA MILE HIGH CHAPTER 43 *Founded 1957*

JANUARY 2000

Volume 23 Issue 1

HALCYON DAYS

"THE SEVEN DAYS BEFORE AND THE seven days after the winter solstice, when the halcyon was thought to breed and bring calm, peaceful weather. Any period of peace and quiet." This according to Funk & Wagnalls Standard College Dictionary.

It's where we are at now, as I write this, and the weather is beautifully to form. I also have a feeling that general aviation is, at this moment, in it's halcyon days. It probably won't get any better than this.

I don't mean this in a negative light, though. The EAA has grown to a position of strength, and has a voice that gets attention when it comes time to lobby on our behalf in the halls of Congress. We are enjoying a period of tremendous freedom and latitude in Sport Aviation, and a calm between storms of controversy that seem to flare up all too often due to over-regulation or after an aviation mishap or airport noise situation.

EAA Mile High Chapter 43 has recently had it's own little tempest; one that stirred strong emotions among some members, as matters of the pocketbook or bank account are apt to do. It is my sincere hope and desire that there are no lingering hard feelings over the increase in the price of our dues, that all of our members will renew their membership for 2000, and that we all can look at the increase as an investment in the chapter's future. All of our members are valued friends, many of whom we know for many years, and I certainly wouldn't want to see \$5.00 cost us that cherished friendship.

JANUARY MEETING:

SATURDAY, the 8th, 11:00 AM 1:30 PM
Mile High Chapter 43's Annual
BANQUET!!

COUNTRY BUFFET at 88th and Sheridan
(West of Sheridan and south of 88th, same
place as last year's banquet)

We can certainly see this as a reminder to act responsibly with our chapter's checkbook, though. If we manage our expenses as we would our own (and they are), we shouldn't need to increase our dues for many years to come, and still have enough operating capital to do the things we need and want to do, for ourselves and for the Youth we are so desperately trying to interest in following our contrails, faint as they may be.

This has been a good year for the chapter, with many member's projects taking wing. It is always very satisfying to share in the excitement and pleasure of another successful first flight for our chapter. After all, isn't that one of the main reasons we exist; to promote Sport Aviation, to assist and educate each other, and to share in each other's success?

I don't know about the rest of you, but I am thoroughly enjoying these halcyon days. It has been a great year. Our out-going president has done a fine job and it has been a pleasure watching him mature in his role and become comfortable speaking before our group. As we shift gears and welcome our new chapter leadership for the coming year, we are sure to have many memorable, educational, and enjoyable get-togethers in the coming months. Won't you join us?

DUES

AH, YES, another year, another Millennium, as if you're not sick of hearing about THAT! But it does mean that it's time to ante up for another year of membership in Chapter 43. Please pay Bob Wilson, Treasurer, at the Banquet, or mail your check and membership form to:

Bob Wilson
1818 Sunlight Drive
Longmont CO 80501

(Please don't mail them to the secretary!)

RAMP ETIQUETTE

Courtesy of J.C.Boylls, MCFI, and the EAA

Several weeks ago I was giving a commercial test to an applicant in a Piper Arrow. The applicant had finished the preflight and we'd mounted up and were ready to start the engine. On the ramp next to us was a CFI with a student who was preflighting a twin. I opened the door and yelled "clear prop." No response from either the instructor or the student. I yelled "clear" again. Still no response. A third yell. This time it got me a glare from both the CFI and the student, and a lip-read said, "We heard ya!"

Something I rarely ever see is a pilot on the ramp acknowledging another pilot's "clear prop" call. By acknowledging a pilot's "clear prop" call with a thumbs-up or some other affirmative signal, nearby pilots on the ramp would tell two things to pilots ready for engine start. First, that they heard the call and second, because they can see all around that airplane, that the area really is clear. Were the CFI and student conscious of what's going on around them? How would I know?

Another thing. On a crowded ramp, have you ever seen a pilot pull his or her airplane out of its parking space before starting the engine? If you own an airplane, and people start up next to you and taxi out, how long before you have a lot of dings in your paint?

Applicants don't seem to be aware that they are responsible for the damage their prop blast causes!

FOR SALE!!

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- ◆ TWO WING TANKS
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REGIONAL EVENTS: (Bold print indicates an EAA sponsored activity)

Apr 9-15, 2000	Sun-n-Fun EAA Fly-In - Lakeland FL
Mar 11-12	7 th Annual Rocky Mountain Air Fair - Wings Over The Rockies Museum
Jun 24-25	22 nd Annual Rocky Mountain EAA Regional Fly-In - Longmont CO
Jul 5-9	Northwest EAA Fly-In - Arlington WA
Jul 26 - Aug 1	EAA AirVenture Fly-In - Oshkosh WI
Sep 9-10	Goldenwest EAA Fly-In - Atwater CA
Sep 9-10	Mideast EAA Fly-In - Marion OH
Oct 6-8	East Coast EAA Fly-In - New Garden PA
Oct 12-15	Copperstate EAA Fly-In - Mesa AZ
Oct 13-15	Southeast EAA Fly-In - Evergreen AL
Oct 19-22	Southwest EAA Fly-In - Abilene TX

A special "THANK YOU" to Gene Horseman for taking and typing the December meeting minutes in my absence. Dave

THE YEAR ENDS WITH A WINNER:

Once again anyone that couldn't attend the December meeting missed out on a dynamite program by one of Chapter 43's own. Ron Denight, chapter 43's tech counselor, gave a top-notch presentation on rebuilding engines. The program turned out to be a real learning experience on many items in today's engines. He covered things that you should be aware of when you are buying an engine, and some particulars on what to watch for when you rebuild or have someone else rebuild for you.

It was one those programs where a video should have been taken for the chapter library/history files. The amount of information that flowed between Ron and the other members was tremendous.

Thanks Ron for another great program!

A SHORT TERM OPPORTUNITY!

The chapter has an opportunity to pull some dollars from headquarters with very little effort on our part. A limited time offer from the membership office will return \$20.00 to the chapter for every new national member that we can recruit. If you get a new member (not renewals) to join, make sure that the application includes chapter 43's number on the top of the form and a notation of '\$20.00 REBATE'. Unfortunately the program only lasts until February 29th so the pressure is on.

PLAIN (PLANE) LANGUAGE:

From the NAFI e-Mentor:

The FAA, in a response to a "customer satisfaction survey", is simplifying its rulemaking process by writing all future regulatory documents in plain language. As a first step, the FAA will publish two model regulatory documents in the Federal Register

The new process is specifically designed to reduce the confusion in the federal aviation regulations and will result in all future rules incorporating plain-language principles. The new rulemaking process will ask not only for the standard comments on the content and implementation of the rule, but also on the clarity and the basic understanding of the rule. Consequently, new rules and guidance material, written in plain, simple language, will reduce confusion, making compliance easier.

In mid-December the FAA published its first ever proposed rule completely rewritten in plain language. The proposed

rule details the public process for participating in FAA rulemaking. Other regulatory documents to be published this week 12/16/99, in the new plain-language style, include model airworthiness directives (ADs) and advisory circulars (ACs), two basic regulatory documents. An Airworthiness Directive calls for the aviation industry to correct a safety of flight issue, while an Advisory Circular is the basic guidance material the aviation community uses to comply with the Federal Aviation Regulations.

Although I believe that the change is a step in the right direction, I also think that they are dreaming when they make the statement that this "will reduce confusion, making compliance easier." That would take both new easy to understand rules and new enforcement procedures. I hope they prove my negative thoughts wrong!

Unfortunately the only people that were included on their 'Survey' were commercial pilots. On the positive side, for future rulemaking changes the FAA will not only be asking for comments on the change as they have in the past, but also for comments on the clarity and the basic understanding of the rule. This should give GA pilots for more input and an opportunity to have a rule clarified before it becomes a part of the FAR's.

EAA CHAPTER OFFICE:

The Chapter Office at headquarters, headed up by VP Bob Mackey, has a new Chapter Administrator. Brenda Anderson started with EAA on December 6th and will be a good chapter support contact at Oshkosh. She joins Troy Toelle, EAA Chapter Field Administrator, in helping with the chapter administration duties. Most of you will probably not have a reason to need her expertise, but you may enjoy getting the e-Grams that she will be sending out from time-to-time. The Chapter e-Gram (CEG) is the best way to get the latest information that concerns local chapters. If you would like to get on the CEG mailing list send Brenda your name, EAA number, e-Mail address and chapter affiliation. Send to:

chapters@eaa.org

If you are not on the Internet look for the latest chapter news in Sport Aviation. Chapter News appears every other month.

HOMEBUILDERS:

Changes in EAA concerning the emphasis on Homebuilding are finally making progress. First, the Homebuilders Aircraft Council is slowly coming alive. In December's Sport Aviation it was announced that

besides Alex Sloan, Chairman of the council, three other EAA members have accepted invitations to join the group. One that is close to home is Longmont's Mary Senft. Mary is currently president of Chapter 648 in Boulder.

The second positive step is the new Homebuilders page on the EAA website. It is in the 'members only' section and is worth checking out. According to some of the people that I have spoken with this is just the very tip of the iceberg of information that will eventually be available on the Web. At some point they hope to have most of the EAA Library on the site for research and information.

The third, and I consider most significant change at this time, is the face-lift of Sport Aviation. Scott Spangler is doing a masterful job of pulling the publication into the 21st Century. Jack and Golda Cox deserve all of the accolades that we can give them for giving birth to the EAA magazine. However it was time for a positive move and overhaul and Scott is giving the leadership that is necessary to make it happen. From the new layout and look of the articles, to the mix of content, the new Sport Aviation is looking very good.

From articles like the series by Ron Covell on building a nose bowl, to the legal advise from the Legal Council on aircraft sales contracts I think we are seeing a renewed interest in homebuilding. Scott is looking for ideas on articles that you would like to see and any other comments on the magazine that you would like to make. This is a snowball worth pushing.

NORIETA JAMES: This sad note just as the newsletter wraps up: The wife of long-time Chapter 43 member Bob James recently of cancer. Our sincere condolences to Bob and his family.

e-Mail: editorial@eaa.org
Address: PO Box 3086, Oshkosh, WI 54903-3086

2000 DUES:

If you haven't had an chance to deliver or send in your dues, do so by the end of the month. The newsletter can only be mailed to current members.

CHAPTER LEADSHIP WORKSHOPS:

Chapter Leadership workshops for 2000 have been set for the following four cities. If anyone is going to be in any of the cities during the workshops and has an opportunity to sit in on the session it could give our chapter some good information. Sun-n-Fun is probably the best bet.

2000 Chapter Leadership Workshop Schedule

March 11 - Lakeland, FL April 1 - Chattanooga, TN
Hosted by Sun N Fun, Inc. Hosted by EAA Chapter 150

May 6 - Mpls/St. Paul, MN June 3 - Cleveland, OH
Hosted by EAA Chp 54 Hosted by EAA Chp 846

EVENTS:

2000 CHAPTER 43 MEETINGS:

January: Annual Banquet/Luncheon & Awards Meeting - Jan 8th 11:00am - Country Buffet - 8685 Sheridan Blvd
88th & Sheridan (SW corner)

OTHER REGIONAL EVENTS: (Bold print indicates an EAA sponsored activity)

Mar 11-12	7 th Annual Rocky Mountain Air Fair - Wings Over The Rockies Museum - Lowry
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DECEMBER MEETING MINUTES:
DECEMBER 11, 1999

President George Hayes called the meeting to order at 7:09 P.M..

A visitor sheet was not passed so we missed out on getting the visitors names who were present.

Because of the amount of material Ron Denight had to cover in his presentation, George moved Ron to the beginning of the meeting.

Ron had a very interesting presentation on overhauling an aircraft engine. He based it on overhauling a Lycoming O-235 or O-290, but touched on O-320 and O-360 models also.

He brought with him component parts to show what type of things to look for when inspecting an engine at overhaul. He passed many parts around, showing how they wear and what to look for. This included cylinders, pistons, wrist pins, an oil pump, tappets, camshaft, etc.

He also had a just overhauled crankcase, a rear case and crankshaft and pointed out that you should pick a reputable shop to overhaul and repair major items. These were done by Divco in Oklahoma.

He covered too many fine points to list them here, and fielded many questions.

Well done Ron! If any of you have serious questions on engine overhaul, I'm sure Ron would take time to answer them.

George reconvened the meeting after the break at 8:50 P.M.. When he asked for visitors there were none. They may have gone home after the presentation.

The minutes of the November meeting were approved as printed in the Newsletter.

Treasurers report: Treasurer Bob Wilson reports we made \$89.00 on the auction last month, picked up 31 dues, and sold 22 calendars making the total income \$863.00. The account had \$1,628.52 in it at the end of November.

The banquet was discussed. Roger and Gene felt the best deal on a place for the banquet was the Country Buffet where we had it last year. It appears the time would be 11:00 A.M. to 1:00 P.M.. This is not cast in concrete, yet, so watch for the final time in the next newsletter.

It was pointed out that the new FAA ruling on mods to homebuilts allows the builder to sign off the aircraft after 5 hours of flight testing with no problems.

Steve Beach spoke about the meeting the Hangar Committee had with the Wings Over The Rockies Officials on December 6. After touching on what the Committee would like to see done at Jeffco, they told us of the Museum switch in emphasis to youth aviation education. They are one of 5 museums in the country to start a "Challenger" program sponsored by a foundation made up of the families of the Challenger astronauts killed in the space shuttle disaster. This program consists of teams made up of 5 students with adult instructors, hopefully recruited from EAA chapters. These teams will compete at Oshkosh in 2001. They will have a Shuttle simulator and soft ware to run a full shuttle mission. The Museum has also become one of the EAA Math, Science, Technology program hosts. Check your Sport Aviation on details of this program.

Jan Hensen spoke of his aviation work since coming back from AirVenture camp this summer. He started flight training this very day with Bill Mitchell as instructor. His Dad gave him ten hours of dual for his birthday this week. Way to go Jan!

Maas Yoshida donated a fully operational Garmin 100, panel mount GPS with all necessary components, antenna, etc, to the chapter. Watch for a raffle coming up for awarding it to some lucky person.

Ruby Lanich reported she had bought a share in an RV-6A. Ron Denight is currently converting the manual flaps on it to electric.

Bill Mitchell reported that a Kitfox he has been flying put the adjustable prop into Beta mode twice this past week. Once on the ground and once in flight! He got it down safely. He recommended anyone with that prop check the stops very carefully.

Gene's Corner covered the Revolution Helicopter Co. closing its door; Congress still bickering over FAA reauthorization; the helium balloon race from Front Range Airport a couple weeks ago; changes to Colorado MOAs that will put radio frequencies and telephone numbers on the charts; Teledyne Continental purchasing Mattituck Aviation Services and making their FADEC unit available on Lycoming engine overhauls; Superior Air Parts partnering with Colorado based Western Skyways to overhaul engines to new limits with the Millennium Certified Pre-owned engine program.

Bob Lee reported problems with getting his medical back from Oklahoma City. Don Coleman spoke to the issue and said it was really bad for people who had to have special medicals approved. All this because of the FAA's new computer program. He couldn't say when it would be cleared up. No problem with routine physicals.

The meeting was adjourned at 9:40 P.M..

EAA MILE HIGH CHAPTER 43

CHAPTER OFFICERS:

President - George Hayes.....303-772-7040
Vice President - Roger Standard.....303-857-4821
Vice President - Gene Milligan.....303-466-0831
Secretary - Dave Biesemeier.....303-384-3760
Treasurer - Bob Wilson.....303-682-1857

VOLUNTEER OFFICERS:

Technical Counselor - Ron Denight.....303-452-0458
Technical Counselor - Marvin Wahl.....303-935-9934
Technical Counselor - Art Schwarz.....303-412-6913
Flight Advisor - Bill Mitchell.....303-427-4025
Flight Advisor - Tom Young.....303-833-4091
Newsletter Editor - Dave Biesemeier.....303-384-3760
Young Eagles Coordinator - Bob Lee.....303-456-1268
Membership Data Base Editor - Gene Milligan....303-466-0831

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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

David Biesemeier, editor
430 Antero Street
Golden CO 80401



FIRST CLASS



Eugene Horsman
210 Lookout View Ct.
Golden, CO 80401-2518



THIS MONTH'S MEETING:

OUR ANNUAL BANQUET, SATURDAY, JANUARY 8TH at 11:00AM. See inside for details.