

EAA MILE HIGH CHAPTER 43

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December

This Month's Meeting: The meeting this month will be held on Saturday, December 12, 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 CAFE 43:

I am unaware of any CAFE 43 for last month.

Last Month's Meeting: With 38 members and guests present, the November meeting was called to order by President Mark Yelich at approximately 1:48 p.m. Last month's meeting was held at Bill Mizell's hanger at Vanaire which allowed ten (10) aircrews to commute to the meeting via airplane. Harold Wolf of Casper Wyoming was a guest.

President Mark Yelich moved that the officer elections that had been scheduled for the November Meeting be postponed to the December meeting when more people would be able to attend. Everyone present agreed.

Bill Mitchell brought us up to date on the planning for the next regional fly-in at Greeley. It has been decided that one pop stand will be utilized instead of two. This simplifies some of the logistics. A flea market is being discussed, as is a \$5.00 parking fee. The Ninety Niners are going to run a film concession. It has been discussed

that an antique airport be constructed for Tiny Town. Also needed is a volunteer to handle the advertising sales for the fly-in.

Bill reported that the tentative schedule of performers for our next Regional Fly-In (the last weekend in June) includes the Air Force Academy Parachute team, and possibly a F-16 flyover. No change in contests is expected. Also, if you are interested in helping with any of the Regional Fly-In activities, please contact Bill Mitchell.

Bill also reported that Earl Bolton is in need of old EAA/Aviation calendars for his work with school kids. Please bring your old calendars to the next meeting, Bill said he would get them to Earl.

Old Business:

The Christmas/Annual Banquet: The annual EAA banquet will be at Gala Gardens, 8303 Rosemary Street, in Commerce City, on January 10, 1993 at 6:00 pm. The dinner comes with salad with ranch dressing, and dessert. The two dinner choices are fried chicken or chopped sirloin. The cost of the dinner is \$10 per person, so sign up now by completing the reservation card and turning it in to Ron Denight. Ron says that he has fifty seven (57) reservations at this time, and that the maximum number that the restaurant can serve at that time is 75, so if you are interested in going, turn your money in this next meeting.

NEW BUSINESS: A price of \$5.00 was decided on for the newly arrived calendars.

Mark also reported that the chapter needs someone to coordinate bringing coffee (refreshments) to the meetings. If you don't come to the meeting, you could get nominated. (I hear that train a coming.... coming round the bend...)

Safety Corner:

Brad Davenport reported that the FAA review of the recent fatality at Longmont showed that the probable cause was due to the fact that the pilot was unqualified for the aircraft (Kitfox), and that witnesses said that the plane was in a noise high attitude before it crashed. This lead to speculation that the pilot was attempting a maximum climb and may have experienced engine problems. Brad also reported that we may have one of the FAA investigators give us a presentation in the February or March meeting. We could possibly set this up on a rotating six month basis.

Brad also reported that the Eaglerock Biplane that he has been working on is going to be on display at a Colorado Historical Society Display about the "Twenties". From there it will go to the Denver International Airport opening.

Doug Bloomberg reported that a crash that killed the Pilot and Co Pilot of an RV-6 in Washington State was caused when the plane stalled while making a turn to final in heavy fog. **Get It Home** is a real hazard, and something to avoid.

Gene's Corner: The Low Octane Fuels Task Force of the American Society of Testing and Materials is working to complete a draft specification for an 82 Octane unleaded AVgas. Known as "82

UL" it is based upon unleaded car gas. Under the proposal, regular unleaded auto gas would be tested by an oil company or local distributor to ensure that it meets the aviation specifications, dye it purple and then distribute it as "82 UL" AVgas. Test results would be retained by the distributor who will assume responsibility for ensuring that the fuel meets the spec, in the same way 100 LL is handled. It could help remove many longstanding objections to the use of auto gas in aircraft. The 82ULAVgas will be good for lower compression engines that make up about half of the general aviation fleet. Before 82 UL could legally be used, it would have to be certified for specific engines either through STC of by the manufacturer. It is felt that engine manufactures would be more likely to support certification of engines using ASTM spec AVgas handled in a controlled environment then they have been to endorse the use of current auto gas STCs'.

TaylorCraft received Type Certification for the F22B Ranger, conventional gear aircraft powered by a 180 hp. Lycoming. A 1500' per minute climb, 350' takeoff roll and a 400' landing roll are advertised as well as a cruise of 113 knots at 75% power.

Rent your own Learjet for \$50,000.00 per month. Free maintenance including engines and avionics for 7 years or 2500 hours. A purchase option is available after the first 60 months.

Drs. visits for the past three years, not the past five has been approved on the new Airmans Medical Certificate as of this past summer. It allows aggregating multiple visits to one health professional for the same condition on a single line. Routine dental, eye and FAA medical exams and consultations with an employer sponsored Employee Assistance Program (EAP) can be

excluded unless the consultations were for substance abuse or resulted in referral for psychiatric evaluation or treatment. Intentional failure to disclose previous medical conditions or medication use could result in penalties, although oversight will not be regarded as intentional. When reporting any condition to the FAA it is helpful to include an explanation statement from your physician.

AOPA feels that the Senate Action on Product Liability was progress even though it was defeated. It was shot down on a procedural action vote. A vote to limit debate on the measure was taken 3 times to avoid a filibuster by opponents and move the measure to vote. 60 votes were needed, but only 58 obtained. It is felt the closeness was an indication the issue is being taken seriously and is gaining momentum. It will be tried again next year.

Senator Hank Brown voted with supporters but everybody's favorite Senator, Timothy Wirth, voted to allow the filibuster to continue.

PROGRESS REPORTS:

David Colewell reported that he earned his multiengine rating on November 15th, and then got married on November 25th. Congratulations David!

Doug Bloomberg reported that he has completed his "home work" (what amounted to rebuilding the foundation under his house) and is ready to start back to work on his RV-6.

Mark Yelich reported that he is marking up masonite to draw up his Hyperbipe/Tailwind/RV-6 project.

George Mesko reported that he is working on the front of the fuselage of his Chris Heinz 701. He also offered the use of his eight foot sheet metal break to other builders.

It is reported that Art Wilson's RV-6 has flown at Tri County.

PROGRAM: After refreshments of cookies, cakes and brownies provided by Bill Mizell and his family, Bill gave us a presentation of the Beechner V-8 Special. The aircraft that was displayed and ran was the tandem model. The side by side version was not complete. Bill said that the direct drive version engine compartment weighs about 385 pounds, about the same as a 180. The 300 ci dry sleeved fuel injected blown engine should produce about 275 horses. The 266 ci produces 145 horses stock.

The airplanes looked very sturdy. One model will have retractable gear including the tailwheel. Most models have composite (fiberglass and wood) wings mounted to a steel tube fuselage. Both the tandem and side by side models should weigh in at about the 950-1100 pound range.

Bill also has a Benson Gyrocopter for sale and left an open invitation for members to stop in any time.

THE PRESIDENTS CORNER:

I will be out of town this month conducting a seminar that unfortunately runs through this month's meeting on the 12th, so Ken Lysek will be running the meeting this month.

Annual Elections

This month's major business will be our

Vanaire, I felt that it would be better to hold the election in December at Jeffco where the larger portion of the chapter would be present.

As I indicated last month, all four officers have an interest in continuing their service for another year (if nominated). If you have a personal interest in serving in any position, or know of someone else who might, please make the appropriate nominations at this meeting.

Looking Back at This Year

1992 has gone by quickly for me. Looking back at what happened in our local EAA community this year I am very happy that the year is ending on a high note.

This year began with a series of low points with the passing of Dick Weppner, Jim Thompson, and Bill Amos. Bill's accident ultimately prompted us to ask Brad Davenport to talk about safety related subjects each month, which I believe has been informative for all of us.

May was the last month as chapter secretary for Kirby White. Many of us "rode" Kirby about the newsletter timing which added to his decision to resign his position. Unfortunately, we have been unable to convince him to come to the meetings and enjoy his respite from all those years of service to our chapter. Maybe next year. In a recent conversation with Kirby, I learned that he has now recovered from an operation for a rather serious hernia problem he has been fighting for many years.

Speaking of long service, Cathy Sheeon who has put a great deal of effort into chapter activities over the years including being a director, remarried and moved to Nebraska. It was great to see her looking so happy at the September meeting.

We have had quite a variety of meeting programs this year with an emphasis on show and tell, thanks to the able work of program coordinator John Evens, who is also our newest director.

The 1992 Regional Fly-In went off very well this year and planning is underway for the 1993 event which will again occur on the last weekend in June. Thanks to Bill and Mary Mitchell for all of their hard work representing our chapter.

Quite a few of us were able to go to the Oshkosh convention this year and judging by the response to the "debriefing" we had at the August meeting, most that went had the typical "unusual" experiences going and coming home. If you haven't ever been to the convention be sure you make it a "must" next year. The information and experiences to be had are hard to put a value on.

With the launching of EAA's young Eagles program at Oshkosh, we now have a formal program to participate in that addressed the lack of youth in the flying community. Thanks to Glen Grove for volunteering to head up our participation in this effort.

A couple of weeks ago I had the pleasure of seeing Ted Lemon do the initial test flight of Art Wilson's yellow RV-6. I understand that Art is now logging hours on his new toy himself. A definite high note for this year.

This month's program features Ron Denight's dad's Goodyear racer recently recovered from years of storage in Florida. It may be that Ron has started a revival period in our chapter as Gene Horseman recently showed some of us a photo of an old and rare negative stagger biplane his dad had when he was a youngster. Gene indicated that he may be acquiring it as a rebuilding project next year.

I hope you have enjoyed this years activities as much as I have. Looking forward to 1993!

One of the changes I expect to see early in the year is the move of our meeting place at Jeffco to the meeting room in the new terminal building. I believe it is scheduled to be completed in March.

Judging by the progress of some of the projects in the chapter, we will probably have a few completions this year.

January Meeting

Since we have moved our annual banquet from December to January, our January meeting will be held at the banquet on Sunday the 10th so be sure to sign up with Ron Denight this month. Ron's last count was 57 and he will be closing reservations shortly after the December meeting. Hope to see you there!

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

EAA Annual Banquet
January 10, 1993 6:00 PM
Gala Gardens

Name: _____

of Chicken dinners _____

of Sirloin dinners _____

Total # of dinners _____

at \$10.00 each equals _____

Please submit your reservation card and money to Ron Denight.

→ EAA Chapter 43 Newsletter
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