

## EAA MILE HIGH CHAPTER 43

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### This Month's Meeting:

The meeting this month will be held on Saturday, February 13, at 7:30 p.m. in the downstairs room on the southeast corner of the large white building (B-8) which is located to the southeast of the control tower at Jefferson County Airport.

### Last Month's Meeting:

The meeting last month was held after our annual banquet. President Mark Yelich presented the chapter officers with certificates of appreciation for their year of service.

### Gene's Corner:

Gene reported that the FAA has approved the use of MTBE for use with STCs for auto gas.

Gene also reported that the FBO at Tri-County was getting a truckload of 91 octane without MTBE or Alcohol.

Gene then recited the poem on how a turkey farm shut down an airport. Thanks for the levity Gene.

### PROGRESS REPORTS:

We all progressed from dinner, through desert, and then to conversation.

### PROGRAM:

Camaraderie and conversation were the entertainment for the evening.

### THE PRESIDENTS CORNER:

This month Brad Davenport has arranged for a safety program presented by Mr. Graves from our

local FAA office. This should be a very informative program so I hope to see you on the 13th!

### Last Month's Banquet

Thanks to Ron Denight's fine efforts we had 73 people at this year's banquet. From the comments I have heard, we all had a good time. Thanks again Ron!

### Oop!

During the banquet I learned that Bill Mitchell had been elected the President of Chapter 720 in Greeley and I congratulated him. I also congratulated Doug Bloomberg for being re-elected president of Chapter 301. Unfortunately I didn't think to ask who else had been elected or re-elected in chapters other than ours and I later realized that I failed to congratulate Bill Schneider who has been re-elected Vice President of Chapter 660. Congratulations to Bill and anyone else I missed.

### 1993 Regional Fly-In

Plans for the 1993 regional fly-in continue to progress. We should have some posters by next month's meeting. It will be on June 26 & 27 this year so mark your calendar.

### Major Achievement Awards

I just received a letter from Bob Ladd at EAA headquarters requesting our nominations for a major achievement award this year.



Chapter 43s' last nominee and recipient was Bobby Green a couple of years ago. If you have someone you think we should nominate, please call me or speak up when I ask about this at the meeting.

#### **New Denver Airport Airshow**

I recently received a call and letter from Dan Biggs, Operations Director of C.K. Newcomb & Associates, the management company that has been retained to conduct a preopening airshow for the new Denver International Airport. The dates are September 25 and 26.

The show will be free to the public and will apparently feature a very large number of static displays and flying performances including as many as three military jet teams.

Chapters 43 and 301 (and maybe others) have been invited to participate in "The Biggest and Best Two Day Airshow Ever Staged in the United States". according to Dan's letter. This may be the one and only time we will get to land at the airport!

I'd like someone to volunteer to be the coordinator for our participation as I will be out of town on business that weekend. We will need to coordinate with the other chapters as well as with the airshow management to be certain we have a roped off area etc. This won't entail a lot of work, but someone needs to coordinate our participation. Who plans to go and can do this for us?

**More on the Jeffco Hanger Situation:**  
I recently learned that the hanger project of Greg Hobbs that I have mentioned previously has been canceled, however, I also have heard that a group in the local IAC chapter may build a large hanger later this year to house 10 or 12 aerobatic aircraft.

For those that don't know, the T hangers along the west side of the west taxiway from the north executive hangers will be removed this summer to provide more room for the larger jets and the Grumman Albatross that use it. Those of us who are in that row (Roy Maneely and myself) will be relocated to T hangers somewhere else. This is one of the reasons I continue to have an interest in alternate hanger arrangements.

#### **Board of Directors Meeting**

This month I would like to have a board meeting before the regular meeting starting at 5:30 p.m. on the 13th. I'd like to discuss our participation in the Young Eagles program and a couple of other important items. I hope all the directors and Bill Mitchell will be able to come early!

Mark Yelich, President

#### **EDITORS NOTES:**

Some interesting items have come in the mail.

The SDG Company of Wayzata, Minnesota is soliciting comments on their Aircar. They have a scale model flying and almost have the plans drawn for the prototype. They advertise specifications as follows:

Canard configuration  
High performance cross country  
Cruise at 260 mph  
300 + hp water cooled engine  
provisions for retractable gear, and retractable wing panels with simple push button controls in the cockpit.

If you are interested, I will have the information at the meeting.

EAA Chapter 43 member James Anderson would like to announce the formation of "Airpower West Ltd." A Colorado group dedicated to the



preservation and operation of historic aircraft. Everyone is invited and is welcome to join Airpower West Ltd. (AWL). Their aims and goals are to have a fun, family oriented organization that will not follow military rank structures. For more information please contact:

Fran Minnich, Treasurer  
3641 S. Yampa St.  
Aurora, CO 80013

I will also have the newsletter and application for membership at our meeting.

Speaking of membership, it is time to submit your annual \$10.00 dues for Chapter 43.

Chapter 660 has arranged a bus tour of the new Denver International Airport on February 20, at 1:30 P.M. There are seats available on a first come first serve basis. Contact Marilyn Schnider at 693-3708 if you would like to ride along.

Chapter 660 will also be participating in a Mall Show March 25, 26, and 27 at Buckingham Square, on the corner of Mississippi and Havana. All enthusiasts are invited to attend.

#### THE CLASSIFIEDS

FOR SALE  
1946 Aeronca 7DC (Champ) 85 hp 20 SMOH Rebuilt airframe and interior. Annual June 92 Ceconite, metal prop, elec. start, 26 gal fuel, new windshield, beautiful, mint condition. \$16,900 (303) 659-1822 John, can be seen at Platte Valley Airpark N2915E

WANTED  
Shop space in the Arvada Area for repairs to Dragonfly. Please contact Gail Stafford (recent transplant from Arizona) at 421-5297.

FOR SALE  
New Ray Jefferson Loran with antenna splitter. \$250.00 contact Brad Shaw at 692-0227.

The Flying Activities Line is  
766-3596 or 766-FLYN

This service is sponsored by Chapter 660 and financially supported by Chapter 43.

From Chapter 515 newsletter:

Excerpt from recent FAA Accident Report, Eyewitness Statement

Aircraft : Cessena 172  
Pilot: 30 yr old, CFI, IR  
Fatalities: None  
Damage: Substantial  
Date of Accident: July 10, 1993

Witness: Line attendant at \_\_\_\_\_ airport.

Pilot came to airport at 9 AM, 10 July, 1993. Line boy reports padlock on his hanger door was so rusted that he had to break it off with a 10# ball-peen hammer.

Also had to inflate all 3 tires and scraped pigeon droppings off wind screen. After several attempts to drain fuel strainers-- pilot finally got what looked like fuel out of the wings sumps. Couldn't get the oil dipstick out of the engine but said it was okay last time he looked.

Engine started okay-- ran rough for about 1/2 minutes, then died. Then battery would not turn prop. Used battery cart and although starter was smoking real good, it finally started and the prop wash blew the smoke away.

Line boy offered to fuel airplane up but pilot said he was late for an appointment at a nearby airport. Said it wasn't far. Taxied about 1/2 way out to active runway and the



engine stopped. Pushed it back to the fuel pumps and bought 3 gallons for the left wing tank. Started it again, this time he was almost out to the runway when it quit again. Put a little rock under nose wheel; hand propped it; and was seen still trying to climb in the airplane as it went across the runway. Finally got in it; blew out the right tire trying to stop before the cement plant.

When he taxied back in to have the tire changed, he also had the line boy hit the right wing with 3 gallons of gas. Witness, who saw the take-off said the aircraft lined up and took off to the north. Takeoff looked normal-- nose came up about 300 ft. down the runway. At midfield nose came down. Engine coughed twice-- then cut power and applied the brakes which made both doors fly open and a big fat brown book fell out on the runway and released probably a million little white pages with diagrams on them. Looked like sort of a snow storm.

After several real loud runups at the end, he turned her around and took off in the other direction going south into the wind. Only this time he horsed her off at the end and pulled her up real steep like one of them jet fighter planes--to about 300 ft.-- then the engine quit.

Did a sort of a slow turn back toward the airport--kind of like that Art School guy--and about 30 ft. off the McDonalds' cafe she started roaring again. He did sort of a high speed pass down the runway: put the flaps down to full and that sucker went up like he was going to do an Immelman!

The engine quit again and he turned right and I thought he was coming right through the front window of the F.B.O.; but he pulled her up-- went through the TV antenna and the little rooster with the NSE&W thing-- over the building then bounced the main wheels off the roof of 3 different cars in the lot: a Porsche, a Mercedes and Dr. Browns' new El Dorado.

When he bounced off the El Dorado the engine roared to life and he got her flying. Came around toward the runway and set her down--once on the overrun, once on the runway, and once in the grass beside the runway. He taxied into the ramp-- shut her down--and ordered 3 more gallons of gas. Said it was for safety's sake.

Then he asked where the phone booth was as he had to call his student and tell him he was going to be a little bit late.

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