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EAA MILE HIGH CHAPTER 43

Founded 1957

MILE HIGH FLYER

The Official Monthly Newsletter of EAA Chapter 43



First take-off of Scott and Eric Serani's RV-10, on it's maiden voyage. The flight took place Sunday morning, August 20, and was flown by Art Schwarz. Congratulations to team Serani!
Photo provided by Scott Serani.

CARBON FIBER SHORTAGE?

What do bicycles and airplanes have in common? According to an article in *Bicycling* magazine, each of the 60 some new Boeing 787 Dreamliners will be built utilizing about 23 tons of carbon fiber and 35 tons of carbon reinforced plastic. Boeing has signed a \$6 billion dollar deal with Toray, the worlds largest manufacturer of carbon fiber to supply it with the materials to produce the 787s. This was, of course, big news to the bicycling world where carbon for high tech, lightweight bike frames and components is in increasingly short supply. There are only six major manufacturers of raw carbon-fiber in the world.
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SEPTEMBER MEETING - SEPTEMBER 9, 2006, 7:00 PM

Jeffco Airport terminal upstairs in the Mount Evans meeting room.

Our Program this month will be our annual Oshkosh/AirVenture recap and photo swap. Please bring your Oshkosh trip and AirVenture pictures ON DISC (CD) so that everyone can enjoy them. Since we weren't able to line up a hangar for a pizza party, we will have a post-meeting pizza chomp at a place to be determined.

MINUTES OF EAA CHAPTER 43, AUGUST 12, 2006

The meeting was called to order by one of our vice-presidents, *Greg Hall* at 7:00PM. *Roger Newman* was absent for the meeting.

Visitors: Those that signed the list were *David Gerrer* of Wellington, CO and *Mark Davis* who became a new member.

Treasurers Report: *Lynn Miller*, our treasure, reported taking in \$115 and a payout of \$55.26 for 2 months newsletter postage and copies. The bank paid \$277 in interest and is now charging \$15 a month for analysis. Lynn will check with the bank about this charge.

The July minutes as published in the newsletter were accepted and approved.

Old Business: None reported.

New Business: *Gene Horsman* passed on information from *Roger Standard* about a building lot available at Red Baron Estates located at Platte Valley airport. It is aprox. 4 acres listing at \$179,900. Any interest should be directed toward *Connie Standard* who is handling the listing.

One member inquired about how he could ship his Kitfox to Europe. *Greg Hall* mentioned that *Stan Specht* was considering shipping his Kitfox to Hawaii in a container and may be able to help.

Gene Horsman wanted to hear from anyone who attended the memorial service at Oshkosh for *Ron Denight*. One family member recounted attending a wonderful service that was provided by the staff and passed around a picture of the service.

Steve Beach reported a recently passed city ordinance in Jacksonville FL. banning the building or restoring, at a residence, anything that flies or is intended to leave the ground. It was written to settle a single dispute. The EAA Legal Council Advisory is looking into the ban.

Greg Hall read a thank you letter from *Stephanie Upchurch* thanking Chapter 43 for sponsoring her for EAA Air Venture. Due to the late application, she was not able to attend but hopes to go next year. She also thanked *Dave Johnson* for offering airfare. She further thanked the chapter for introducing her into flying and keeping her encouraged and interested in aviation.

Carl Harris reported an incident while departing Oshkosh this year. While taxing his RV-4 to the runway, the left tire blew out. He discovered a rock had wedged between the tire and the wheel pant and cut the tire. One of the volunteers that help out with disabled aircraft said, "That rock is not from Here."

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Progress Reports: *Georg Grell* purchased a Skybolt that needs assembly and wanted some member to take a look at it and wanted to share some space in a hanger to store the upper wing.

Scott Serani reported he fired up the engine on the RV-10 and it runs and the kinks are being worked out. All the instruments and avionics are certified. He hopes to be in the air in a week or two.

Marty Coleman, past president of Colorado Gyro Planes from '84 to '98, is looking for help locating a Continental or Lycoming 65 H.P. engine for a gyro plane he is building.

Greg Hall reported he is running control cables and pulleys in his Horizon I.

Trip Reports: *Greg Hall* reported that at our next meeting we would have the Oshkosh reports.

One member took a trip into the Idaho back country (sorry, didn't get the name).

Bill Mitchell and another pilot delivered an ultralight trainer, Piper Sprint, to Galeton, CO. upon landing; they used a grass field just watered and encountered a little splash back. Mary had to be called to utilize a water hose to clean them up. The grass had made its way into every possible opening of man and plane.

Herrill Davenport took a trip to New York. While there he encountered a plane flying 500' above him going in and out of the clouds. It made it uncomfortable to say the least.

Greg Hall asked for any interest about 5 minute ground schools with different subjects spread out among the meetings. Greg will pursue the issue further.

Dean Cochran moved the meeting be adjourned at 7:25PM.

Program: Our speaker, *Carol Garret*, talked about her trip around the world in a Mooney. The trip was 36,667 miles, 300 flight hours and took from Feb. to Oct. in 2003. *Carol* was hindered with laryngitis during the presentation, but still managed to account the experience with pictures. She wrote a book, *Upon Silver Wings*, to honor her mother's memory who had ALS. This disease, amyotrophic lateral sclerosis, (ALS, referred to as "Lou Gehrig's disease") affects nerve cells of the brain and spinal cord. If you are interested in buying a copy of *Upon Silver Wings* and supporting the research please contact *Jennifer Polt* at (617) 441-7270 or jpolt@als.net. The minimum donation for a book is \$20, or \$30 for each autographed copy.

Carbon Fiber Shortage, continued from page one.

These six manufacturers are scrambling to add capacity to meet world-wide demand, not only in aerospace and bicycling, but also the automotive realm, which has discovered the unique properties of this near-miracle fiber. Perhaps other composites manufacturers in other countries will see the opportunity to jump into the market and build their own factories for producing the product (are you thinking China?). Toray is forecasting that the biggest projected growth will not be in aerospace but in industry and the automotive market. The total world-wide production today is 27,000 tons, growing to 40,000 tons in 2010.

Industrial uses of carbon fiber include structures such as bridges and oil rigs. The unique look of carbon fiber products has led to an almost faddish use of the woven material in trim items in cars taking the place of the polished wood look. The younger consumers are almost obsessed with having carbon fiber "racing" components for their Japanese wanna-be street racers.

So what does all of this have to do with Joe Average, Chapter 43 member and airplane builder? For those kitplane builders of designs that are on the leading edge of technology, designs that incorporate the latest in super-strong, light weight materials, a shortfall in carbon fiber will naturally lead to higher prices until manufacturing capacity can meet the growing demand. If and when this will happen is only speculation, as production and pricing are closely tied to the petroleum industry, and we all know where the long term economics of that is headed. With no new, cheap miracle fiber made from something as common as dirt is on the horizon to take the place of carbon, watch for demand to virtually skyrocket.

While Boeing is getting the mass of the attention with its Dreamliner, the European consortium Airbus Industries will also be sucking up huge masses of carbon fiber and other composites in its current and future models. As the big boys compete to have the latest and greatest, the little guys like kit-plane designers and manufacturers will have to fight like hyenas over the leftover scraps. Even the devoted metal benders like Van Gruensvan are incorporating more and more composites into their designs, and the lighter and stronger the better (think RV-10 turtledecks, cowlings, spinners, wing tips, tail surface tips, wheel pants, instrument panels). You can bet that if carbon fiber were price-competitive with fiberglass, it would quickly replace that old standby material. And the builders of all-composite designs like Lancair, Glasair, and some new Light Sport designs, would probably switch to nearly all carbon fiber airframes if it were economically feasible. And don't forget the market for Very Light Jets, which may become a big factor in the consumption of this material.

So where are we going with all this? While the decorative factor of carbon fiber in consumer products will pass as a fad, the real benefit of strength and lightness will continue to fuel the imagination of engineers and designers. Most of us have seen computerized depictions of Boeings huge new blended wing design for mobilizing the masses, and the Rutan designed *SpaceShipOne* and its Mother Ship are mere examples of what's to come because of exotic materials and genius-level brainpower.

Wilbur and Orville would be astounded to see these incredible flying machines, but I also like to recall their bicycling back-ground and to think of how they'd marvel over such light and strong composite two-wheelers that are available today. *Dave*

LOCAL TFRs

Pursuant to Security Notam 3/1862 Temporary Flight Restrictions (TFR). For reasons of National Security all aircraft operations are prohibited within a 2 Nautical mile radius/3,000 feet AGL and below over any major professional or collegiate sporting event, unless authorized by ATC for purposes of conducting arrival/departure operations.

In the case of collegiate football games conducted at Folsom Field, Colorado University, Boulder, Colorado, the associated (TFR) encompasses Boulder Municipal airport (1V5). This letter authorizes local operators to arrive and depart 1V5 during TFR effective times by the most direct route of flight away from Folsom Field. No touch-and-go's, airport pattern work, or flight maneuvering within the TFR is authorized.

This letter does not authorize flight over, or in close proximity to, Folsom Field. If local operators desire to arrive or depart 1V4, they shall remain well clear of Folsom Field.

This authorization expires on December 31, 2006. At that time this authorization will be renewed or rescinded at the discretion of Air Traffic Control.

To review current information on specific locations, dimensions, and effective times of TFRs in the area contact Denver Automated Flight Service Station (AFSS) prior to flight. Keep in mind that the information provided in this letter is current as of today. This can change very quickly considering the events that moved us to this point. Regular updates from Denver AFSS on current Notices to Airmen (NOTAMS) and TFRs will allow you to fly safely and comfortably in area.

Direct any additional questions you might have to William Hammond, Denver TRACON Operations Manager, at (303) 342-1554.

From a letter dated August 4, 2006; from Steve Stcynske, Air Traffic Manager, Denver TRACON/Denver Hub

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EAA Mile High Chapter 43
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FIRST CLASS



NEXT MEETING - SEPTEMBER 9, 2006, 7:00PM @ JEFFCO.