

EAA MILE HIGH CHAPTER 43

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THIS MONTH'S MEETING:

The next EAA Mile High Chapter 43 regular meeting will be held on Saturday, September 10, at 7:00 p.m. in the Jeffco Airport terminal building. Go to the second floor and turn towards the conference rooms (left/northeast). Our meeting will be in conference rooms Alpha and Bravo. A "tech session" for all RVators, that is, anyone flying, building or dreaming of RV 3's, 4's or 6's, will be held at 6 p.m., same date, same location.

This month's meeting presentation will be a question and answer period with Randy Holder from the Denver Flight Standards District Office. The major emphasis will be on the licensing of homebuilts. If you're now building, or getting ready to build, this should be a very informative session.

LAST MONTH'S MEETING:

Last month's meeting was held on August 13th. Guests included Wayne Lips, who is interested in building a wood or metal airplane; Jim McLaughlin, who has his eye on a RANS 10; and Wanchai Hongroxmai, another RV fan! The minutes were approved as published in the Newsletter.

Old Business

The subscriptions to Sport Aviation for high schools will start in September.

Phil Hughes handed out 18 copies of our Chapter

Roster at Oshkosh, and received several compliments on these documents. Copies of these rosters are still available at the meetings for those still needing one.

Jim Homa, our name tag volunteer, hasn't attended a meeting for several months. Where are you Jim?

Mark Yelich reported that plans are proceeding well for the Fall Builder's Forum. Mark and Doug Bloomberg made many contacts with manufacturers while they were at Oshkosh. The Forum currently is structured into five basic building areas to be headed by the following people:

Composite - Bill Meine
Metal - Chuck Graf
Wood - Don Coleman
Welding - Marvin Wahl
Fabric - Brad Davenport

Progress Reports

Gaylon Overton now has 40 hours on his Mustang II.

Norm Price finished (mostly) the restoration of his Bellanca 14-13 Cruisair. He flew it for the first time on the day of the meeting. The aircraft itself had not flown for 30 years! Norm spent six years rebuilding this aircraft from a "basket case" condition, and has done a terrific job! Congratulations Norm!

Mark Graf made his first solo flight, in a Cessna

172 on August 12th. Congratulations Mark! He's gearing up to fly his Dad's (Chuck) RV-6, which should be in the air before the end of the year.

New Business

Phil Hughes reported on the Chapter Officer's Meeting at Oshkosh. He met old friends from Chapter 93 who related that their chapter meeting facility is contingent on having chapter members fly at least three Young Eagles per month.

The B-17 Tour was reported to be a success. Another tour will begin on August 26, heading south from Oshkosh.

EAA is starting a "Flight Advisor's Program" for builders who are planning on doing the test flights of their own airplanes. The program has insurance benefits (Avemco offers first-flight insurance to participants). Read about it in the August issue of Sport Aviation. This issue will be discussed in more detail at the September meeting.

EAA chapter members who are not members of the National EAA organization are not covered by EAA's insurance at fly-ins, or in the Young Eagles program. Phil Hughes will research this issue further and report back at a future meeting.

Several brochures and flyers were available for inspection by members covering fly-ins, airshows and conventions. A new WWI aircraft magazine called Aerodrome Update was also displayed. A new paint spray product called "Lex-Aire" was advertised.

Aaron Schomberg questioned the membership regarding an increase in price of Annual Banquet tickets to \$12.00/person, and changing the day of the banquet to a Saturday night. This will give the committee more flexibility in finding a suitable banquet location. No one objected to either suggestion.

Gene Milligan purchased and donated an overhead projector to our chapter. Thanks Gene!

A Utah widow has two BD-5 kits for sale, one of which has been pre-drilled. One kit has a motorcycle engine and the other has a Hirth engine.

Horsman's Corner

Gene Horsman reported that the House has passed the Product Liability Bill by a voice vote on June 27th. 30,000 letters had been received. Congressman Dave Schaefer DID sign the Liability Discharge Petition after I reported last month that he did not. Jack Brooks (D-TX), Chairman of the Judiciary Committee, gave in knowing that enough signatures for the discharge petition were forthcoming. The bill outlined a 15-year statute of repose on piston-driven aircraft; 18 years for turboprop aircraft; and 22 years for jets. It was expected that the Senate, which had already passed the bill 91 to 8, would approve the change to 15 years, from their recommendation of 18, for piston-driven aircraft, and the bill would go to the President for signature. This may already have happened. Cessna will have to make good on their plans to initiate production ASAP.

AOPA says NOAA violated an agreement between them to allow a maximum of a 50-cent increase in chart prices by raising prices \$1.00 per chart. AOPA is trying to seek appropriate Congressional oversight and relief.

Lycoming is eliminating 300 jobs at Williamsport, PA. They had 1,200 employees six years ago, 650 today, and now will decrease another 300. They said the facility will become assembly and test only, and eventually all engine parts will be supplied by vendors. They have manufactured 260,000 engines since the 1930's, and 125,000 are estimated to still be in service.

Mobile Oil has discontinued the manufacturing and marketing of their AV-1 engine oil. They are offering to buy back, or exchange, existing supplies.

A three-alarm hangar fire in Conroe, Texas destroyed 20 aircraft including two "Tora, Tora, Tora" aircraft. One was a zero replica, and the other was a Val dive bomber replica. All aircraft were fully fueled. It took ten hours to put out the blaze. The intensity of the fire melted steel girders and data plates on the engines.

The General Aviation fatal accident rate dropped 13.8% from 1992 to 1993. There were 385 accidents in 1993, as compared to 447 in 1992. This is the lowest total since 1958.

The president of Morse Aero, Inc. of Utica, NY has been sentenced to 14 months in prison for spice welding tips to two different helicopter rotor blades, and then falsely certifying them as airworthy.

The Polish built Kolibar II, Model 150A, has received FAA Certification, as has the Katana DV20.

Gene related a interesting tale of a B-52 crew plagued with multiple emergencies during a 6 1/2 hour training flight. The crew was awarded the McKay Trophy for their performance on this flight.

Safety Corner

Brad Davenport presented his monthly safety report. A Stits Playboy, built locally, was found to have a severely weakened wing strut attachment due to corrosion. The design and/or fabrication did not allow for adequate moisture drainage at the attachment.

A Cessna 180 suffered a cut rudder cable from a defective cable protector/restraint.

A Christen Eagle experienced premature cotton fabric deterioration due to excessive sunlight exposure.

A Quick Silver experienced a power loss on takeoff due to failure of an air filter. The aluminum filter housing corroded to the point that a piece of the assembly came loose and blocked air flow to the engine.

A fuel cap vent on a Quick Silver MX became obstructed which resulted in a forced landing due to fuel starvation.

A Sonari suffered a forced landing due to loss of power. The engine ran fine once the airplane was on the ground. A vapor lock is suspected. Auto fuel was being used in a HAPI engine.

Four more incidents of hollow axle failures on Cessna aircraft have recently occurred.

Five or six Lycoming engines have failed recently due to pushrod problems.

The Program

A number of Chapter 43 members attended this year's Oskosh convention. These members were called forward to relate the high points of this event, as they saw it, to the group. A lot of fun was had by all!

THE PRESIDENT'S CORNER:

While at Oshkosh I spent several days with the Ultra Lights, including several hours with Mike Fisher. I was to the point of having checkbook in hand, ready to make out a check to Mike Fisher for one of his new Avenger kits. Sad to say common sense prevailed.

I had an interesting time with Mike Fisher. As with all Ultra Light vendors I approached, I started with: "Me, that Ultra Light and Denver?" The reactions were interesting. Mike sort of shuffled his feet and hemmed and hawed around until I said that I had been told that there was no such thing as a "legal" Ultra Light in Denver. He looked at me and said, "Well now that is out of the way.", and we got down to some detailed discussions. It was the general consciences that the 22 HP Rotax required for an Ultra Light to stay legal is just was not enough at Denver's altitude. The recommendations were for 45-50 HP at this altitude.

It turns out that Mike vacations in the Ft. Collins area frequently. I invited him to join us if he was in town when we were having a chapter meeting.

REVIEW OF THE CHAPTER OFFICERS WORK SHOP

At the last meeting I promised a review of the Chapter Officers Workshop, held on Saturday at Oshkosh. This meeting was hosted by Bob Mackey, head of the Chapter Office. After introductory talks by Tom Poberezny and Bob Mackey, we broke up into 17 or 18 working groups and discussed various questions. A member of the group was chosen to report on that groups discussion to the whole assembly.

One comment made by Bob was that EAA supplied insurance, to cover chapter officers and functions, only covers EAA members. In other words, chapter members that are not EAA members would not be covered. I looked this up in the Chapter Handbook and references to coverage are couched in terms of covering EAA

Members. The reference does not say EAA Chapter Members.

There were 11 agenda items discussed, I'll go through them all with comments.

1. FORGETTING FOR THE SAKE OF DISCUSSION YOUR CHAPTER'S PURPOSE AS STATED IN YOUR CHAPTER'S BY - LAWS, IN PLAIN LANGUAGE, WHAT IS THE PURPOSE OF YOUR CHAPTER?

There seemed to be two main functions, one social, the other technical. One of the technically oriented chapters noted that while they started strong, as planes were completed, enthusiasm began to wane. Different chapters gravitated to one or the other. Bob Mackey stated later that there was no "right" answer to this question. Rather it was up to the individual chapters to find their own identity. Denver seemed to be one of the few areas of the country where there is a selection of different chapter personalities. Hence many of us hold multiple chapter memberships to take advantage of the differences.

2. WHAT CAN OR SHOULD THE CHAPTER OFFICE DO TO ENHANCE YOUR CHAPTER'S PURPOSE OR GOALS?

This brought many suggestions. Some are as follows:

- Provide help with a Chapter Treasurers guide.
- Put together and make available a Welcome Package to give to potential and new members.
- Provide guidance with establishing and improving community contacts.
- Provide and obtain tax status for donations.
- Provide a planning video regarding "What is EAA all about". Bob said that a new ESPN video was being shot on the 94 convention. It will include reference to a 1- 800 number for referral to local EAA chapters.
- Provide information about and assistance in obtaining financing for a chapter building or hanger. In regards to this, Bob said that starting on January 1, Facility Insurance will be available for about \$100 to \$125 per year. This

includes the \$50 we now pay yearly.

3. WHAT GOALS SHOULD EAA AND YOUR CHAPTER HAVE IN COMMON AND HOW CAN WE ACHIEVE THEM.

- Safety.
- Young Eagles
- Technical counselors / advisors.
- Flight Advisors.
- Transfer of information.

4. SOLID CHAPTER LEADERSHIP IS VERY IMPORTANT TO CHAPTER SUCCESS, YET CHAPTER OFFICERS CHANGE EVERY YEAR OR EVERY OTHER YEAR. WHAT IS YOUR CHAPTER DOING TO DEVELOP CHAPTER LEADERSHIP?

- Rotate all Board Members through all positions (President, Vice President, Secretary, etc.).
- Create Chapter files to document successes as well as failures. This will prove invaluable to our successors as a source for how things were done well as well as why things failed.
- Leadership seminars at shows, such as Oshkosh, m Copperstate, Sun & Fun, etc.
- We need to develop **good** chapter Presidents, News Letter Editors, etc.
- Identify potential leaders and get them involved.
- Don't criticize your officers, rather support and help them.

5. WHAT CAN OR SHOULD THE CHAPTER OFFICE BE DOING TO HELP DEVELOP CHAPTER LEADERSHIP?

- Wider distribution of chaptergram.
- Require quarterly reports from chapter officers as well as yearly report from the president. The philosophy here is that this will make the officers know that they are accountable.
- Provide forums on chapter leadership at regional locations as well as at Oshkosh.
- Provide 800 and FAX numbers for resource information.
- Utilize wives and girl fiends as chapter officers.

6. WHAT ARE THE PROS AND CONS OF

A CHAPTER BOARD OF DIRECTORS?

- One chapter has all of the chapter business done by the board of directors at a meeting other than the monthly chapter meeting.
- Have the board of directors serve as the development tool for future chapter leaders.

* I must admit that I have made very little use of the chapter Board of Directors. In fact I'm not even sure what their charter is and have not thought to ask.

7. CHAPTERS SEEM TO BE MORE SUCCESSFUL WHEN THEY HAVE A CHAPTER FACILITY, I.E. HANGERS, CLUBHOUSE, ETC., WHAT HAS BEEN THE EXPERIENCE OF YOUR CHAPTER ON THIS ISSUE AND HOW CAN OR SHOULD EAA AND THE CHAPTER OFFICE HELP?

- Most chapters felt that having a facility was a positive thing.
- Several chapters expressed the feeling that if the chapter had the commitment a way to finance the facility would be found.

* I would agree with this in that any facilities the chapter has is just another expression of the will or desire of the chapter membership. Another way of putting it was expressed still another chapter President, "Most members just show up for the meeting with the feeling that they are there to be entertained but don't ask them to do anything."

8. HAVE THE NEW CHAPTER MEMBERSHIP GUIDELINES HELPED? WHAT ABOUT THE MEMBERSHIP BONUS PROGRAM, IS IT HELPING?

- The responses to this question really did not address the question. It became clear that EAA national feels that they supply quite a bit to the chapters and the local members that do not belong to EAA are, in some sense, getting a free ride.

9. IS THERE SOMETHING MORE THAT THE CHAPTER OFFICE SHOULD BE DOING TO HELP CHAPTERS ATTAIN THE 100% EAA MEMBERSHIP REQUIREMENT?

- Giving free T-shirts and or calendars would help.
- Videos on loan from national on the benefits of membership would help.
- Some chapters have specific requirements that all members will be members of EAA. Others specifically specify that chapter members need not be members of EAA.

10. CHAPTERS HAVE AN OUTREACH ROLE WITHIN EAA. HOW CAN THE CHAPTER OFFICE BEST HELP CHAPTERS IN THE ROLE?

- Individuals as well as chapters supplying high school subscriptions to sport aviation at reduced rates works well.
- The Chapter Office should make available a list of materials available from EAA.
- The Chapter Office should provide guidance on how to approach the high schools.

11. THE EAA YOUNG EAGLES PROGRAM HAS BEEN A GREAT SUCCESS. WHAT HAS BEEN THE EXPERIENCE OF YOUR CHAPTER? WHAT'S WORKING AND WHAT'S NOT?

- One chapter reported that on June 11th they had 400 kids show up. They flew until dark but about 75 kids didn't get their rides and left feeling bad. Now they concentrate on getting names for a waiting list. Then the individual pilots contact the kids/parents to schedule the rides. This appears to work very well. From our experience, when this was done, it worked well. The chapter that reported this is now averaging 35 kids a week.
- Some chapters make contacts through signs etc. in places like TOY'S ARE US as well as other stores where kids of the appropriate age gather.
- Several chapters reported damage to planes.
- There was general agreement to emphasize quality of the flight over quantity of kids flown. Make the flight worth while, not just a sprint around the pattern.
- The Young Eagles program represents a

10 yr. marathon not just a 100 yd. sprint. The goal is not just to see which chapter can fly the most kids, it is to get kids interested in flying. We should plan our activities accordingly.

- Some chapters provide follow on contact with the kids to ensure the enthusiasm is maintained.
- Many chapters allow repeat rides as long as they are not at the expense of new kids. This could well be used as part of the follow on.
- Some chapters reported having problems with the Boy and Girl Scouts, revolving around insurance. It seems that if a Scout Troop shows up for Young Eagle flights they are not covered by the Scouts insurance while flying. One chapter handled this by splitting the responsibility with the Scouts. The trip to the airport was handled as a Scout activity having to do with the Aviation Merit Badge. The flight and attendant training was taken over by the EAA

chapter as an EAA activity. Both sides found this to be a satisfactory division of responsibilities.

There were a number of provocative ideas brought out. I think many are worth discussion as the year progresses. The ones that rang my chime were about long term ways of handling Young Eagles, finding and training tomorrow's chapter leaders and uses of the Board of directors.

The one thing that stands out in my mind is that this is **YOUR** chapter. It will be what you want it to be as evidenced by what you are willing to support as demonstrated by what you are willing to go out of your way to work on.

COMING EVENTS:

For information on upcoming flying events, call the Flying Activities Line at 766-3596, or 766-FLYN. This service is sponsored by EAA Chapter 660 and financially supported by Chapter 43.

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