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EAA MILE HIGH CHAPTER 43

Founded May 1958

MILE HIGH FLYER

A great opportunity to help out a fellow aviation group and kids.

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Announcements

1st Annual
The Children's Hospital
Chili Cook-Off & Fly-In!
Saturday Nov. 7th 12:00-4:00 p.m.
Please RSVP by Email to: larkfamily@gmail.com
2975 Piper Dr. S., Erie Airpark, Erie CO
Phone (303) 246-6589

Chili Cooks Needed!!!

- Free Admission to ALL Chili Competitors!
- Must feed 20 people min (1-2 gal of Chili)
- Judging Starts @ 12:30 pm
- Awards for several categories

Thrill of a Lifetime!
Enter An Auction to WIN...
Aerobatic Flights!
(A \$300 Value!)

Pitts S-2B

Extra 300L

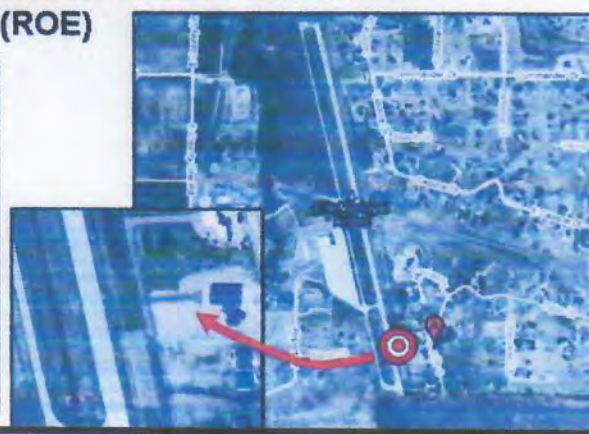
Admission:
ALL Proceeds Go To:
The Children's Hospital

- Adults.....\$10.00 Donation
- Children (Age 6-12)....\$5.00 Donation
- Infants (5 & Under).....\$FREE

Fly-In Location & ROE

Rules Of Engagement (ROE)

- **SAFETY First!** We have neighbors to the south with "binoculars". Keep it smart and safe! Make sure low passes comply with FAR 91.119c
- 12:00 noon to 4:00 p.m.
- Yak Formation Passes & Waivered Airspace from 12:30-12:45
- Limited Aircraft Parking at the house of the Event & surrounding neighbors. *Center Taxiway may still be under construction. Pre-Coordinate Parking on East side by the event, or Call Shuttle @ (303) 246-0231 upon parking at transient ramp. Golf cart shuttle will be available all day.



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Next Chapter 43 meeting will be at 7:00 PM Oct. 10 at Metro Airport in the Mt. Evans Room. Dan Jenson of Redline Aviation will be our featured speaker.

Kit Tips

Make your own fabric tension tester and cooling blast tubes for magnetos.

BY JIM LOYD

This time we gather in the workshop to make a testing tool and an important engine accessory. Grab your toolbox and let's go.

Fabric Tension Tester

I found this gadget to be very handy for achieving consistent fabric tension, especially when you have to cement each section before final tautening. The drawing shows how to make the tool.

To use it you shrink one section of fabric to the tension you want. Then you place the crossbar across the ribs or formers so the wooden plunger is midway between them. Then you mark the plunger with a pencil where it sticks up through the bracket.

Now shrink the other sections to match the plunger mark.

You will notice that there are few

dimensions on the drawings. I made this tester from chunks and pieces I had around my shop. The crossbar on my tester is piece of 2x2 wood.

List of parts:

Crossbar. Round edges and ends. Make it 4 inches longer than the distance to span.

Plunger, 1/2-inch to 3/4-inch dowel. Round one end.

Bracket, 0.025-inch mild steel or 0.032-inch aluminum.

Spring. Coat-hanger wire. Experiment with coils.

Cotterpin. Hanger wire or finishing nail is okay.

Fasteners. Nails or screws.

Magneto Cooling Tubes

The biggest problem making blast tubes for magnetos is finding or mak-

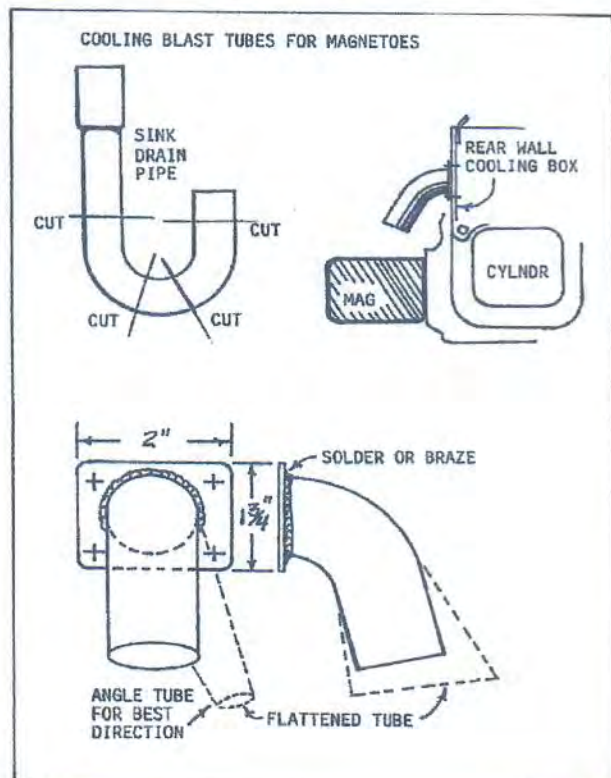
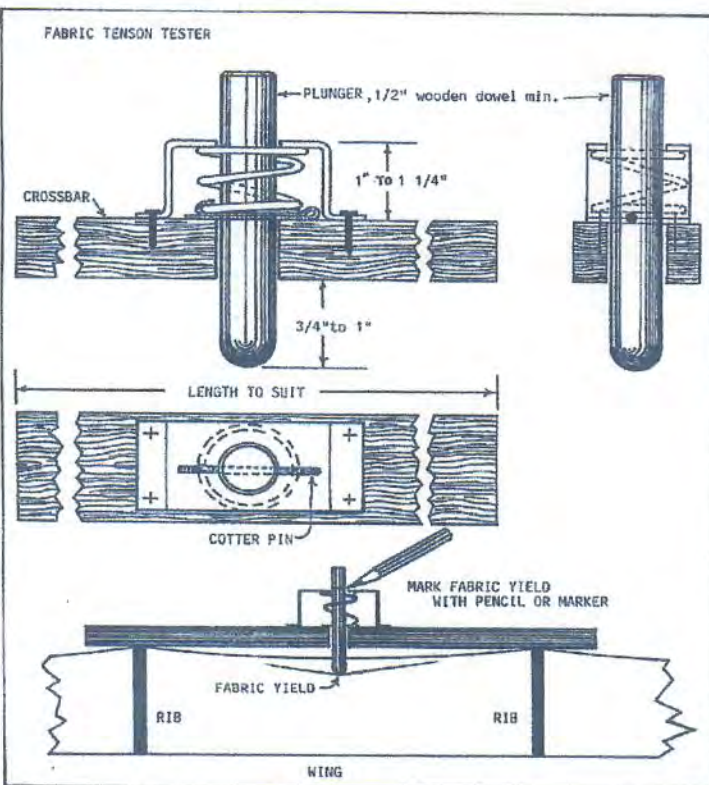
ing a curved tube. I discovered that brass sink drainpipe works just dandy.

Cut the pipe at the angles you need to direct the air onto the mag. If you are careful, you should be able to get both tubes out of one bend.

File or grind the chrome away for about 1/4 inch back from the intake end and solder or braze it to the mounting pad.

My pads are 0.020 mild steel. Use whatever is handy and seems adequate. A friend cut and flattened pieces from the rest of the pipe. Overbuilders can make circular mounting pads and use six rivets.

The exhaust ends of the tubes can be flattened to extend the area of cooling or decrease the airflow. Mount the blast tubes high enough on the cooling box wall so they don't suck cooling air away from engine cylinders. □



Meeting Minutes from Sept. 12, 2009

Our President, Greg Hall, opened the meeting at 7:10 held at Metro Airport. The August minutes were approved as printed in the newsletter.

Treasurer Report: None given. Our treasurer was absent from the meeting.

No visitors at the meeting.

Safety Report: Our Safety Officer, Bill Mitchell, mentioned that it is good to call AWOS during your trips.

Trip Reports: 4 members present had taken trips.

Progress Reports: Georg Grell reports that work is continuing on his Skybolt. He is working on installing a wing. He would like to have a partner on the plane.

Young Eagles Report: Brian, our coordinator, is dealing with the issues of flying Boy Scout troops. They have some stringent rules of using only production planes and not homebuilts. The chapter needs to decide to have rallies for them or not.

He also added that a ground school should be held the night before a rally. Member would be needed to teach the basics of flying. The pilots should consider giving flights and not just a ride.

Brian had a concern the CSA (Colorado Sport Aviation) May not be supporting the Young Eagles.

Old Business: Greg announced that the chapter received a very nice letter from Wings Over the Rockies thanking the chapter for the help with the B-17 tour and the Young Eagles Event. The letter also included a check for \$250.

Chapter 43 News

Lothar Klingmuller has his hanger space rented at FTG.

Brian Cabebe submitted a request from Ron Miller of Lincoln NE. Ron's son, Bryan, has recently moved to Greeley and has a Cessna 140. Ron and Bryan are looking for space in a hanger for the 140. Need space at a local or private airstrip willing to sell space in their hanger. Contact: rsmiller@incbraska.com or bmiller1903@hotmail.com

At the last chapter meeting, Shirl D. Burton from the Metro ATCT presented our program. She is very well trained in the movement of aircraft in the air and on the ground. She presented some tips on getting around the airport and told us about the blind spots from the tower. A new tower on the opposite side of the air field will eliminate the blind spots. Great job Shirl and we appreciated your time and expertise.

A board meeting will be held an hour before the regular meeting on Saturday. Members interested may attend.

These tips, although for Metro Airport, can be used at any towered airport to keep everyone

TOWER TIPS

-compiled by the controllers at R.M.M.A. Air Traffic Control Tower

In the interest of improving air safety, airport operations, and communications between controllers and pilots, the staff at Metro Tower has compiled these tips. Most of the items deal with communications and procedures and are simple reminders to help us work together effectively.

1. Communications

- a) When you dial up the frequency, listen first before transmitting – don't cut out other transmissions. If the controller has just broadcasted a question or instruction to another pilot, allow the pilot time to answer or acknowledge before breaking in.
- b) Know what you are going to say before keying the mic, thereby making efficient use of transmission time.
- c) Say it all on the first call, rather than establishing communications first. We in the tower are listening – you need not start with a transmission like, "Metro Tower, Cessna one-seven-alfa, over."
- d) Each initial callup needs to include five things:
 1. Who you are calling
 2. Who you are
 3. Where you are
 4. What you want to do
 5. What you have (ATIS code)

This doesn't take long. Examples: "Metro Tower, Cessna six-one-seven-four-Kilo, over Louisville, inbound for landing, with Echo." "Metro Ground, Cherokee eight-one-three-one-two, on the east ramp, taxi with November."
- e) Another way to make your transmissions efficient is to shorten your call sign to the last three characters after initial callup. For example, you are Cherokee five-four-four-eight-foxtrot on initial callup, but on subsequent calls you are Cherokee four-eight-foxtrot.
- f) Acknowledge all clearances. As controllers, we must know if you have heard us.
- g) Affirmative vs. roger: These are the two most misused words at Metro.
 1. Affirmative is a yes answer to a yes or no question.
 2. Roger is an acknowledgment meaning, "I have received your transmission and I understand it."
 3. Examples:

"Are you over Lafayette?" Answer, "Affirmative."
 "Taxi to Runway 29 right." Answer, "Roger, runway 29 right."
- h) If you don't understand, ASK! If you aren't sure what the controller wants you to do, don't guess. A surprised controller is not a happy one, but more importantly, that controller cannot separate you from traffic if you do something that he/she doesn't expect you to do.

FLY-INS, DRIVE-INS, PANCAKE BREAKFASTS, AVIAVIATION EVENTS

- ◆ Oct 10 6:00 PM Board Meeting at Metro Airport
- ◆ Oct 10 7:00 PM Regular chapter meeting at Metro Airport
- ◆ Oct 22-25 Copperstate Fly-In and Aviation Expo. Casa Grande Regional Airport
- ◆ Nov 5-10 AOPA Expo 2009. Tampa FL
- ◆ Nov 11 Veteran's Day
- ◆ Nov 13-14 Arizona Aircraft Expo. Scottsdale AR
- ◆ Nov 26 Thanksgiving Day

1st & 3rd Saturdays AAA work on their Taylorcraft project.

ANNOUNCEMENT

The FAA/Town of Erie has closed the Erie Airport for construction of a new mid-field Taxiway A3 and a new east connector and new runway lights for runway 15/33. Joint and crack sealing of runway 15/33 and taxiway A. Also restriping of 15/33 and taxiway a. The airport will be open on weekends 6 AM on Saturdays to 7 AM Mondays. No runway lighting during construction. To be completed by Nov. 4.

Inputs to AAB or bjmorehl@mac.com are welcome.

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Support Your Local FBO

Vector FBO and Flight Training. Jason Hurd runs a first class business at Erie Airport.
Contact him at 303-664-0633 or www.vectorair.net

EAA Mile High Chapter 43

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Vice President	Brian Cabebe	303-748-5570
Vice President	Kyle Heckman	303-666-6485
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Treasurer	Lynn Miller	303-666-8233

Volunteer Officers

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Technical Counselor	Dave Biesemeier	720-480-5826
Technical Counselor	Pat Claar	303-940-3530
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Young Eagles Coord	Brian Cabebe	303-748-5570
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Web Master	Bruce Handley	303-494-5412
Safety Officer	Bill Mitchell	303-427-4025
Refreshments	John & Roxie Juul	303-466-2600
Audio / Visual	Herrill Davenport	303-460-7789

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Mile High Flyer
EAA Mile High Chapter 43
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FIRST CLASS



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