

EAA MILE HIGH CHAPTER



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423-5134

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NEWSLETTER
KIRBY WHITE
423-5134

VOLUME 8, ISSUE 11, NOVEMBER, 1985

THIS MONTH: This month's meeting will be held on Saturday, November 9, 1985 at the Rocky Mountain Energy Center at 7:30 P.M. Member Dean Cochran recently installed a video camera on the vertical fin of his Thorp T-18 and filmed nearly an hour of the scenery while flying through the high country. Dean is quite pleased with the outcome, and will show the tape as the program for the evening.

LAST MONTH: With 43 members and guests in attendance, the meeting of October 12, 1985 was called to order at 7:45 P.M. by President Kirby White at the Rocky Mountain Energy Center.

Guests: Guests present were James Fitzgerald of Aurora -- who is trying to decide what type of aircraft to build, Ted Lemen of Lakewood -- a Chapter 301 member who owns a Luscombe, and Paul Benton of Boulder -- who owns a BD-5 and gave a slide presentation as the program for the evening.

Treasurer's Report: October, 1985

Checking Account Balance:	\$530.19
Savings Account Balance:	\$773.83
Steve Ansley Memorial Fund Balance:	\$442.39
Total:	\$1,746.41

Old Business: Kirby thanked all of the Chapter members that went to the Greeley Fly-In and helped to make it the success that it was. He asked those at the meeting who had volunteered two hours of their time at the Fly-In and not received a patch for their efforts to see him during the break.

New Business: The main part of the business meeting was the annual election of officers and volunteers. The following 1985 Chapter officers and volunteers were re-elected to another term in 1986:

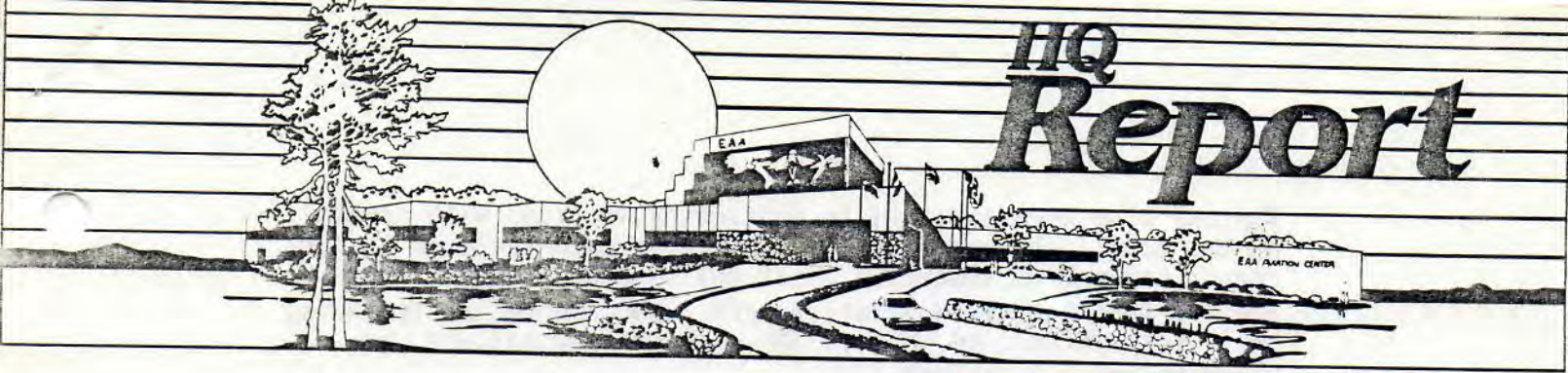
President	Kirby White
Vice President	Fred Seal
Secretary	Kirby White
Newsletter Editor	Kirby White
Chapter Designee	Brad Davenport
Librarian	Cathy Sheeon
Historian	Herrill Davenport
Fly-In Representative	Cathy Sheeon
Grand Keeper of the Coffee Pot	Gene Horsman
Board of Directors	Brad Davenport
Board of Directors	T. Lee Dimmick
Board of Directors	Cathy Sheeon

New Business cont: Bill Davis had decided to not serve a third term as Treasurer, so the floor was opened to volunteers or nominations for the office. Cathy Sheeon received a nomination, which she accepted. She was unanimously elected to the office of Treasurer for 1986. During the October, 1984 business meeting, it was voted that 10% of the combined checking and savings balance would be transferred to the Steve Ansley Memorial Fund. This amounted to \$130.00. It was also voted that at every following October meeting, a vote would be taken whether to transfer any more money to the Fund, and if so, how much. This year, the combined checking and savings balance totaled \$1,304.02. An approval was made to again transfer 10% to the Fund, which was approximately \$130.00. The Steve Ansley Memorial Fund balance was thus increased to \$572.39. Kirby asked if the membership wanted to have a banquet for the December meeting this year. Everyone felt it would be a good idea, and Colacci's Restaurant in Louisville was traditionally voted as the place to hold it. Willie Byrd said that he would work up the price and let Kirby know. Along those same lines, Cathy Sheeon asked if the Chapter would be willing to spend some money for decorations and cookies, as it did last year for the banquet. It was voted that she could spend whatever would be necessary, within reason. She said she would welcome help from anyone who was so interested. Several past and upcoming aviation events were discussed. It was mentioned that Jeffco Airport was selling Port-A-Port hangars, which will be located east of the farthest southeast hangars presently in place.

Gene's Corner: Gene Horsman read an article on the recent death of Art Scholl, who was evidently in an inverted flat spin and couldn't get out of it. The article highlighted some of the major accomplishments in Art's aviation career. Gene talked about the Rutan Aircraft Factory and the plans for the Voyager. Kirby interjected and said that Channel 6 would be airing a program about the Voyager the following evening, which was sponsored by the Smithsonian. Gene read an account of an accident involving an Aeronca. The pilot was doing tight 360 degree turns and got caught in his own turbulence. He was too low to recover from the stall, and crashed into some trees. The Luscombe Newsletter contained an article recently about the fear some people have of flying older airplanes, which Gene read. He had a comment or two on the subject, as he had taken a 3,000 mile, 36 hour flying time trip in a 1940 Luscombe 8-A this summer. He was not concerned about the age or reliability of the airplane he was flying. Gene talked about EAA Chapter 800 from the western slope. They held a fly-in campout during the Labor Day weekend in September of 1985, and Gene thought that if they had one next year, some of us might consider joining them. Gene will let us know in advance if they plan something.

Progress Reports: Guy Sheeon told us that he has finished painting his 1947 Piper Super Cruiser. Both he and Cathy are very happy with the way it turned out.

A&P: The business portion of the meeting adjourned for coffee at 8:25 P.M. After the break, Paul Benton showed the slides that he took while flying a Luscombe through the mountains of Colorado and Utah. The pictures were excellent, and everyone appreciated Paul giving the presentation.



A RESOURCE DESIGNED TO BE USED BY EAA CHAPTER NEWSLETTER EDITORS

Volume 1, No. 1

November 1, 1985

EAA
OSHKOSH
'86

The dates for the 1985 EAA International Fly-In Convention and Sport Aviation Exhibition have been announced by Convention Chairman, Tom Poberezny. The 34th Annual Convention will be held from Friday, August 1st to Friday, August 8, 1986. The theme will be "An Air of Adventure" and, again, the convention will feature the world's most significant aviation educational opportunity with over 500 forums, seminars and workshops. It's time to make your plans for EAA Oshkosh '86.

EAA
TECHNICAL
COUNSELORS

After receiving a great deal of input regarding the Designee program from EAA Chapter Presidents, Designees and members at large, EAA has instituted a number of important changes that will enhance this very useful service. Designees will now be known as EAA Technical Counselors and will continue to work with EAA members in meeting the high standards of amateur built aircraft. Current Designee membership cards expire December 1st. We are asking that all Technical Counselors revalidate their position at that time. Letters are being sent to EAA Technical Counselors who, in turn, will contact their EAA Chapter President for a recommendation application. The Chapter Technical Counselor can be approved only by the Chapter President. Once approved, Technical Counselors will receive a new card and patch which reflects their important position within the Chapter. Questions on the EAA Technical Counselor program should be directed to your Chapter President or to Ben Owen, Director of the EAA Technical Counselor program at Headquarters.

SITE
IMPROVEMENTS
AIMED AT
EAA
OSHKOSH
'86

Although our 34th Annual Convention is still ten months away, work has been continuing on the convention grounds since our last event and has been progressing very smoothly. Two major projects have been involved. A number of buildings needed to be moved in order to improve aircraft movements and logistics. Secondly, as a result of the heavy rains we endured the night before the opening of EAA Oshkosh '85, approximately \$25,000 in repairs were necessary. The combination of very soggy grounds and heavy vehicular and aircraft traffic resulted in a great deal of damage to the site.



Tom has also been involved in debriefing meetings with several of the committees and on-site groups that were involved in last year's convention including local police and security, the Federal Aviation Administration, etc. We will be incorporating their suggestions, as well as EAA members' suggestions, in planning for EAA Oshkosh '86.

CHAPTER
DIRECTORIES

Your Chapter President will be receiving a 1986 Chapter Status Report within the next week or two. We must emphasize the importance of the prompt completion and return of the status reports to EAA HQ. Without your cooperation in the rapid return of the status report, our annual Chapter Directory is inevitably delayed. Last year, because of delays in receiving accurate information, the Chapter Directory was not published until early summer...rendering it almost useless.

PHP
RECEIVES
CAP
'MAN OF
THE YEAR
AWARD''

Paul and Audrey Poberezny attended the Annual Civil Air Patrol Convention in New Orleans on October 4th and 5th. During the banquet, Paul received CAP's 'Man of the Year Award'. Brig. Gen. Bill Cass, CAP National Commander, presented the award and had some very kind words for EAA, especially for our continuing support of CAP's activities. The convention is CAP's largest annual event and nearly 800 people attended the banquet. A good percentage of them were EAA members from the New Orleans area and from throughout the country.

EAA owes a debt of gratitude to CAP and its dedicated members who provide us with excellent service during our annual conventions.

KERRVILLE
FLY-IN

The Southwest Regional Fly-In, held in Kerrville, Texas, was a great success in spite of some uncooperative weather. John Burton, EAA's Public Relations Director, represented HQ at the fly-in and reports that Bill Haskell and his crew did an outstanding job of organizing and carrying out the event. Many hours of volunteer work are obviously necessary to put on a project of this magnitude. The folks in Kerrville -- as well as Chapter members from throughout Texas -- do a great job every year. Congratulations to all on a fine and, most importantly, safe event.

THIRD
CLASS
MEDICAL
NPRM
WITHDRAWN

EAA HQ has voiced it's objections to the Federal Aviation Administration's withdrawal of the proposed rule making that would have reduced the frequency of medical examinations required of student and private pilots. A recent press release from HQ quotes President, Paul Poberezny, 'We find it hard to believe that the FAA would withdraw this proposal, without public comment, based solely on the opposition from the American Medical Association'. It is very disturbing to see an agency of the federal government so heavily influenced by a small, organized minority. This very abrupt action is even more alarming when you realize that this withdrawal is the only action that FAA has taken on this proposal since it was introduced three years ago. FAA published its original rule

making proposal in December 1982 in response to a petition submitted by the Aircraft Owners and Pilots Association. The proposal would have required Third Class medical examinations for student and private pilots at 2 to 5 year intervals based upon the pilot's age, rather than every 2 years as is now the case.

Paul also noted that it is also hard to accept the fact that AMA is currently under a \$700,000 contract to review FAA's medical standards and certification practices for pilots, when we, the taxpayers, are already paying for full time FAA physicians and consultants in all key medical specialties. EAA is very anxious to see AMA's new "recommendations" which are due out in February. In this latest action, AMA has already shot down any relief of the medical requirements for recreational pilots by forcing the withdrawal of AOPA's petition. EAA is very disappointed that FAA and the Department of Transportation's Secretary Elizabeth Dole have bowed to the pressure of a small group, the AMA, which does not represent the majority of people that these rules affect.

PHP
IN
WASHINGTON

Paul was in Washington, D.C. to check on the progress of the Primary Category Aircraft proposal. Paul met with EAA Washington representatives, Charlie Schuck and David Scott, before visiting the FAA's docket section where public comments on rules and proposed rule making are kept. A pile of correspondence nearly 3 feet high has already been received by FAA in regard to the Recreational Pilot's License. Most of the correspondence came from EAA members who were involved in local Chapter letter writing campaigns and who indicated that the NPRM was poorly written and confusing. Many objected to the restrictions directed at already licensed private pilots. The only letters that seemed to seek additional pilot training and dual instruction were from FBOs and flight instructors. The majority of comments favored eliminating the Third Class medical, eliminating the 50-mile restriction and eliminating the ban from controlled airfield. They also favored instituting a logical and orderly transition from recreational pilot to private pilot.

CHAPTER 416
HIT BY
HURRICANE

We recently heard from Frank Nash of EAA Chapter 416, near Mobile Alabama, who told us that when Hurricane Elena recently brushed the gulf coast with her 125 knot winds, she spawned many tornados. One of those twisters totally destroyed the club house of Chapter 416. This is particularly sad since 416 had just completed building their new facility. We've seen the pictures and it was beautiful. In a recent note, Frank told us how the members raised their Chapter dues, made special donations and volunteered their time on special "work days" to build the new club house. Two years of hard work and dedication were wiped out in a few minutes of the storm. Ironically, less than a week before the hurricane, the Chapter began looking for insurance. Unfortunately, a few days later, it was too late. As Frank says, "Our proud, handsome structure (in which we were looking forward to years of happy gatherings) was a sickening

total twisted, splintered, scattered loss." If anyone in your Chapter can offer Chapter 416 any consolation, assistance, advice or funds...please call Frank directly at 205-973-2253. They would certainly appreciate any help they could get.

PRODUCT
LIABILITY

Product liability is certainly the hottest issue facing general and sport aviation today. You've read about it in SPORT AVIATION and many other magazines. You've heard about it during our annual convention and you've probably seen product liability and insurance crisis reports on the evening news. The November issue of SPORT AVIATION will carry another article on this extremely important subject.

A few weeks ago, EAA HQ mailed a product liability/insurance survey to a randomly selected sample of EAA members. In order to insure a cross section of EAA membership opinions, 2,000 members, from around the country, were asked for their opinions and suggestions regarding product liability. Over 500 responses to this survey have already been returned. Those who have responded are in favor, overwhelmingly, of EAA continuing its efforts to spread the word about the current crisis and to join with other aviation organizations and other industries in fighting this threat to the future of personal flight. As a result of the survey, Henry Ogrodzinski, EAA's Director of Corporate Communication, was dispatched to Washington, D.C. on October 22nd to testify before a congressional subcommittee. He and other members of the aviation community told our elected officials of the current affects of unwarranted and illogical product liability suits and the long term affects of insurance related problems on sport and general aviation. A full report on these activities will appear in the January issue of SPORT AVIATION.

CHAPTER
NEWSLETTER
AWARD

As you probably already know, Czeslaw A. Bartusiak, Chapter Newsletter Editor of EAA Chapter 339, located in Norfolk, Virginia, won the First Annual McKillop/EAA Chapter 45 Newsletter Editor Award. This annual award is for the EAA Chapter Newsletter Editor who best exemplifies the "spirit of EAA involvement". The First Annual McKillop Award was suggested by Chapter 45's Newsletter Editor, John V. Frankiewicz and Chapter President, Ernie Lanyi. We hope all you Chapter Newsletter Editors will keep the McKillop Award in mind as you prepare your newsletters throughout the coming year. The Second Annual edition of this prestigious award will be presented during EAA Oshkosh '86.

TALK
TO US

EAA Chapter Newsletter Editors are encouraged to contact EAA Headquarters with any comments, criticisms, or suggestions regarding HQ REPORT. Help us serve you better.

* * *

ROSTER UPDATE: Please add the following new member to your Roster:
Paul Benfield, 3139 E. Caley Ave., Littleton, CO 80121 H. 798-5898
The following members have new addresses:
Dave Krohnfeldt, U.S. Customs, Air Branch, P.O. Box 15001, DMAFB,
Tucson, AZ 85708, Stits Flut-R-Bug
Jack Pinover, 9300 E. Center Ave. Apt. 12-B, Denver, CO 80231
H. 360-8480

BAD NEWS: Chapter 43 member Frosty Conover had a landing accident in his Conover Skybolt on September 5, 1985 at the Strasburg Airport. The strip is dirt, and after touching down and rolling out, the right wheel caught a clump of weeds which sent the airplane off the runway. Frosty added full power and tried to get back onto the runway. He hit a ditch, though, and the airplane went onto its back. Luckily, there was no fire, as it took him quite a while to free himself of his harness and crawl out from between the cockpit and the ground. Help came quickly, and he took an ambulance to Lutheran Hospital, as his back would not allow him to stand up. Frosty has gone through some therapy and special exercising to try to get rid of the back problems, and is starting to feel better now. The airplane hit very hard, and is pretty much destroyed. The vertical fin was shoved down into the fuselage. Frosty was glad that he was in such a strong airplane as the Skybolt. He has been flying for 55 years, and has over 17,000 hours. The airplane had 116 hours on it, and very coincidentally was wrecked five years to the day of its first flight on September 5, 1980. We all wish Frosty the best in recuperating from his injuries.

CONGRATULATIONS: Chapter 43 member Dean Smith soloed on Friday, October 18, 1985 from Platte Valley Airport in the Aeronca L3B that he owns with Roy Maneely. Roy is his instructor. Also, we need to congratulate Tony Cochran (Dean Cochran's son), as he soloed a balloon on Tuesday, October 29, 1985 in Florida. Tony is the Crew Chief for the Oldsmobile Balloon Team.

GLOSSARY: From "I'd Rather Be Flying" by Donna Vasco
Kilometers: a scale printed on charts to further confuse pilots who already have trouble with knots.
KISS: keep it simple, stupid.
Knot: a slavish form of "knegative."

BANQUET: The December meeting will be a banquet held at Colacci's Restaurant in Louisville on Saturday, December 14, 1985 at 7:30 P.M. Served will be spaghetti with meatballs, salad, bread, and a choice of coffee or tea. The price is \$6.75 including tax and tip, and there will be a cash bar. Guests are welcome. Willie Byrd would like to have a general idea of how many people to expect, so please think about it and I will take a count at the November meeting.

FROM THE PRESIDENT: I recently took some time one weekday afternoon and finally went to see a couple of aviation movies that I had heard excellent things about. They were entitled "To Fly" and "Flyers." "To Fly" loosely traces the history of flight, starting with the first manned balloon flight and concluding with the Space Shuttle. "Flyers" is the story of two stunt pilots, and has some spectacular footage of flying through the Grand Canyon. Art Scholl was the stunt coordinator for this movie. The theater these movies are being shown in is the IMAX, in Denver's City

FROM THE PRESIDENT cont: Park. The screen is $4\frac{1}{2}$ stories high and $6\frac{1}{2}$ stories wide, and gives an incredible feeling of actually being there. The sound system is superb. This is a must see.

FROM THE EDITOR: I have also seen these two movies, and agree with your report on them and the theater, Mr. President. However, you should have mentioned a few additional items. For show times, the phone number to call is 370-6300. The theater is in the same building as the Museum of Natural History, and is located at Montview (20th) and Colorado Boulevard. The price of admission is \$4.50. Also, the next movie to be shown is about the Space Shuttle. The previews that I saw showed some incredible views of the Earth taken from the Shuttle with the cargo bay doors open. This should be one to plan for.

MARKETPLACE: For Sale: Damaged Thorp T-18, Lycoming O-320 160 HP "0" time since major by Firewall Forward, Form blocks and some tools. Tom Gautier 494-9887

Wanted: HangAr space to store racing boat & trailer through winter months, Unit is 22' long by 8' wide by 6' high. J. Detrick
H. 469-3400 W. 977-2001

For Rent: Private T-hangAr at Jeffco, \$195.00 per month; Also 1/3 share of Jeffco hangAr, \$75.00 per month. Dave Bieseimer 922-2480

For Sale: Starter and generator for Lycoming O-290 D2, "0" time since overhaul -- both yellow tagged. Mark Yelich 469-0557

For Sale: Scorpion Helicopter, 17 hours, \$22,000 invested, will sell for half of amount invested or will trade for fixed wing or glider or collector auto of similar value; Also two beautiful lots in residential airpark suitable for summer homes or year around living. Both are adjacent to runway. Other properties also available with airport access and use. Don Geddes 921-3017 in Crawford

For Sale: Two pieces of 4' by 4' by $\frac{5}{32}$ " aircraft quality birch plywood, \$50.00 for both. Emil Vogel 776-7434 Longmont



Chapter 43 Newsletter
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