

EAA - MILE HIGH CHAPTER 43

Volume 19, Number 8

AUGUST 1996

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Our Next Meeting:

The next regular Chapter 43 meeting will take place at 7:00 P.M. on August 10th, at the Colorado Aero Tech facility. Meeting to be held in the hanger area.

Minutes From the July Meeting:

The meeting was called to order on July 13th by president Gene Milligan at the Colorado Aero Tech facility at 7 P.M. Approximately 65 members and guests attended.

Visitors:

Skip Williamson	Rick Bryant	Donald Fry
Timothy Smith	Dave Short	Dave Shackleton
Brian Jensen	Jug Eastman	

Old Business: Patches are in--2 for \$5.00. They look great!

Regional Fly-In general statistics:

Number of paid admissions	1,986
Number of people attending	4,000 (est.)
Number of vendors	30
Number of aircraft attending	350
Number of aircraft registered	100
States represented:	CA, CO, IL, KS, LA, NE, OK, OR, TX, WA, WY
Number of ultralights registered and winning 1st place trophy:	1

New Business: Colorado Aero Tech has recently developed the "Aero Tech Sponsorship Program." They would like to invite EAA Chapter 43 to become a partner with them in selecting motivated and well qualified men and women to enter an aviation industry in which we all participate and actively support. See attached letter from Colorado Aero Tech to Chapter 43.

United Airlines is offering an Airline Training Orientation Program featuring the Denver Flight Training Facilities of United Airlines. See attached flyer for additional information.

Brad's Safety Corner: An incident occurred where a pilot with wood propeller mistakenly torqued the prop bolts to 150 foot pounds instead of 150 inch pounds. This was done with quarter inch prop bolts. Question: At what point did the bolt stretch and/or wood split? Please, please use common sense and THINK!!!

Density altitude strikes again! Low landers coming to high elevation in summer need to be reminded to review density altitude formulas and ramifications, i.e., effects of gross weight/take-off distance/climb out.

Boulder incident involving powered and glider aircraft. This editor prefers not repeat in writing what was implied at meeting. Suggest waiting for official NTSB/FAA report.

More Than Before

*Of flying,
Of flight,
Of those who fly,
Of those that have flown,
Of pilots remembered,
Of Chuck and Vearl.*

*At some time in our lives,
We each have flown alone,
In clouds,
And we saw but thunderheads,
In storms before us,
Perhaps we lost our way,
Once or twice,
In our sky,
Or, perhaps, on our land or our sea.*

*We have lost flying companions, friends.
For those of us remaining in life's formation,
We soar on,
To feel the silken whisper of the air,
From the wash of their wingtips,
Gently caressing our faces,
Listen, hear the silence,
Of their engines, a quiet melody,
In the winds of time.*

*When we fly,
Ask that they come sit beside us,
In our cockpit,
Guide us on our journey,
Help us in our navigation through the skies.
Over this earth.*

*They fly now in the heavens,
To trace vapor trails of Cosmic Light,
For us to follow,
The beauty,
The wonder,
The magnificence,
Of Creation,
For they are now the winds, the clouds,
The rain, the sun,
They are the skies, the heavens, the stars,
To scatter stardust,
With loops, and rolls, and lazy eights.*

*In the embrace of Spirit,
Fly,
Be the wings of Creation,
Savor the sanctity of the heavens,
Revel in its eternal aerial masterpiece.*

*For you are now,
More than you ever were before,
Grasp the eternal sky,
Envelop its wonders,
Creation is your sky,
You are Creation.*

*And because they were,
Each of us,
Will always be more,
Than we ever were before.*

Peace and Blue Skies.

FROM THE RIGHT SEAT:

Steve Beach



august meeting:

The August 10th meeting will again be held at Colorado Aero Tech at 7:00. Our thanks to 'Jug' for hosting our meeting at the school. His tour of the facilities last month was very informative. And a big welcome to all of the visitors that were at the meeting. It was especially nice to see many of the tech students from Colorado Aero.

This month we will try to put together a panel of members that were at Oshkosh for a discussion on what was seen. Everyone that attended is encouraged to bring their pictures and information to share. Depending on how good the weather is may determine how many are back to participate.

OSHKOSH BOUND

I have a few things in my file that I was going to include in this letter but time simply will not allow me to get them into the computer. If I am back from Oshkosh for the meeting I will bring the METAR tape to begin introducing everyone to the new system. We will cover just a few details on the METAR and TAF systems at each of the next few meetings.

UPCOMING CHAPTER 43 PROGRAMS / EVENTS

August	Annual Oshkosh Review 'What Was New and What Wasn't'
September	Project Visit - Still need a volunteer with a project !!!
October	How To License Your Homebuilt.
November	Modeling
December	United Training Center Visit

CONTEST FOR MONTH OF AUGUST

CONTEST: Look at picture below. We all know the significance of the plane in the picture, we all know who the pilot is, to win contest, who is in the cockpit?

RULES: Any person who flies a plane with speed brake on bottom side of aircraft, not eligible to enter contest. Ties with correct answer drawn from hat for winner at August meeting.

PRIZE: One Chapter 43 Patch. Must be present at August meeting to win



Editor's Notes:

- Please send "For Sale" and "Wanted" advertisements to Dwight Cresap, P. O. Box 572, Niwot, CO 80544 for inclusion in the next newsletter by the 20th of the month.
- Send project information with photos and a brief description to above address.
- Reasons why your editor enjoys flying a replica of a Curtiss JN4 'Jenny'

TIPS FROM AN OLD BARNSTORMER ON HOW HE FLEW HIS "JENNY"!

(Source unknown)

- 1) Inspection: It is best not to inspect this ship. If you do, you will never get in it.
- 2) Climbing into the cockpit: Do not attempt to enter the cockpit in the usual way. If you put your weight on the lower wing panel it will fall off and besides your foot will go through the wing, probably spraining your ankle. The best way to get into the cockpit is to climb over the tail surfaces and crawl up the turtle deck. Be sure to brush any squirrel and gopher nests out of the seat. Take care not to cut your hand on the remnants of the windshield.
- 3) Instruments: After having carefully lowered yourself into the seat and groped in vain for a safety belt, take a good look at the instruments - both of them. The one on the right is a tachometer. It doesn't work. The other one is an altimeter, and functioned perfectly until 1918, when the hand came off. Look at them now, for after engine starts you can't see them.
- 4) Starting the engine: The switch is on the right. It isn't connected. However, it gives a sense of confidence to the mechanic who is pulling the prop through to hear the switch click when you say "switch off". If the engine for some reason doesn't start, don't get out to pick up the unconscious and bleeding mechanic. He deserves it.
- 5) Warming up: Don't warm up the engine. It will only run a few minutes anyway and the longer it is run on the ground the less flying time you have. After the throttle is open, do not expose any portion of your person beyond the edge of the cowling. It is no fun to have your face slapped by a flying rocker arm or to be peppered by small bits of piston rings, valves, etc., that are continually coming out of what were once the exhaust stacks.
- 6) The "take off": The "take off" is in direct defiance of all the laws of nature. If you have a passenger, don't try it.
- 7) The flight: After you have dodged through the trees, wind mills and chimneys until you are over the lake you will see a large hole in the left side of the fuselage. This hole is to allow the stick to be moved far enough to make a left turn. Don't try the one to the right.
- 8) The landing: The landing is made in accordance with the laws of gravity. If the landing gear doesn't collapse on the first bounce, don't worry, it will on the second. After you have extracted yourself from the wreckage and helped the spectators put out the fire, light a cigarette and with a nonchalant shrug, walk (don't run) disdainfully away.

COMING EVENTS:

- Aug. 10 Gold Rush Days Fly-In, Buena Vista, CO., 719-395-2496.
- Aug. 17 Summer Fly-In, Platte Valley Airport. Info: Marilyn Taylor, 303-659-7265.
- Aug. 31-Sept. 2 Steamboat Vintage Aircraft Fly-In, Steamboat Springs, CO. Info: Jim Fuller, 970-879-1204.
- Aug. 31-Sept. 3 AAA/APM Invitational Fly-In, Blakesburg, IA 515-938-2773
- Sept. 6-8 World War Birds Internationale - WWI Fly-In, Antique Air Field, Blakesburg, IA 515-938-2773
- Sept. 12-15 Reno Air Races and Canadian Snowbirds, Reno-Stead Airport, Reno, NV. Info: 702-972-6663.
- Sept. 14 Mile High Air Derby. Non-mountainous route departing Centennial via Limon, Wray, Akron, Sterling, Sidney, Pine Bluff, Fort Morgan, Platte Valley and return to Centennial. Ideal race for local and first time racers. Info and or race packets: Linda Horn, 303-278-4435.
- Sept. 14-15 Air Show and U.S. Navy Blue Angels, Grand Junction, CO. Info: Wayne or Mary Hammack, 303-469-7479.
- Sept. 21 Fall Color Fly-In, Buena Vista, CO., 719-395-2496.
- Oct. 28 Air Festival '96, Pueblo, CO. Info: 719-948-3355.

Call the Flying Activities Hotline at 766-3596 at any time for current listed flying activities.

FOR SALE:

- KITFOX project: the Airframe and all steel parts have been professionally sandblasted and primed. The fuselage kit is complete with the landing gear complete and in place. The joysticks and rudder pedals are installed and cables/linkages installed. The engine is mounted to the Airframe The Wings have been assembled and need to be mounted to the Airframe. Engine: Rotax 582 LC. Also included: Oil injection kit, wing tanks, speed fairing kit, strobe light system, NASA type vent scoops, pre-sewn windows, flaperon mass balance system, cabin heater kit, gascolator with bracket, ground adjustable prop with leading edge inserts, embroidered upholstery kit, carpeted side kick panels, sound absorbing kit, baggage sack and complete instruction manual. Instruments include: Airspeed indicator, altimeter, compass, tachometer, vertical speed indicator, hour meter, slip/skid, water temperature, EGT. Price: \$15,000. Contact: Scott Maddux, 303-424-4072.
- KX170B, 720 COMM/NAV: KI209 indicator; KN75 g/s King radios, \$1,600. Mike McGinn at Tri-County, 661-0155.
- Ray Jefferson Model L-100 Loran C receiver with mid-continent chip installed; Ron Denight fabricated preamp; 25 feet of RG58AU Coax Cable. All items are new. \$275. Dean E. Smith 421-4810
- KMA-12 Audio Panel with 3 lite marker receiver and antenna. Please make offer. Bob Green, 659-5829.
- One pair 8.00 x 4.0 Cub Wheels and Brakes. Don Coleman, 666-8870.
- **Wanted:** Partner for 1/2 interest in 1966 Cessna 210 F. 2100 TT, 700 SMOH, Full IFR. Not a beginners airplane. \$25,000. Bob Hass, 303-438-7164 (H), 303-294-9797 (O).



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Colorado Aero Tech

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AN IMPORTANT MESSAGE FROM COLORADO AERO TECH TO

EAA CHAPTER 43

Colorado Aero Tech has been training qualified Aviation technicians at our Jeffco Airport location for over thirty years. While we have trained literally thousands of Airframe and Powerplant (A&P) mechanics and Avionics technicians, the industry still has need for additional well qualified people. In fact, our placement office actually has more jobs available now than we can adequately fill.

Colorado Aero Tech has recently developed the "Aero Tech Sponsorship Program". We would like to invite EAA Chapter 43 to become a partner with us in selecting motivated and well qualified men and women to enter an aviation industry in which we all participate and actively support. This is briefly how the program will work:

1. EAA Chapter 43 or it's individual members would provide the names and addresses of qualified individuals who might be good candidates for choosing a career as Aviation technicians in either the Airframe and Powerplant or Advanced Electronics/Avionics career fields.
2. Qualifications should include high caliber individuals at least 17 years of age (at enrollment) with a High School diploma or GED certificate. Please note that many of our students and graduates are former business professionals who have chosen to change career fields plus women who are taking advantage of opportunities in non-traditional environments.
3. Highly qualified Colorado Aero Tech personnel will professionally contact any individuals which your organization would recommend to determine their possible interest in the Aviation Technician career field.
4. Each sponsored individual who actually chooses to become a student— upon entering— would receive a \$500 discount, in the name of EAA Chapter 43, for the tools which every student must purchase for school and industry use. Your chapter will also receive \$500 to support its ongoing operations.

Simply call 1-800-888-3995 with the names and numbers of potential qualified students or write to us at the above address. PLEASE BE SURE TO MENTION EAA CHAPTER 43. We will do the rest— and you can be assured that our follow-up will be done professionally and courteously!

EAA Chapter 43 Newsletter
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