

EAA MILE HIGH CHAPTER



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NEWSLETTER
KIRBY WHITE
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VOLUME 12, ISSUE 11, NOVEMBER, 1989

THIS MONTH: This month's meeting will be held on Saturday, November 11, 1989 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 entitled "The Day All Hell Broke Loose," which is about the wind shear problem at Stapleton Airport. It is supposed to be quite good, and we can all learn from it because wind shear affects every one of us.

LAST MONTH: With 50 members and guests in attendance, the meeting of October 14, 1989 was called to order at 7:45 P.M. by President Kirby White in the Club Room of the Denver Air Center. The minutes of the September meeting were approved as published in the Newsletter.

Guests: Guests present were Larry Richmond of Wheat Ridge, Travis McGinnis of Arvada, and Mark Shelton of Louisville.

Treasurer's Report: There was none given.

Old Business: There was no old business to discuss.

New Business: The main part of the business meeting was the annual election of officers and volunteers. The following 1989 Chapter 43 officers and volunteers were re-elected to another term in 1990: President -- Kirby White, Vice President -- Fred Seal, Secretary -- Kirby White, Newsletter Editor -- Kirby White, Chapter Designee -- Brad Davenport, Historian -- Herrill Davenport, Board of Directors -- Brad Davenport and Cathy Sheeon and Roy Maneely. The following needed to be filled and there was a volunteer for each one: Treasurer -- Roy Maneely, Librarian -- Roy Maneely, Fly-In Committee Representative -- Ken Williams, and possibly the most important position of all: Grand Keeper of the Coffee Pot -- Chuck Ogden and Aaron Schomberg and Jim Anderson. All of the above volunteers were elected to a term in 1990. Chapter 43 member Vern Hoppes talked about an aircraft accident he had recently gotten into at Platte Valley Airport. He and Don Evezich had just taken off when Vern's Stinson became uncontrollable. It was forced down in a field and went over on its back. Vern's face hit the instrument panel and required 36 stitches. Vern also hurt his wrist. Don only got a few bruises. The Stinson is rebuildable. The FAA and NTSB both agreed that it was most likely a wind shear that forced the airplane down. Vern talked about the accident to make everyone aware that wind shears do exist and are very dangerous and he urged everyone to install and use shoulder harnesses in their airplanes. He said he probably would have been unhurt if he had installed shoulder harnesses in his plane. At least his face would not have hit the panel.

New Business cont: Roy Maneely reported that a two year extension had been granted by the FCC on the regulation that would tighten the tolerances of aircraft radio transmission frequencies. Unless a modification can be made on the radios, many of the radios in use today will become illegal. The regulation is now due to go into effect on January 1, 1992. Kirby talked a little about the Copperstate Fly-In which was scheduled for October 20-22, 1989 at the Casa Grande Airport in Arizona. He recommended it as being an excellent Fly-In, and said to talk to him during the break if interested in more information on it. Jim Thompson let everyone know about a Fly-In sponsored by the Aurora Airport on Saturday, October 28, 1989. He said a BBQ lunch would be served from 11:00 to 3:00, and invited everyone to either fly or drive and join in on the activities. Mike Goodman brought in a box of new aircraft hardware that he wanted to sell. He said for everyone to take a look at what he had during the break. Phil Hughes talked about a business trip he took to San Diego. He spent two days working outside near Miramar Navy Base, and enjoyed watching the military airplanes come and go. He also toured the San Diego Aerospace Museum while he was there. He said it is very complete, and includes original airplanes and replicas and extremely authentic and detailed models. The aircraft on display cover everything from antiques and classics and historic record-setting planes and military craft of all types all the way to present space program vehicles. The displays have a lot of written information explaining the aircraft and their historical significance. Phil recommends the Museum highly to anyone who is in San Diego.

Gene's Corner: Gene Horsman reported that Bruce J. Rice, President of Rice Aircraft Inc. of Hauppauge, N.Y., has pleaded guilty to criminal charges resulting from the sale of counterfeit aerospace fasteners, falsification of testing documentation, and payment of kickbacks to customer representatives. Rice passed on used fasteners as new. The company has agreed to pay a \$50,000 federal fine, and Rice faces up to five years in prison and a fine and court costs of up to \$500,000. U.S. Attorney David E. Wilson in Seattle, WA has filed charges against five additional defendants in the probe. Wilson said Rice Aircraft stripped and replated or relubricated used fasteners at a facility not approved as a manufacturing source by his customers. The parts were then sold with an original manufacturer's trademark. Rice Aircraft's customers included the U.S. Government, Airbus, British Aerospace, Grumman, Sikorsky, Martin Marietta, Boeing Vertol, Republic (Fairchild), Israel, and six air carriers. Some parts were purchased for the F-111, B-1B, and the F-14. A Federal Grand Jury in Alexandria, Virginia has indicted Richard L. Fowler, a former senior marketing analyst with Boeing, on charges of conspiracy and theft of classified documents from the Defense Department and the National Security Agency. Fowler is accused of circulating the documents among Boeing employees. His indictment is not part of the government's ongoing "Ill Wind" procurement fraud investigation, but U.S. Attorney Henry E. Hudson, who heads that investigation, said the cases have similarities.

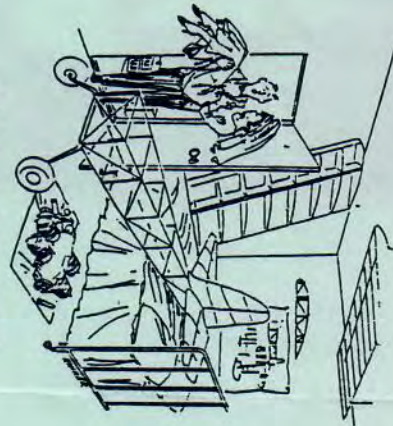
Progress Reports: Guy Sheeon said that because his wife Cathy will be having another child fairly soon, he will need another airplane that has more seats. He announced that his 1947 Piper PA-12 Super Cruiser is for sale.

A&P: The business portion of the meeting adjourned for coffee at 8:25 P.M. After the break, Gene Horsman showed several videotapes on different subjects. The first was a professionally done account of this year's Rocky Mountain Regional Fly-In by Eric Robinson. It was quite good. Gene showed the first few minutes of an old movie entitled "Devil Dogs of the Air" with James Cagney and Pat O'Brien because it had some good stunt flying scenes. Gene also showed segments on the rebuilding of a Stinson Reliant, the anatomy of a thunderstorm, and the Sentimental Journey B-17.

MARKETPLACE: For Sale: 1947 Piper PA-12 Super Cruiser, Lycoming O-320, enlarged baggage area, Cleveland wheels and breaks, skylight, Terra Mode C, Genave Alpha 200, restoration completed July 1985, \$20,000 firm. Guy Sheeon 469-6456.

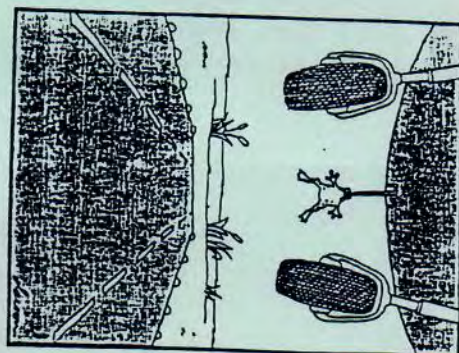
For Sale: Oxygen bottle with altitude gauge, \$150.00. Artificial Horizon, \$50.00. Miscellaneous aircraft hardware -- price negotiable. Mike Goodman 429-0421

This month's funnies:



"Oh, by the way, honey... there is something I haven't told you!"

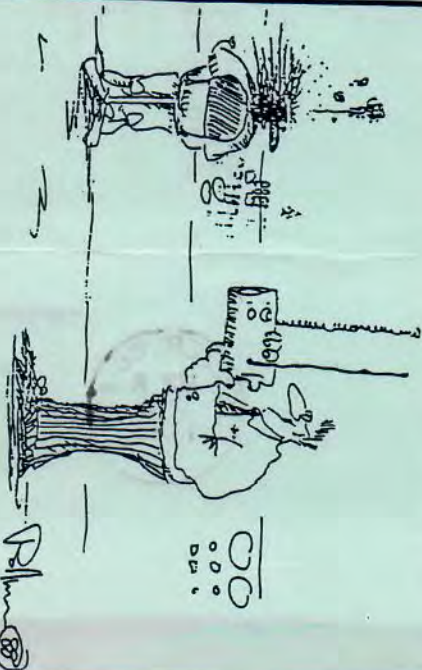
From EAA Chapter 154's newsletter
(Regina, Saskatchewan)



From EAA Ultralight Chapter 12's
(Minneapolis, Minnesota) newsletter

Under The Hood

by Steve Rollman



Wow! These light bulbs sure are bright huh Ed.

From EAA Chapter 141's newsletter
(Portland, Maine)

"Mountology"

The psychology of mountain flying
by Sparky Ineson

"I know you believe you understand what you think I said, but I'm not sure you realize that what you heard is not what I meant." This adage was adopted by the FAA years ago in an effort to prove the importance of communication.

The following proposal, without careful study, may appear to contain the same double talk. So it is necessary to persuade you to train yourself to react in mountain flying situations like Pavlov's dogs. These terms are *conditioned, reflex and instinct*.

Conditioned in psychology means *exhibiting or trained to exhibit a conditioned reflex (response)*.

Reflex in psychology means an *unlearned or instinctive response to a stimulus*.

Instinct means an *innate aspect of behavior that is unlearned, complex and normally adaptive*.

An instinctive response to a stimulus does not work all the time in an airplane. For example, when an airplane is in a spin, your instinct is to pull back on the control wheel to raise the nose. It has worked before, but now it is not adaptive. You must be trained to break the stall before pulling back on the control wheel. This is a conditioned response. The basic premises of mountain flying must also be ingrained as a conditioned reflex.

True mountain flying, (terrain, contour or drainage flying as opposed to flying above the mountains) can be done with total safety only when the pilot becomes conditioned to apply the basic premises during flight without having to think about them.

Basic premise #1: Always remain in a position where you can turn toward lowering terrain. This saw also encompasses the idea that you will not enter or fly in a canyon where there is insufficient room to turn around. Another way of stating this truth is to have an *escape route in mind and be in a position to exercise this option*.

Basic premise #2: Do not fly beyond the point of no return. This is a place where, if you reduce the throttle to idle and begin a glide, you will have sufficient altitude to turn around without impacting the terrain. I do not mean to imply that during mountain flying it would be proper technique to reduce the throttle to turn around. Constantly evaluate where you are and decide if you could lose altitude before having to turn the aircraft. If not, you are narrowing your options substantially.

What happens when the pilot flies beyond the "point of no return?" The first, and usually less serious consequence, involves landing the airplane straight ahead into whatever terrain exists. The second outcome involves the stall-spin accident. Because there is insufficient altitude and maneuvering space to complete the turn the pilot tries to hurry the turn with excessive rudder and induces a stall-spin.

These aphorisms of mountain flying are not instinctive. They must be conditioned responses. As an example, consider that at some point in your basic flight training your instructor began constantly challenging you to find an emergency landing site. After pulling the power off he would say something like, "Your engine just failed, proceed

as you would during an actual emergency." Soon you became conditioned so that when the instructor pulled the power you already had a suitable landing area picked out and you headed for it. This type training unconsciously caused you to seek an emergency landing area each time you were with the instructor. Eventually the training transfers to encompass all the time you are flying.

Although you do not need an instructor (Pavlov) to condition you for mountain flying, you must constantly think about the axioms of flight until you become conditioned to remain unconsciously in a position where you can turn toward lowering terrain and never fly beyond the point of no return.



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