

EAA MILE HIGH CHAPTER



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NEWSLETTER
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VOLUME 8, ISSUE 1, JANUARY, 1985

LAST MONTH: The meeting of December 8, 1984 was a banquet held at Colacci's Restaurant in Louisville. We were served dinner around 7:30 P.M. and while we ate we watched a videotape on the Reno Air Races and another one entitled "Aeronautical Oddities." After we ate, President Kirby White called the 58 members and guests to order at 8:45 P.M. for a short business meeting. The minutes of the November meeting were approved as published in the Newsletter. Kirby thanked Willie and Rita Byrd for hosting us and all of the waitresses that served us. He thanked Bill Schneider for bringing his videotapes and player. He also thanked Cathy Sheeon for the decorations and cookies. She was helped by Jan Quinn, Pam Carver, Denise and Roy Manely, and Daphne Seabury. Kirby asked member Steve Ferguson to step forward with his paintings of the Grand Champion and Colorado Grand Champion airplanes from the Greeley Fly-In. Kirby also asked Scott Bengert to step forward so that Steve could give him the Grand Champion award for his Luscombe 8-E. Steve also showed the painting of the Colorado Grand Champion -- a Baby Lakes. Both paintings were excellent. Steve also told us about the book entitled "Warpath Across the Pacific" that he illustrated. He passed around a copy for us all to look at. Kirby mentioned that he had calendars to sell for \$3.00 each. Gene Horsman read a funny item that he had come across. It is printed just below. The business portion of the meeting adjourned about 9:00 P.M. and then Bill showed his videotape of Oshkosh 1983.

Male Order

CESSNA AIRCRAFT ran this ad to publicize its fixed-price pilot-training program: "Cessna will make you a pilot for \$2990. Guaranteed." Shortly thereafter, the company received a letter from seven Kansas women.

"Dear Cessna," it read. "In response to your ad in the latest *Popular Mechanics*, we would like to order a pilot. The following particulars should be built into your design: male--quick learner; height six feet, two inches, to six feet, five inches; weight 190 pounds; chest 46 inches; waist 34 inches; shoe size 11--optional; hairy chest and muscular; dark blue eyes; wavy brown hair.

"We see by your ad that this pilot is guaranteed, but we would prefer to take him on approval. We have several other people also interested in your pilot program. Could we get a discount on case lots?"

—Flying

THIS MONTH: This month's meeting will be held on Saturday, January 12, 1985 at Rocky Mountain Energy at 7:30 P.M. The guest speaker will be Gary Mucho with the National Transportation Safety Board. He will talk briefly about the NTSB and then show a videotape or two. He will then open the meeting up for questions and answers. Should be a good program.

DUES: You guessed it.... dues time again. There will be no increase in amount again this year. Dues are still \$10.00. The Chapter provides name badges to all of its members when they first join. If you are a new member or are renewing but never received a badge, please let Treasurer Bill Davis know when you pay him and he will order a badge for you. We want to make sure that everyone in the Chapter has a badge.

CALENDARS: We still have a few 1985 calendars left to sell for \$3.00 each. Please see Kirby at the meeting to purchase yours.

BOULDER AIRPORT: Things are looking good for Boulder to receive funds for some improvements. The article elsewhere in this Newsletter was evidently in one of the Boulder newspapers. I took it from the Antiquers Newsletter. I'll pass along any and all information that I can find.

NEW CHAPTER: The group of people around Swink, Colorado that I mentioned in the December Newsletter have received word from National that they are a Chapter, having been given the number 840. They are working on becoming incorporated, and have named themselves the "Prairie Squadron." The best of luck to them.

CONGRATULATIONS: Member Mike Cochran now owns a third of the Luscombe 6-A with Gene Horsman and Dick Greenwall! He bought his share from Earl Ellis, whom we need to extend our condolences to for finding himself in a position where he had to sell. We all know that Earl really didn't want to sell his share, but his Vari-Eze is nearing completion and he felt he should only own one airplane. You have a fine airplane, Mike. Many happy hours of flying to you in it.

GOOD NEWS: Member Norm Howell has been elected President of Chapter 455 in Enid, Oklahoma. The Quickie that he is building is almost ready for paint. Good going, Norm!

COMIC: The full-page comic this month depicts the ease with which newsletters are written. Any past or present Newsletter Editor will especially be able to appreciate it. This is only my second Newsletter, but I figure I've already lost about a half-pint of blood!

GLOSSARY: From "I'd Rather Be Flying" by Donna Vasko
Advisory: a term used by Unicom operators to mean -- "Do as I say!"
Aerodrome: an area designated for use by aircraft when all airports are full.
Affirmative: a shortened form of the English word "Yes."
Airframe: an FAA inspector sending his kid out to ask a student pilot for an airplane ride.
Airspeed: true airspeed plus 20% when talking to other aircraft owners.
Airway: a route so designated by the FAA that neither the pilot nor ATC can find it on any chart.
Altimeter Setting: the place where the altimeter sets -- usually hidden behind the control column during a tight instrument approach.
Approach Sequence: a means devised by ATC to compel the pilot to hold when he knows all along he should have been first to land.

GLOSSARY CONT:

Approach Time: an evasive statement made to a pilot to keep him happy while attempts are made to figure out what to do with him.

ATC Center: an ancient, drafty, ill-kept, barn-like structure in which government pensioners congregate for dubious reasons.

ATC Clearance: a verbal method of compelling a pilot to fly a route and altitude he otherwise would never have chosen.

ATC Controller: an individual subsidized by the railroads, and dedicated to a program of discouraging travel by air.

Automatic Rough: a secret psychological weapon infused into cockpit of unsuspecting airmen by impoverished psychiatrists.

A&P Rating: enables one to fly grocery store supplies.

FROM THE PRESIDENT: I had wanted to get into a control tower for quite a number of years to see how everything works, but the opportunity never presented itself. Recently, I pursued the matter a little and made an appointment with member Dave Krohnfeldt (an air traffic controller) to spend a little time in the Arapahoe (Centennial) tower watching him work. It was quite interesting, and I learned a lot. I think the part I liked best was at night. It was a beautiful sight to see the airplanes taking off and landing all lit up with the shadow of the mountains in the background. If you've never been in a tower, take advantage of the opportunity if it ever presents itself.

The Newsletter Editor is going to take up doing the monthly profiles on our members again. I encourage the membership to fill out a special form that the Editor will have with him at the meeting so he can write the profile. I think that it is important, as the members will feel that they know each other a little better and we'll have a closer-knit Chapter.

FROM THE EDITOR: That's just terrific, Mr. President. Oh, the member profile is a fine idea. And your reasons for wanting it in the Newsletter are more than noble. But it sure would have been courteous if you would have approached me with the idea before you wrote your column. Not a demanding favor to ask, in my considered opinion. I am a relatively busy person, and I appreciate some advance knowledge of extra duties that people would like me to involve myself in. Enough of that. I will gladly begin writing a monthly profile. And I will have some special forms at the meeting to pass out. In thinking about this, I would really like to hear from the members that we don't see too often at the meetings or that come but don't give us regular reports on their progress. You are just as important to this Chapter as those who give regular reports. Even if your progress is rather slow or you are just getting started, we would all like to find out about you and your special project. If you can't make it to the meetings, please give me a call and I'd be happy to send you one of the forms.

Forms, forms, forms. Another form that I would like everyone to take the time to fill out is the 1985 Membership Renewal Form which is included in this Newsletter. The top half will make sure that the Chapter records are up-to-date. The bottom half is very important to us, too. We need your comments, insight, criticisms, and anything else you care to say about the Chapter. Thank you in advance.

tinue the noise abatement committee, which is charged with reducing noise from the airport. It also supported plans to make the airport pay its own way and to restrict land use around the airport through an agreement with the county.

One major source of funding for operation would be re-negotiating leases with four aircraft service and rental firms holding 20-year leases at the airport. Assistant City Manager Dave Knapp estimated revenues from the airport could be \$250,000 a year, but the leases bring in only \$25,000.

City Attorney Joe de Raismes said he will be attempting to renegotiate those leases soon because "We need to generate that revenue and that means we need to renegotiate those leases."

A memo presented by city utility staff warned that if the airport cannot support itself they would seriously consider closing the airport.

Capital improvements to the airport recommended by con-

sultant Bandy include construction of more hanger and outside tie-down spaces, building a second exit taxiway from the 4,100-foot runway, replacing 30-year-old lights, moving and replacing a rotating beacon and building parking spaces for a glider operation.

The city would have to come up with only \$132,730 of that, Bandy estimated. The Federal Aviation Administration would probably chip in \$1 million and private development another \$1.2 million.

The city plans to hire a manager in 1985, and Knapp said he will apply for federal grant money immediately in hopes of getting some "tail-end" money in 1985.

The first of \$2.5 million in recommended improvements to the Boulder Municipal Airport may begin in 1985, following a Tuesday night City Council meeting.

The council approved all the basic recommendations included in a lengthy master plan for the airport prepared by consultant G.R. Bandy.

First on the list is hiring a full-time airport manager to oversee operation of the small airport northeast of Boulder, apply for federal grant money and

deal with noise complaints from surrounding residential areas.

The Committee for a Better Boulder Airport, an organization of pilots, aviation business people and citizens, handed out a letter expressing its support for most of the plan. The group promised to fight any move to close the airport, urged the city to try to corner federal money instead of demanding the pilots pay most costs of running the airport and asked that a noise committee be replaced with an advisory board to the airport manager.

The council, however, plans to con-

Category	Year 1	Year 2	Year 3	Year 4	Year 5
Personnel costs	\$15,200	\$16,000	\$16,800	\$17,600	\$18,500
Materials, supplies	1,600	1,700	1,800	1,900	2,000
Purchased services	17,800	18,700	19,600	20,600	21,600
Interagency service	1,000	1,100	1,100	1,200	1,300
Fixed assets, depreciation	10,000	10,000	10,000	10,000	10,000
Capital improvements	22,500	25,360	20,930	18,150	17,060
Totals	68,100	72,860	70,230	69,450	70,460

Source: Master plan, Boulder Municipal Airport

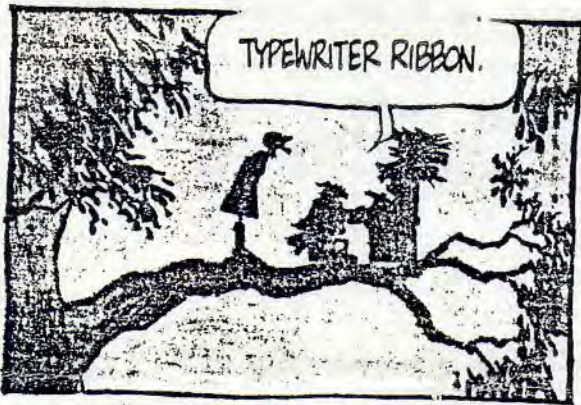
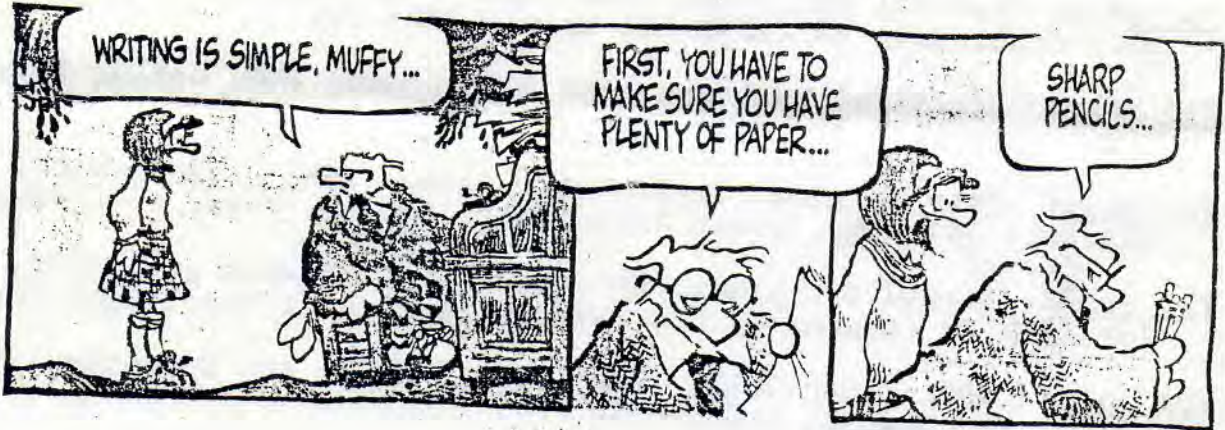
Airport	# of planes
Arapahoe County	781
Jefferson County	575
Boulder	232
Stapleton	190
Longmont Municipal	176
Columbine	151
Tri-County Airpark	104
Brighton-Van Aire	60
Frederick-Firestone	16

ICARUS COULDN'T DEDUCT a flop. Should this pilot be able to?

Bruce P. Johnson of Long Beach, Calif., a pipe-fitter and pilot, paid \$4,700 for parts to build a Bede 5 custom aircraft. He never got some parts, including wings and engine; after six years, the maker entered bankruptcy. Believing he couldn't finish and sell the plane at a profit, Johnson deducted a \$4,000 long-term capital loss that year. When the IRS denied the loss, he turned to the Tax Court.

Judge Goffe ruled out a capital loss, for the plane wasn't sold. He also rejected a casualty-loss claim, because an "economic detriment" isn't a casualty. Implicit in Johnson's case was a claim for a trade or business loss, the judge noted, "but we are unable to find that the building of one incomplete aircraft over . . . six years constitutes a trade or business." Further, it warranted an abandonment-loss claim.

But the judge held out one hope; Johnson may be able to take a bad-debt loss when he can show that his claim against the maker for undelivered parts has become totally worthless.



MARKETPLACE: For Sale: 1962 Cessna 172-C, \$8500, John Thomas 366-0464

For Sale: King KX-145, \$550, Sheldon Chrysler 361-6871

For Rent: 1/3 hangar at Tri-County Airport, suitable for small biplane or low wing homebuilt, \$52 per month, Ron Denight 452-0458

For Sale: 1981 Aerobat, 1500 SMOH, 3000 total, 0-200 Continental, fresh annual, new carpet, KX-170A radio, also Government style backpack parachute, Ray Carr 770-2400 or 699-8564

For Sale: Lycoming O-290G, Rich Hulten 922-0032

For Sale: Monera! Sailplane, 80% completed, this is a one-time good deal, Dave 447-2056 (H) or 939-4765 (W)

For Sale: Beautiful well equipped 1955 Cessna 180, asking \$20,000 Bill Chamberlin 674-6524

For Sale: Pair original Taylorcraft pants, 1945 - 1946, nice; and electric gas pump, about 1955 model, \$50.00, Vearl Root 429-9219

For Sale: Teenie Two plans, \$25.00; and 54x33 wood propeller, new, for 1600 VW (approx 64 HP), \$70.00 firm, Bill Herrlinger 762-1619

For Sale: 1961 Piper Colt, 1156 TT, 256 SMOH, new Ceconite 1981, \$6500, Roy Downing 1-948-4344

Wanted: Metal prop for a Pitts with an O-320, Dennis Robinson 1-384-5237

For Sale: BD-5 kit, center spar, \$500 worth of parts missing, spare canopy, long wing, \$1500 or best offer, EAA Chapter 808, P.O. Box 195, Colorado City, CO 81019, 1-676-4142



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