

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, July 9, 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 made by Mike Gabriel from the Denver TRACON. Mike will discuss operations in the new DIA Class B airspace. We would also like to show a 20 minute video on Oshkosh traffic operating procedures. WILL THE PERSON WHO HAS THE VIDEO TAPE PLEASE SEE THAT IT IS BROUGHT TO THE MEETING?

LAST MONTH'S MEETING:

The June meeting was held at the National Aeronautics Company, courtesy of Ib Hansen. THANKS IB! There were no visitors.

Old Business

The May meeting minutes were approved as published in the newsletter, with the exception of the June meeting date, which was screwed up by the Newsletter Editor!

Posters for the Regional Fly-In at Weld County Airport were available at the meeting. A list for volunteers to sign up for pop stand duty was distributed among the members present. A request for aircraft judges was also made. It was noted that Kent Passer would be giving a lecture on performance improvement techniques he used on his Mustang II.

Young Eagles day was June 11. Glenn Grove reported that Ron Denight and Ron Cothorn flew a total of 9 kids at Tri-County Airport. Chuck Graf worked as a ground assistant. 420 kids were flown at Longmont Airport using 20 aircraft. Glenn Grove noted that his new telephone number is 422-0224.

More of the Chapter Rosters were picked up at the meeting. Phil Hughes asked that members present pick up rosters for friends and neighbors who are members. Will need to mail directories to those

members that are unable to attend meetings.

Progress Reports

No progress reports were given.

New Business

EAA Headquarters has requested that all Chapter members be listed with pertinent EAA information including EAA membership number and date of chapter affiliation. Please see that Phil Hughes has this information on you.

Phil Hughes noted he had received, and brought to the meeting, several brochures and advertisements for various aircraft products. Included were: aircraft insurance, Loehle aircraft, and a differential pressure gauge unit. Brad Davenport commented that many of these units do not have matched gauges, which is important in doing differential compression testing.

Jack Homa volunteered to take over name tag ordering and distribution. He will contact Mark Yelich and Bill Wright to obtain a current membership list.

Ron Denight was in Syracuse, Kansas last weekend to observe Cassutt aircraft doing an exercise of breaking balloons and slicing toilet paper aloft. Ron said "They have a remarkable turning radius!"

Marilyn Schneider, also a member of Chapter 660, passed away on May 29 due to complications from hepatitis and diabetes. Phil Hughes read an excerpt from the Chapter 660 newsletter telling of her long and devoted contributions to general aviation. We will certainly miss her happy smile and sunny disposition.

Our condolences to her husband, Bill, and her Children and Grandchildren.

The Pizza Hut where we have our "2nd meeting" is relocating within Broomfield, but the new place won't be open until Fall 1994. This gathering will probably move to the Pizza Hut at 88th & Wadsworth. Phil Hughes will make arrangements for the next meeting and advise.

Treasurer's Report

Chuck Graf reported that we have a balance of \$601.76 in saving, and \$1,321.34 in checking. The last 5 EAA calendars were distributed to members and the supply is now exhausted.

Horsman's Corner

No report was given due to Gene's absence from the meeting.

Safety Corner

Brad Davenport presented his monthly safety report. He noted that the problem with removal of engine harmonic balances deals with automotive engines. The harmonic balances are built into aircraft engines.

Two airports on the Front Range suffered FAA ramp inspections on June 11th. Ib Hansen reported that they were in Goodland, KS too. The FAA was particularly looking for Radio Station Licenses. Expect to see their friendly faces in weeks ahead. Get your stuff together!

A Kitfox suffered controllability problems due to seat strapping that got tangled in the aileron cables. Plastic wire ties were

used unsatisfactorily to secure the strapping.

A Rotoway Executive helicopter caught fire when the engine coolant leaked and dripped onto the exhaust system. It is summarized that the mixture of coolant/water was greater than 50/50 since a 50/50 mixture will, reportedly, not burn.

The builder of a Weed Hopper substituted 6061 aluminum tubing in place of the specified steel tubing for an engine mount member. It didn't work!

Gasoline eats Lexan! Brad noted that Lexan windshields will deteriorate when subjected to fuel. A PT-2 experienced a problem from a fuel tank breather tube located above the windshield.

Several accident reports related to water in the fuel. Remember to check for water by sampling the fuel before flying each day, and after each refueling. Otherwise, the problem may not appear until you are in the air!

Brad reported that there are reports of several McCauley propeller reduction drives failing.

The Program

Ib Hansen gave a talk on his Cassutt dealership. He thinks his venture is healthy and growing. He believes his 2-place Cassutt will give prospective builders a good idea of performance prior to their building commitment.

He attended the Goodland Airshow on June 11th and related some interesting comments. One observer thought that the Cassutt was an RC model so Ib played along. He didn't have an

aerobatic waiver, so his demonstrations consisted of FAST fly-bys.

He has met with the designer, Tom Cassutt, and discussed the aircraft's design with him. Ib describes Tom as a very technical engineer. (A lot of "number crunching" using formulas.) Tom told Ib of a flight when he left a steel strap off the aircraft to when questioned as to the strength of the strap's connection strength. The Cassutt design has proven to be extremely strong.

Ib participated in the 1993 Reno Air Races. After obtaining the required Class 2 medical at the last-minute, he demonstrated his ability to hold headings and altitudes on the course. This is required due to the proximity that contestants fly to each other, the pylons, and the ground. At high speeds, he flew "knife-edge" around the pylons, using forward stick pressure to keep the aircraft from climbing. Ib practiced for Reno by flying on the eastern prairie, using windmills for pylons. He will enter another Cassutt in this year's race.

Ib displayed and discussed two metal propellers that he will be duplicating in carbon fiber.

Many thanks to Ib for his hospitality and information! We all wish him lots of luck in his business and in his racing. Look for an article on his operation in the Sport Aviation issue to be published around Oskosh time.

THE PRESIDENT'S CORNER:

The chapter made a contribution to Bill Schneider in memory of Marilyn after the June meeting. Bill sent a nice thank you

card. It will be at the July meeting.

I just received the latest arrival information in a Video from the FAA for arrival at Oshkosh. We will show it as part of the program this month. This meeting is the time to make arrangements for rides to and from Oshkosh. We will open the floor for this at the meeting.

Did everyone get properly baked at Greeley? Cherrill and I made it from 9:00 to about 2:00 Saturday. After that we had to leave. If I can't take that how am I going to take Oshkosh this year? Someone suggested that we treat Greeley as a toughening up exercise for Oshkosh.

Maybe the heat is still affecting me, but I'm tapped for this month. I'll see you at the meeting.

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.

Attention Restorers, Builders & Repair Stations: KEN AERO (at Aurora Airpark) is a local source for AN/MS hardware. 344-9418.

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