

EAA MILE HIGH CHAPTER



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423-5134

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NEWSLETTER
KIRBY WHITE
423-5134

VOLUME 9, ISSUE 3, MARCH, 1986

THIS MONTH: This month's meeting will be held on Saturday, March 8, 1986 at the Rocky Mountain Energy Center at 7:30 P.M. The program will be a tray-full of the always popular slides that Brad Davenport has put together. At this writing, only he knows what aircraft are included, but we can all have a good time figuring out what they are.

LAST MONTH: With 56 members and guests in attendance, the meeting of February 8, 1986 was called to order at 7:50 P.M. by President Kirby White at the Rocky Mountain Energy Center. The minutes of the January meeting were approved as published in the Newsletter.

Guests: Guests present were Charlie Hornback of Boulder -- who is the Newsletter Editor of EAA Chapter 648 in Boulder, Kirk Hede-gaard of Boulder -- who came with Charlie Hornback, and Garry Kubat of Louisville.

Treasurer's Report: There was none given.

Old Business: Kirby quickly reminded everyone that Treasurer Cathy Sheeon was collecting the 1986 dues. She also had a few 1986 EAA calendars left to sell.

New Business: Herrill Davenport told us about a trip he took to California in a Cessna 150. The airplane belonged to Chapter 43 member Jack Fick, who had to move to California because of some unexpected health problems. He needed someone to ferry his airplane, so Herrill agreed to do it for the expenses. Herrill had never flown a Cessna 150 before, so he had to get checked out in it prior to the trip. Herrill made the entire flight in one very long twelve hour day, which was longer than he had planned, because he had to change his course a couple of times due to weather conditions. The radio wasn't the best, but he got by with it and his Dad's handheld. He stayed overnight, and took an airliner back the next day. All in all, he was glad that he made the trip. Mike Cochran told us about an AD concerning Airborne Dry Air Pumps that he had received. He read part of it, and asked Kirby to publish the entire AD in the Newsletter, which Kirby agreed to do. Dean Cochran congratulated member Bob Greeno for an award that he had received at the annual HAI (Helicopter Association International) convention in Anaheim, California in January. The award was for excellence in mountain flying, and Dean felt that it was very well deserved. Phil Hughes brought in some samples of the plywood that was referred to in the February Newsletter. He invited those who were interested to talk to him about it during the break.

New Business cont: Steve Ferguson (our resident aviation artist) gave a talk on the stories behind the four paintings that he brought in for everyone to look at. The paintings were of an RF-101 Voodoo, an F-8E Crusader chasing a Mig 17, two F-4C's, and an F-86. Glen Counts told us that Paul Page of Page Aircraft Salvage is going to get out of the business entirely. There will be an auction in the future, and Glen will let us know if he finds out when it will be held. Kirby informed everyone of a Fly-In Breakfast and Lunch sponsored by EAA Chapter 720 in Greeley. It was scheduled for Sunday, March 2, 1986 from 8:00 A.M. to 2:00 P.M. If the weather turned out to be uncooperative that day, they planned a rain/snow date of Sunday, March 16, 1986. Kirby said that the information on this Fly-In did not reach him in time to be included in the February Newsletter. Bill Amos brought in some information sheets on renting a motor home at the Sun 'N Fun Fly-In in Lakeland, Florida. It would rent for \$47.00 per day. Bob Green said that since the Chapter Library had recently been donated two sets of Sport Aviation magazines (by Norm Garvin and Sharon Krumins), he felt that the Library should also have an index that covers all of the Sport Aviation years. He told us that he would order the index, and donate it to the Chapter. Thanks, Bob!

Gene's Corner: Gene Horsman reported that the Air Force will be providing an airlift to recover a rare B-17E from a New Guinea swamp and bring it back to Travis Air Force Base for restoration. The airplane crashed in 1942. The recovery will be coordinated by the "International Group for Historic Aircraft Recovery" of Middletown, Delaware. The Australian Air Force will supply a Chinook CH-47 helicopter for the pick-up. After the B-17E is restored, it will be displayed at the Travis Aircraft Museum. Gene brought in an information brochure on the TRIOK sheet metal forming machine. It incorporates a shear, a brake, and a roll in one unit. The basic price for the 24" TRIOK is \$1,295.00. Several accessories are available, along with a 30" unit. Gene talked about the Voyager Project. He mentioned off the top of his head that Chapter 43 might consider sending a contribution to the project at some point in time. Kirby asked him if he wanted to make a motion to do so. Gene thought about it for a moment, and then made a motion to contribute \$100.00. After some discussion, the majority of the membership voted to send said amount to the Voyager Project. Gene told us that Beech Aircraft is offering an aerobatic version of the F-33A straight-tail Bonanza again. It is designated the F-33C, and sells for \$175,600.00.

Progress Reports: Earl Ellis reported that he is doing the finishing work on his Vari-Eze, and should be taking it to the airport for final assembly shortly. Glen Larson recently purchased a KR-2 project from an EAA Chapter 660 member, and is looking forward to getting started on the work that needs to be done to finish it.

A&P: The business portion of the meeting adjourned for coffee at 8:25 P.M. After the break, we had two presentations. The first was by Ericka Larson, the daughter of Chapter 43 member Glen Larson. She talked about her experiences as a participant in the 1985 EAA Air Academy, and showed a number of slides to go along with her talk. She did a very fine job, and everyone

A&P: gained an understanding of what the Air Academy is all about. Then the Manager of the Boulder Airport (T.K. Gwin) gave us a little background on his career in the field of aviation, and then spoke pretty extensively about the plans for the upgrading of the Boulder Airport. There were many questions asked of him by the Chapter members, and he addressed all of them with candor and sincerity. He didn't evade any of the controversial topics, namely the building of the jail at the Airport. T.K. invited any of us to stop in to talk to him if we had any more questions. Many thanks to both Ericka Larson and T.K. Gwin.

ROSTER UPDATE: Please add the following new members to your Roster:
Bob Greeno, 920 Birch St., Broomfield, CO 80020 H. 466-9566
Philip Hughes, 7389 S. Kit Carson St., Littleton, CO H. 798-9820
W. 799-8333, Fly Baby
Dennis Martin, 19053 E. Oberlin Dr., Aurora, CO 80013 H. 693-4861
Van's RV-4
The following members have a new address:
Ron Benell, 15769 Harvest Mile Rd., Brighton, CO 80601 H. 659-6486
Super Emerald, Mooney M20E, Stinson 108-2
Ray Lentz, 115 Mooney Pl., Erie, CO 80516 H. 666-8015 W. 277-2453
Acro Sport II

GLOSSARY: From "I'd Rather Be Flying" by Donna Vasco
Overhaul: uniform worn by Ag-pilots.

DUES: Treasurer Cathy Sheen is still collecting the 1986 dues. We will be cutting off the renewal drive in the near future in order to publish the Roster.

TOOLS: Chapter 43 member Bob Green has the special tools that are needed to replace the bungee shock absorber cords on an airplane. He has the type for the easily accessible bungees, and also the type for the blind installations. If you are in need of either of these, call Bob at 659-5829 and he will loan it to you in order to make your job a lot easier.

FROM THE PRESIDENT: Vice President Fred Seal and I went to Arizona on Friday, February 28, 1986 and came back on Monday, March 3, 1986. It was a two-in-one trip, as my sister and her family live in Scottsdale, and we planned to attend the 28th Annual Cactus Fly-In in Casa Grande. As neither of us have a flyable airplane, we had to take a commercial flight. My sister picked us up at the airport, and after the obligatory meeting of the fellow office employees, Fred and I borrowed her car and drove to the Eloy Airport to see what was going on there. We met Rex Taylor of HAPI Engines, and got to see the Cygnet. We saw the Wren operation, which converts Cessna 182s into highly modified STOL airplanes. And then we spoke with Bernie Warnke about his propeller making business. I was very impressed with all three operations. Everyone was happy to take the time to talk to us, and we were allowed to walk around and look at just about everything they were doing. It's really a very nice airport, and both Fred and I were glad that we visited it. On Saturday morning, all of us (including my sister and her family) drove to Casa Grande to the Cactus Fly-In. We spent the entire day there, and had a very enjoyable time. There were quite a number of airplanes that had flown in from California. I heard of a dozen or more Denver area people that were there, but I only say about five of them. Most

THE FOLLOWING INFORMATION WAS PROVIDED BY THE EAA HEADQUARTERS.

PRELIMINARY
NO. 1001
3-15-85
REV. 6-18-85

FIELD TEST FOR DETERMINING PRESENCE AND AMOUNT OF ALCOHOL IN GASOLINE

This test is based on a field test procedure which is used by Conoco, Inc. The EAA Aviation Foundation appreciates Conoco's permission to base the following on their field procedure.

1 SCOPE

This method determines the amount, if any, of alcohols present in gasoline. This test is designed specifically for field testing where time and simplicity are important factors.

2 SUMMARY OF METHOD

A sample of gasoline is shaken at room temperature with an amount of added water. The volume increase of the water layer is proportional to the amount of alcohol initially in the fuel sample. Nine (9) parts of the gasoline sample are combined with one (1) part of water.

3 APPARATUS REQUIRED FOR EITHER OF THE METHODS BELOW

Graduated Cylinder Method

One (1) one-thousand milliliter (1000 ml) transparent plastic graduated cylinder (can be purchased at photo supply store).

Measuring Cup Method

One (1) two quart clear plastic container such as a fruit juice container purchased from a supermarket. One (1) 4 fluid ounce measuring cup (1/2 cup). One (1) 32 fluid ounce measuring cup (1 quart).

4 PREPARATION

Clean containers.

On the 2 quart juice jar mark the level of exactly 4 fluid ounces (1/2 cup) permanently on the side (a piece of masking tape may be used).

5 PROCEDURE

Graduated Cylinder Method

To nine (9) parts of the gasoline sample (900 ml), add 100 ml of water for a total of 1000 ml in the graduate. Shake thoroughly, let stand for ten minutes or until the gasoline is again bright and clear. Record the apparent level of the line between the gasoline and water. This "Final Volume" is used in calculation number 6 below.

Measuring Cup Method

To nine (9) parts of the gasoline sample (36 ounces or 1 quart plus 1/2 cup), add 4 fluid ounces (1/2 cup) of water for a total of 40 fluid ounces in the 2 quart juice container. Shake thoroughly, let stand for ten minutes or until the gasoline is again bright and clear. Record the apparent level of the line between the gasoline and water. This "Final Volume" used in the calculation below.

The Measuring Cup Method is intended to indicate the presence of alcohol and it is not practical to evaluate the amount of alcohol. If the final line between gasoline and water is measurably higher than the 1/2 cup mark, the presence of alcohol is indicated.

NOTE: Erroneous results are probable if sample and water are not thoroughly shaken and mixed.

6 CALCULATION

Graduated Cylinder Method

Note the final volume and calculate the percent of alcohol in the sample using the following equation:

$$\% \text{ Alcohol in Gasoline} = \frac{V - 100}{900} \times 100$$

Where: V = Final volume of water (read at separation line between water and gasoline).

7 PRECISION

Within $\pm 1\%$ alcohol if you measured and recorded accurately.

8 ACTION TO BE TAKEN

In the opinion of the EAA and in the interest of most conservative operation the following observations are offered:

If alcohol content is less than 1%, fuel will probably have no effect on aircraft.

If fuel contains up to 5% alcohol, caution must be exercised. Do not permit it to remain in tanks or fuel system more than 24 hours, then, drain and refill with alcohol-free fuel, insuring that no alcohol concentration remains in fuel lines or sump.

If alcohol content is more than 5%, drain fuel system, flush all parts, replace with clean alcohol-free fuel and run up engine long enough to exchange fuel in carburetor bowl.

Known problems are — alcohol attacks some seal materials and varnishes on cork floats of fuel level indicators. This could cause leakage of seals; release particles of varnish from floats; causing blocked screens in the fuel lines or blocked carburetor jets. Excessive entrained water carried by alcohol could lead to fuel line blockage at screens or valves when operating at low ambient temperatures at ground level or at high altitude. Fuel volatility is also increased with the addition of alcohol. These effects of alcohol in turn could cause engine power loss and even engine damage from high combustion temperatures caused by excessively lean operation.

9 PRECAUTIONARY

Gasohol — Volatile and extremely flammable. Harmful or fatal if swallowed. Avoid prolonged or repeated breathing of vapor or contact with skin or eyes. If swallowed, do not induce vomiting, get medical care immediately.

Ethylene glycol — Harmful or fatal if swallowed. Induce vomiting if swallowed. Thoroughly after handling.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 85-CE-38-AD; Amendment 39-5206]

Airworthiness Directives: Airborne Division, Parker Hannifin Corporation, Airborne Dry Air Pump Models 241CC-13, 242CW, 441CC, 441CC-7, 442CW, 442CW-4, 442CW-12, 4A2-1, and 4A3-1

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new Airworthiness Directive (AD), applicable to Airborne Dry Air Pumps installed on piston engine airplanes which requires identification of the serial numbers and the removal of the affected pumps. The drive shafts of the listed pumps may not have been properly brazed during manufacture, and therefore will have a very short operational life. The removal of these pumps from service will prevent early failure of the vacuum or pressure source for critical flight instruments.

EFFECTIVE DATE: January 31, 1986.

COMPLIANCE: As prescribed in the body of the AD.

ADDRESSES: Airborne Service Letter No. 30 dated November 11, 1985, applicable to this AD may be obtained from Betty Annable, Parker Hannifin Corp., Airborne Division, 711 Taylor Street, Elyria, Ohio 44036; Telephone (216) 323-4676. A copy of this information is also contained in the Rules Docket, Office of the Regional Counsel, Room 1558, 601 East 12th Street, Kansas City, Missouri 64106.

FOR FURTHER INFORMATION CONTACT:

Mr. Charles Smalley, Aerospace Engineer, Systems and Equipment Branch, ACE-130C, FAA, Central Region, Chicago Aircraft Certification Office, 2300 East Devon Ave., Des Plaines, Illinois 60018; Telephone (312) 694-7126.

SUPPLEMENTARY INFORMATION: Airborne has reported to the FAA that during production testing, two dry air pumps failed to operate. Upon disassembly of the pumps, Airborne discovered that a brazing operation had not been completed on a drive shaft joint. The joint is designed to be a press fit which is then brazed. Because the press fit will normally operate the pump for a short period of time the brazing error was not immediately identified by the production testing. Inspection of pumps not yet shipped and pumps returned by customers, showed pumps

shipped prior to September 1, 1985, were properly brazed and only those shipped after September 1, 1985, could possibly have the problem. When the press fit slips, the drive shaft will turn in the rotor drive plate and the pump will cease to function with loss of vacuum or pressure to any instruments or systems operated by the pump.

Since the FAA has determined that the unsafe condition described herein is likely to exist in other pumps of the same type design and time of manufacture, an AD is being issued requiring the removal of these pumps from service. Because an emergency condition exists that requires the immediate adoption of this regulation, it is found that notice and public procedure hereon are impractical and contrary to the public interest, and good cause exists for making this amendment effective in less than 30 days.

The FAA has determined that this regulation is an emergency regulation that is not major under Section 8 of Executive Order 12291. It is impracticable for the agency to follow the procedures of Order 12291 with respect to this rule since the rule must be issued immediately to correct an unsafe condition in aircraft. It has been further determined that this document involves an emergency regulation under DOT Regulatory Policies and Procedures (44FR 11034; February 26, 1979). If this action is subsequently determined to involve a significant regulation, a final regulatory evaluation or analysis, as appropriate, will be prepared and placed in the regulatory docket (otherwise, an evaluation is not required). A copy of it, when filed, may be obtained by contacting the Rules Docket under the caption "ADDRESSES" at the location identified.

List of Subjects in 14 CFR 39
Air Transportation, Aviation Safety, Aircraft, Safety

ADOPTION OF THE AMENDMENT

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends Section 39.13 of Part 39 of the FAR as follows:

1. The authority citation for Part 39 continues to read as follows:

Authority: 49 U.S.C. 1354(a), 1421 and 1423; 49 U.S.C. 106(g) (Revised, Pub. L. 97-449, January 12, 1983); and 14 CFR 11.89.

2. By adding the following new AD:



U.S. Department
of Transportation
**Federal Aviation
Administration**

AIRWORTHINESS DIRECTIVE

AVIATION STANDARDS NATIONAL FIELD OFFICE
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety. They are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (FAR 39.3).

86-01-06 AIRBORNE DIVISION, PARKER HANNIFIN CORPORATION:
Amendment 39-5206. Applies to the following Airborne Dry Air
Pumps and Auxiliary Dry Air Pumps installed on piston engine
airplanes certificated in any category:

AIRBORNE PART NUMBER	SERIAL NUMBERS
Dry Air Pumps	
241CC-13	10AA30 thru 10AA36 and 10AA38
242CW	10AA281 thru 10AA293
441CC	9AA260 thru 9AA288
	9AA291, 9AA294, 9AA295
441CC-7	9AA929 thru 9AA-949
	9AA953, 9AA954
	9AA956, 9AA957, 9AA959
442CW	9AA850 thru 9AA875
	9AA880 thru 9AA886, 9AA888 thru
	9AA903, 9AA905 thru 9AA921,
	9AA928, 9AA934, 9AA936,
	9AA939, 9AA940, 9AA945 thru
	9AA952, 9AA955 thru 9AA958,
	9AA962 thru 9AA967
442CW-4	10AA173 thru 10AA179
	10AA182 thru 10AA199
	10AA201, 10AA202
442CW-12	10AA356, 10AA357, 10AA386,
	10AA389
Auxiliary Dry Air Pumps	
4A2-1	9AA44 thru 9AA46
4A3-1	9AA56, 9AA59 thru 9AA66,
	9AA73, 9AA79 thru 9AA82
	10AA83 thru 10AA88, 10AA90
	thru 10AA94, 10AA96, 10AA114,
	10AA126, 10AA130, 10AA131,
	10AA132, 10AA138, 10AA150,
	10AA154, 10AA155, 10AA159,
	10AA161

NOTE: These pumps were not available for installation before September 1, 1985. Therefore, new Airborne Dry Air Pumps or Auxiliary Dry Air Pumps installed previous to that date are exempt from this AD. Pumps that have been reworked by Airborne will have a white date code stamped on the pump

housing near the discharge port. This will indicate that the pump complies with this AD.

COMPLIANCE: Required as indicated, unless previously accomplished. To prevent premature failure of the Airborne Dry Air and Auxiliary Dry Air Pumps, accomplish the following:

(a) For Dry Air Pumps P/N's 241CC-13, 242CW, 441CC, 441CC-7, 442CW, 442CW-4, and 442CW-12, prior to further flight in IFR conditions, inspect installed dry air pump(s) to determine if one of the subject pumps is installed.

(1) If one of these pumps is installed, and if the airplane is equipped for IFR flight, fabricate using minimum 0.10 inch letters, and install a placard in full view of the pilot which states; "FLIGHT IN IFR CONDITIONS PROHIBITED", and operate in accordance with this limitation.

(2) And within 15 days of the effective date of this AD, replace the subject pump and remove the placard. Return pump to Airborne as described in Airborne Service Letter No. 30, dated November 11, 1985.

(b) For Airborne Auxiliary Dry Air Pump P/N 4A2-1 or 4A3-1, prior to further flight in IFR conditions, inspect the auxiliary dry air pump if installed, to determine if one of the subject pumps is installed.

(1) If one of these pumps is installed, fabricate using a minimum of 0.10 inch letters and install a placard in full view of the pilot which states;

"STANDBY VACUUM SYSTEM MAY BE INOPERATIVE DUE TO VACUUM PUMP MALFUNCTION".

(2) And within 30 days of the effective date of this AD, replace the subject pump and remove the placard. Return pump to Airborne as described in Airborne Service Letter No. 30, dated November 11, 1985.

(c) Aircraft may be flown in accordance with FAR 21.197 to a location where this AD can be accomplished.

(d) An equivalent method of compliance with this AD, if used, must be approved by the Manager, Chicago Aircraft Certification Office, 2300 East Devon Avenue, Room 232, Des Plaines, Illinois 60018, Telephone (312) 694-7357.

All persons affected by this directive may obtain copies of the documents referred to herein upon request to Betty Annable, Parker Hannifin Corp., Airborne Division, 711 Taylor Street, Elyria, Ohio 44036 or the FAA, Rules Docket, Office of the Regional Counsel, Room 1558, 601 East 12th Street, Kansas City, Missouri 64106.

This amendment becomes effective on January 31, 1986.

FOR FURTHER INFORMATION CONTACT:

Mr. Charles Smalley, Aerospace Engineer, Systems and Equipment Branch, ACE-130C, FAA, Central Region, Chicago Aircraft Certification Office, 2300 East Devon Ave., Des Plaines, Illinois 60018; Telephone (312) 694-7126.

Concorde captain calls noise fuss 'rubbish'

By Mim Swartz

LONDON — Nothing happened when we broke the sound barrier. Concorde Capt. John Massey, no doubt, would just as soon have it that way.

I, on the other hand, had expected something to happen — bells to ring, or something — when the Concorde passed Mach 1 and then reached Mach 2. After all, like Superman, we were traveling faster than a speeding bullet.

There is no sensation, no vibration. Since the Machmeter on the bulkhead in the passenger cabin was "in for re-evaluation" — American translation, repair — Senior First Officer Christopher Oriobar announced over the loudspeaker that we had reached Mach 2, twice the speed of sound.

Flying on the edge of space, from London to Washington, is a thrill, simply from the standpoint that the Concorde soars at 1,350 miles an hour at a cruising altitude of 59,000 feet. The 3-hour, 35-minute flight lasts less than half the time it takes other jetliners.

The flight, if a little noisy inside, is super

British Airways' needle-nosed Concorde is small — it seats 100 passengers two abreast — and narrow — the flight attendant advised me to "squash in" behind a seat while she moved the serving cart to let me pass through the aisle.

smooth because you're above all earthly weather. They don't even suggest you "keep your seat belt loosely fastened" while cruising.

British Airways' needle-nosed Concorde is small — it seats 100 passengers two abreast — and narrow — the flight attendant advised me to "squash in" behind a seat while she moved the serving cart to let me pass through the aisle.

However, the seats are plenty big enough and leg room is ample. With the plane only a little more than half full, it was easy to spread out and seat single, if you wished.

The Concorde food service is a step above most first-class service on other airliners. After cocktails and canapes of

in the air.

Massey, a 30-year veteran, is one of only about two dozen captains who are privileged to fly the Concorde. The entire Concorde cadre, in fact, numbers less than 100 pilots, co-pilots and flight engineers.

He called the Concorde "a lovely airplane to fly," saying it was very responsive and lively.

"It's much like having a sports car. If I couldn't fly this, I would retire."

He was aware of the Concorde's flights to Colorado, but not of Denver's refusal to let it land at Stapleton because officials believe it's too noisy. Consequently, Ports of Call travel club is having to take it into Colorado Springs, and the first of those arrivals occurred Oct. 6.

"Rubbish," Massey said. "We don't claim she is quieter, but we are very, very conscious of the noise and we go through noise abatement procedures."

I heard the Concorde take off from Dulles Airport on its continued flight to Miami. It was noisy, all right. But the noise lasted only a few seconds.

I had to agree with the captain. Rubbish.

smoked salmon, crawfish and *foie gras mille feuilles*, we were served Sevruga caviar with chilled vodka. The choice for entrees was grilled double lamb cutlet, braised breasts of grouse or cold filet of beef. That was followed by salad, dessert, crackers and cheese, coffee, chocolates and liqueurs.

After lunch, passengers were invited, a few at a time, to visit the cockpit. Capt. Massey was disappointed that it was too hazy to see the curve of the earth. But he pointed out Sable Island, a 20-mile-long, 1-mile-wide sandbar off the coast of Nova Scotia. It has been the scene of so many shipwrecks that it's known as "the graveyard of the Atlantic." I was glad we were

FROM THE PRESIDENT cont: were from the Colorado Antiquers, as this is basically an Antique Fly-In. There were examples of all types, though. The only Chapter 43 member that I was aware of was Bob Green. I found Jim Thurman (who owns a Cessna 170), and he agreed to take my sister and her two kids for a ride in it, which they really enjoyed. On Sunday, we decided to stay in Scottsdale, rather than go back to the Fly-In. We came back to Denver early Monday morning. We are thinking about making this trip on an annual basis. The weather isn't too hot, and it's an opportunity to see my sister and her family. Having a car to drive and a place to stay is nice, too. If Fred and I go next year, we hope to fly in an airplane that has at the most four seats, rather than the multitudes that a 727 will hold!

FROM THE EDITOR: It sounds like you had a very nice time. However, you didn't mention anything about the aircraft storage yard near Tucson. Did you actually get that close to it and not drive the few extra miles to see it? That is simply incomprehensible to me. There is so much publicity about it; I have wanted to see it for years. If you do go again next year, don't make the same stupid mistake and miss the opportunity to see it.

AVIATION HAPPENINGS: March 16-22, 1986 Sun 'N Fun, Lakeland, Florida

May 23-25, 1986 The 20th annual Kansas City Area AAA Chapter Fly-In at Amelia Earhart Memorial Field in Atchison, Kansas. For information, contact Lynn Wendl, 8902 Pflumm, Lenexa, Kansas 66215, 913-888-7544

August 1-8, 1986 Oshkosh

MARKETPLACE: For Sale: Cassutt project, jig welded fuselage and empennage, 15' wood wing completely built except for cover and final detail hardware, fiberglass cowling, turtledeck, blown canopy, fuselage on gear with disc brakes, engine mount for Continental O-200, \$2,500. Gary Kennedy 576-2608 in Colorado Springs

For Sale: Unused Long-Eze plans, includes Canard Pushers through #41, changes posted to plans, \$150.00. Howard Benham, 15½ Wolfe Ave., Colorado Springs, CO 80906 471-7965



Chapter 43 Newsletter
c/o Kirby White
8780 West 90th Place
Westminster, CO 80020



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210 LOOKOUT VIEW CT.
GOLDEN, CO. 80401