

EAA MILE HIGH CHAPTER



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423-5134

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NEWSLETTER
KIRBY WHITE
423-5134

VOLUME 8, ISSUE 3, MARCH, 1985

LAST MONTH: With 56 members and guests braving the snow and icy streets to attend, the meeting of February 9, 1985 was called to order at 7:50 P.M. by President Kirby White at the Rocky Mountain Energy Center. The minutes of the January meeting were approved as published in the Newsletter.

Guests: Guests present were Glen Larson of Golden -- a Lifetime EAA Member -- and his daughter Erica, Dean Smith of Arvada -- who is helping Gene Horsman with his BD-5, Sheldon Chrysler of Aurora -- the speaker for the evening who is building a Pietenpol, Gene Jagman -- who didn't sign the guest book, and Tony Lee Dimmick -- the newest Honorary Member of Chapter 43 who was born on February 1, 1985. He was 7 lbs. 3 1/2 ozs. and was 20" long. Congratulations to Lee and Carolyn Dimmick!

Treasurer's Report: Ending 1984

Income:	Dues	\$930.00	
	Shoulder patch	\$5.20	
	Calendars	\$219.50	
	Advertising	\$10.42	
Expenses:	Newsletter		\$330.22
	Coffee		\$16.94
	Treasurer		\$53.29
	Books		\$57.40
	Transfer to Memorial Fund		\$130.00
	Rocky Mt. Fly-In Committee		\$206.25
	EAA Aviation Foundation		\$100.00
Checking Account Balance:	\$679.72	Interest:	\$40.87
Savings Account Balance:	\$566.27	Interest:	\$35.33
Steve Ansley Memorial Fund Balance:			\$425.73

Old Business: Kirby quickly reminded everyone that Treasurer Bill Davis was collecting the 1985 dues.

New Business: Kirby presented the awards from Headquarters to the Chapter Officers of 1984.... Brad Davenport for Designee, Bill Davis for Treasurer, Fred Seal for Vice President, and Kirby White for President. The Newsletter Editor and Secretary -- Gaylon Overton -- was not at the meeting to receive his award. Marilyn Schneider introduced Erica Larson, a sixteen year old who is very interested in attending the EAA Air Academy at Oshkosh this summer. She has saved the money for the trip, but needs the endorsement of some EAA Chapters in order to be chosen as one of the participants. Marilyn said that Chapter 660 will stand behind her, and asked that Chapter 43 consider doing the same. Erica stood up and told us a little bit about her aviation background and expressed why she has the desire to participate in the Academy.

New Business con't: Kirby read a letter from member Willie Byrd about a Parade that the City of Louisville is planning for Memorial Day. They would like to have a fly-by of some homebuilt airplanes, and felt that Chapter 43 members could put on a very nice presentation. Roy Maneely thought it would be a worthwhile undertaking, so he was volunteered to head up arranging the fly-by. Bill Schneider said he would see about getting some Eze drivers to join in. Lee Dimmick suggested that possibly we could join in the Parade with a display of an airplane or two under construction.... maybe sitting on a flatbed trailer. Bill Landers brought in a couple of magazines for us to look at. The first was a new publication from EAA called "Light Plane World." The other was "Sport Flyer," which contained an in-depth article about Quickie Aircraft possibly filing for protection under the Chapter 11 bankruptcy law. Bill and Marilyn Schneider announced that Chris Heinz of Zenair was in town. His company markets the Zenith, Tri Z, Cricket (Cri-Cri), and several other airplanes. Chris regrettably wasn't able to attend the Chapter 43 meeting, but he sent some information sheets on each of Zenair's designs along with Bill. Later on in the year, Chris may very well be back in town, and we will try to get him to one of our meetings then. A potentially serious problem at Jeffco Airport was brought to our attention. It seems that some time ago Centennial (Arapahoe) Airport banned all maintenance by anyone other than an FBO. The same restriction is now being considered by Jeffco. It was suggested that we as a Chapter pay very close attention to this situation and work to defeat it before it is implemented. Then maybe we can work to revoke Centennial's ban. Roy Maneely announced that the Annual Cactus Fly-In would be held in Casa Grande, Arizona March 1-3. Kirby said that he had received a letter from a man in Colorado Springs who was interested in building a Fly Baby. Kirby asked if anyone in the Chapter knew of someone either building or flying a completed Fly Baby for the man in Colorado Springs to contact. Two names were brought up.

Gene's Corner: Gene Horsman reported that Univair bought all left-over parts from Piper for the J-3 through the Tri Pacer. They also wanted to purchase the rights to build the parts, but liability considerations prevented the sale. Machen, Inc. wanted to purchase the rights to build the Aerostar from Piper, but Piper was going to require Machen to buy liability insurance that would cost \$4,000,000 per year in premiums. Machen decided against the purchase. Gene informed us that not as many Flight Service Stations will be closed as was originally planned. He didn't give any exact figures or locations. Gene made available a Letter To The Editor that he got from The Denver Post for those who were interested in reading it during break. Gene read an article about the dangers of using Methyl Ethyl Ketone Peroxide, the catalyst used in fiberglass resin (the article is printed in its entirety elsewhere in this Newsletter). This prompted some discussion about what can happen in high temperatures. A couple of members have had problems with spontaneous combustion and warned us to be very careful. MEKP is listed as a Class A explosive, so it should be stored in the same manner as gunpowder.

Progress Reports: Ron Denight has his Special at home. He is installing new radios and is making some new wing tips which will contain the VOR antennas. He will let us know how they work after he has a chance to test them.

A&P: The business portion of the meeting adjourned for coffee at 8:30 P.M. After the break, Sheldon Chrysler (who runs an avionics repair shop by the name of Columbine Communications and also works for United Airlines) gave us a slide presentation on antennas and their proper installation. He also allowed time for questions and answers.

THIS MONTH: This month's meeting will be held on Saturday, March 9, 1985 at the Rocky Mountain Energy Center at 7:30 P.M. The guest speaker will be Jim Thurman, who took a trip to Alaska in his Taylorcraft and will share his slides and experiences with us.

DUES: As everyone should know, this is the last month to pay the 1985 dues. At the end of March, we will begin assembling the Roster and we will have to have your dues by then to include your name. Also, we will be forced to take you off the Newsletter mailing list if you haven't renewed. All I can say is we need all of you. There were quite a few membership renewal forms returned (which we appreciate), but there were precious few comments at the bottom about what kind of programs you would like to see. We hope we can arrange programs that will be of interest to you. Also, please don't forget to let us know if you need a name badge.

BOULDER AIRPORT: Mr. Earl Bolton of the Boulder Aeronautics Association says that the Boulder City Council wants to reinstate the Boulder Airport Noise Committee after the new Airport Manager is named in February. It was suggested that persons interested in serving on the committee should try to do so. Mr. Gaebler may have something to say about this in his talk.

LIBRARY LIST: Chapter 43's Librarian -- Cathy Sheeon -- has typed up a complete Library Book List which is printed in this Newsletter. Take some time and go through it and you'll see that we have a lot to be proud of. The reason we have the Library and continue to add more books to it is for the education and entertainment of the Chapter members. It's a real shame, however, that very few of these books are ever checked out. If you see a book title that interests you, give Cathy a call at 232-9535 and she will arrange to get the book(s) to you. Don't let this valuable benefit of your membership go to waste.

CALENDARS: We sold all of the 75 calendars that were donated to us by the Rocky Mountain Regional Fly-In Committee. There were a number of people who didn't get one, so we came up with some more that other Chapters hadn't sold. We will have them at the March meeting.

CLUBS: The Directory of Clubs in this Newsletter was provided by Bill Landers. He found it in the recent issue of "Sport Flyer." The type is pretty small, so if the club that you're interested in is illegible, call Bill at 429-2284 and he will give you the particulars from the original. In my opinion, this list isn't very complete. No mention is made anywhere of the EAA!

DECALS: At some point in time, Chapter 43 had some decals made of its logo, similar to the right hand portion of the masthead on this Newsletter. We have sold all of these, and Treasurer Bill Davis has been trying to find out where they were made so he could contact them for a quote. If anyone in the Chapter knows anything about this, please get in touch with Bill. The die is the expensive part to have made, so if we can find it we will save a lot of money. Once Bill has gotten a couple of quotes, he will present them to the membership to decide if we want to order more.

UNITED TOUR: Our guest speaker for February -- Sheldon Chrysler -- works for United Airlines. He asked if the membership would be interested in taking a tour through the Training Center for one of our meetings. He said he might be able to arrange some simulator time for us. The response was very positive, so we will set it up a little later in the year. There will be as much advance notice in the Newsletter and at the meetings as possible.

NUWACO: There is a kit being advertised by a man in Littleton to build a "Taperwing Nuwaco." He doesn't give any more information on it. Does anyone know anything about it? Maybe we could get him to come to one of our meetings sometime and talk about it.

GLOSSARY: From "I'd Rather Be Flying" by Donna Vasco

C-A-T: air like swiss cheese. Known to be a major impetus to invention of new words.

Carburetor Ice: phrase used when reporting a forced landing caused by running out of fuel.

Cardinal Altitudes: those flight levels maintained while transporting certain baseball clubs.

Ceiling: that part of a residence usually hit by pilot spouses on Saturday A.M.

Checklist: an annual accounting of city, county, state, and federal aircraft tax payments made.

Clear: warning shouted by the pilot one second after hitting the starter.

Cockpit: after-hours amusement center for WWII pilots.

Compass: round instrument with numbers around its periphery with which one proves the sun sets in the west.

Contact: friend who can get your airplane parts at wholesale.

Control Area: air space in which only one Center has the authority to disrupt the flow of traffic.

Control Tower: a small shack on stilts inhabited by government pensioners who can't hear. When they become blind they are sent to Centers.

Critical Engine: that part of aircraft which used to be under the cowl, but is now in intensive care at the maintenance shop.

Cruising Altitude: any altitude other than that requested or maintained by the pilot and other than that last approved by ATC.

RADIOS: The page in this Newsletter about DC power supply filtering was written up by member Sheldon Chrysler. Talk to him if you'd like to find out more on the subject.

FROM THE PRESIDENT: As many of you know, I am a student at Colorado Aero Tech. In the block of instruction that I took most recently, welding was covered more in depth than any other subject. We had to do two puddling projects -- the first without a filler rod and the other one with. Next, we had to make up a patch plate. Then we got into some tubing projects. I realize that these were all very basic. But for someone such as myself who had never welded before, proficiency didn't come quickly or easily. Some of the other students got discouraged with their projects (to put it nicely), but I kept plugging away and eventually got the hang of it. My joints weren't all that pretty, but they were airworthy and I got some decent grades. The reason that I'm writing this is to tell all of you excellent welders in the Chapter that I developed an immediate respect for your ability. I have watched you weld in the past, and you make it look so easy! It was an enjoyable experience for me, all things considered. I plan to continue practicing at home and try to gain some proficiency. Now if I could just remember not to try to pick up the hot end of the welding rod!

FROM THE EDITOR: How many times did you pick up the hot end, Mr. Prez? From your column, I gather more than once. You sure don't learn too fast, do you? If it had been me, I would have quenched the rod in a container of water each time before I laid it down. Or did you even have any water handy? I just don't know about you, sometimes.

At the February meeting, I was surprised to hear about the ban of aircraft maintenance at Centennial Airport by anyone other than an FBO. Many of you may have known about it previously, but this was the first that I had heard of it. I went to the Chapter 301 after-meeting meeting and asked a few people about it. I heard some real horror stories. It seems that the ban has been in effect for quite some time. Someone will literally come out and tell you to cease working if you are doing something to your airplane. Even pilots that do too extensive a pre-flight inspection will be spoken to. This ban also includes homebuilts. Is this what we want at Jeffco? Is the above a true picture of what is going on at Centennial? Or is it not as bad as the people that I talked to made it sound? I can only go by what they said, at this point in time. I plan to do some more investigating, and would appreciate hearing from those of you who have more knowledge on the subject than I. I will try to keep everyone updated in this Newsletter.

MARKETPLACE: For Sale: Q2 project. Paul Rupp 425-4540

For Sale: BT-13. Fred Norby c/o NWAAC, 13800 E. Mill Plain Blvd. Vancouver, WA 98684

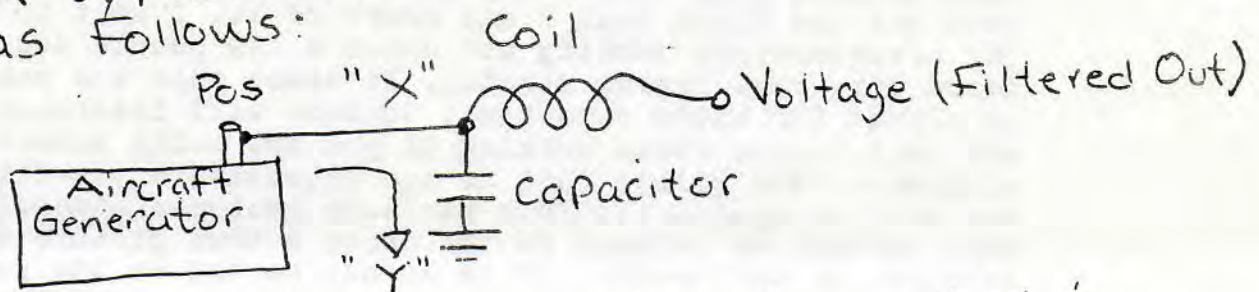
For Sale: KX-170B, \$1,750 consider trade-in; also KX-145, \$475 Sheldon Chrysler 361-6871

Trade: 66x68 Hendrickson propeller for 66x72 Hendrickson or Face-setter prop, for 150 HP O-320. Dave Biesemeier 922-2480

COLUMBINE COMMUNICATIONS
— & AIRCRAFT BROKERS —
 @STANLEY AVIATION CORPORATION, 2503 DALLAS STREET
 STAPLETON INTERNATIONAL AIRPORT
 AURORA, COLORADO 80010 • (303) 344-2449
 • SALES & SERVICE • AVIONICS • AIRCRAFT
 • FM LAND-MOBILE/PUBLIC SAFETY/MARINE 2-WAY RADIOS
 — FAA CERTIFIED REPAIR STATION S03-71 —

4. Filtering DC power Supply in your Aircraft

A.. Today's technology of solid state circuitry lends itself well, to radio design, in terms of power consumption, cost, weight, space, reliability. Unlike the older technology of tubes, transistors and integrated circuits, are more susceptible to voltage variations than their tube counterpart. For this reason, small voltage variation (resulting from generator, alternator) must be reduced. Most filter devices can be purchased at an aircraft parts facility. A typical filter is described and installed as follows:



The above diagram describes what is known as a Low Pass, L-Type Filter and is commercially available. The coil is designed such that at high frequency voltage transients, it exhibits a high (reactance) resistance to these transients, at point "X" and at point "Y" will be shunted to ground. (The value of the capacitor is chosen such that at the frequency the voltage transients occur the capacitor will appear as a dead short to them or in other words, a very low resistance.

EAA Chapter 43 Library Book List

Modern Aviation Library

- V1 Instrument Flying Guide - Robert T. Smith
Lightplane Owners Maintenance Guide - Cliff Dossey
Passing Your BFR - Albert J. Taylor
Pilots Weather Guide - Lindy Boyes
- V2 Cockpit Navigation Guide - Don & Ruth Downie
Your FAA Flight Exam - Private & Commercial - Robert T. Smith
Modern Aerobatics & Precision Flying - Harold Krier
The 25 Most Practical Homebuilt Aircraft - Peter M. Bowers
- V3 Lightplane Construction & Repair - Al Snyder & William A. Welch
Practical Guide to Aviation Weather - John L. Nelson
Your Pilots License - Joe Christy & Clay Johnson
The Learjet - Joe Christy
- V4 Passing Your Instrument Pilots Written Exam - Jeff Griffin
How to Install & Finish Synthetic Aircraft Fabrics - Joe Christy
Aircraft Pilot Flight Training Guide, Inc. FAR part 137 - David Frazier
How to Take Great Photos From Airplanes - Frank K. Smith
- V5 The Complete Guide to Single-engine Cessnas (3rd ed) - Joe Christy
How to Fly Helicopters - Larry Collier
Man Powered Aircraft - Don Dwiggin
- V6 The Complete Guide to Single-engine Beechcraft (2nd ed) - Joe Christy
Learning How to Fly an Airplane - Jerry McGuire & Emily H. Warner
How the Air Traffic Control System Works - Paul Garrison
- V7 Pilots Digest of FAA Regulations - John L. Nelson
How to Buy a Used Airplane - Joe Christy
Moving up to a Twin-engine Airplane - Jeffrey L. Ethell
Night Flying in Single-engine Airplanes - Paul Garrison
- V8 How to Fly Lightplanes - Robert T. Smith
Complete Guide to Radio Navigation for Private & Commercial Pilots
John L. Nelson
Modern Soaring Guide - Pete Bowers
- V9 Private Pilots Survival Manual - Frank K. Smith
Lightplane Propeller Design, Selection, Maintenance, & Repair - W. A. Welch
Study Guide for the A.T.P. Exam - Jeff W. Griffin
How to Draw Airplanes - Jim Dunavent
- V10 The Illustrated Encyclopedia of General Aviation - Paul Garrison
Low Horsepower Fun Aircraft You Can Build - Don Dwiggin
- V11 Cold Weather Flying - Jeff W. Griffin
Maintenance Overhaul Guide to Lycominy Aircraft Engines - Joe Christy
A Complete Guide to Aviation Photography - Peter M. Bowers
- V12 Wind on my Wings - Percy Knauth
Advanced Flight Manuvers & Aerobatics - Robert T. Smith
Cross Country Flying - Paul Garrison
- V13 Practical Area Navigation - Paul Garrison
Flying VFR in Marginal Weather - Paul Garrison
Mountain Flying - Tom W. Mayer
EAA - How To Series

Metal Aircraft Building Techniques
Wood Aircraft Building Techniques
Building Custom Aircraft with Sheet Metal
Tips on Aircraft Fatigue
Basic Hand Tools Vol's 1 & 2
Custom Aircraft Building Tips Vol's 1,3,& 4

Custom Aircraft Engines Vol. 1
EAA Aircraft Pilot Reports & Flight Testing Vol. 1
Aircraft Design Vol. 3
Building the Custom Aircraft with Wood Vol's 1 & 2
Custom Aircraft Design Vol. 2
Engineering for the Custom Aircraft Builder

Technical Books

The Identified Sources of Supply for National Aerospace Standards
Theory of Wing Sections - Ira H. Abbott & Albert E. VonDoenhoff
Handbook of Airfoil Sections for Light Aircraft - M.S. Rice
Helicopter Design & Data Manual - S.J. Dzik
Aircraft Detail Design Manual - 3rd ed
Aircraft Hardware Standards Manual & Engineering Reference - S.J. Dzik
U.S. D.O.C. National Technical Information Service Report -- "A Design Approach and Selected Wind Tunnel Results at High Subsonic Speeds for Wing Tipmounted Winglets" - Richard D. Whittcomb, Langley Research Center-Hampton, Virginia July 1976
NASA Contractor Report - Flight Test Data for a Cessna Cardinal - David L. Kohlman Prepared by the University of Kansas
U.S. D.O.C. "Low Speed Aerodynamic Characteristics of a 13.1% Thick High Lift Airfoil
Piper Aircraft - "White Paper" - Your Turbocharger
U.S. D.O.C. - Aerodynamic characteristics of Wing Body Configuration with Two Advanced General Aviation Airfoil Sections & Simple Flap Systems
NASA Contractor Report: "Effectiveness of Spoilers on the GA(w)-1 Airfoil with a High Performance Fowler Flap"
Society of Automotive Engineers: "Applications of Advanced Aerodynamic Technology to Light Aircraft"

How To Books

Aircraft Powerplant Handbook - EAA
Tips on Engine Care - Continental Engines
U.S. D.O.T. Aircraft Inspection for the General Aviation Aircraft Owner
Aircraft - How to Build & Fly your Own
Standard of Quality & Approved List of Homebuilt Aircraft (NASAD)
Aircraft Woodwork - Ruth Spencer
All About Homebuilt Aircraft - Editors of Plane & Pilot
Gliders - How to Build & Fly Them- Paul Garrison
Overhaul Manual Avco Lycoming Engines
Aircraft Weight & Balance - Aviation Technician Series
Aircraft Sheet Metal Construction & Repair - Aviation Technician Series
The Sportplane Builder - Tony Bingelis
Firewall Forward - Tony Bingelis
Aircraft Dope & Fabric - Ruth & Warren Spencer
Aircraft Dope & Fabric 2nd ed - Spencer
Refinishing Metal Aircraft
Airframe & Powerplant Mechanics Airframe Handbook - FAA
Airframe & Powerplant Mechanics Airframe Study Guide - FAA
Airframe & Powerplant Mechanics Powerplant Handbook - FAA
Airframe & powerplant Mechanics General Handbook - FAA

Instructional

The Complete Soaring Pilots Handbook - Ann & Lorne Welch & Frank Irving
Flying Know-How - Robert N. Buck
FAR's 1976
Cherokee Cruiser Manual
Aviation Weather Services FAA & NOAA - 1975
Flight Training Handbook - 1965
Instrument Flying FAA - Rev 1971
Acme School of Aeronautis - Explanations & Exams (1975 ed)
Cherokee 140 Owners Handbook - Training Info Only
Aviation Fundamentals - Jeppeson & Sanderson 1978
Pilots Weather - A Flying Manual - Ann Welch
Practical Air Navigation - Thoburn C. Lyon
Instrument Flyibg - Richard L. Taylor
Basic Guide to Flying - Paul Fillingham
Flying Light Aircraft - David Ogilvy
Visual Aeronautical Cahrt Symbols July 1974
Lycoming Operators Manual - Model o-320
Private Pilot Study Guide - Leroy Simonson
The Instrument Flying Manual - 2nd ed William Kershner

Misc

Flying Manual - 1929, 1932 & 1933
Sport Flying - Editors of Flying Magazine
Pilot Error - Editors of Flying Magazine
Aviation Buyers Directory - March 1978
25 Most Practical Airplanes to Build
Enroute Weather Over the United Air Lines System
As the Pro Flies - John R. Hoyt
Inside Private Aviation - Paul Garrison
Cleared for the Approach - F. Lee Baily
Flying Off the Pavement - Grindle
Encyclopedia of Homebuilt Aircraft- Markowski
Short Wing Piper News
Here is Lazair
Aircraft in Profile Vol. 5 - Martin C. Windrow
Supermarine Spitfire MK1-XVT - Ted Hooton & Richard Ward
Famous Fighters of the Second World War - William Green
The Planes the Allies Flew in WW11 - David C. Cooke
Americas Flying Book - The Editors of Flying Magazine
Fighters - Keneth Munson
Aircraft of WW1 - Keneth Munson
The Red Baron - Manfred VonRichthonfeh
Wright Brothers - Omega G. East

BE AWARE

ORGANIC PEROXIDE - A CATALYST HAZARD

Several carriers and fixed base operators have recently reminded their maintenance personnel of potentially serious hazards in the use of certain catalysts used to "lay up" fiberglass or as hole fillers.

Methyl ethyl ketone peroxide (MEKP) is in the family of organic peroxides that are intrinsically unstable and, in large quantities, potentially destructive. In using them, mechanics must observe definite safety precautions and have a knowledge of their potential.

At a safety conference, an eye specialist urged caution in the use of a catalyst or hardener that is added to the fiberglass resin before the resin is applied. The specialist said a drop of this catalyst in the eye will progressively destroy the tissue and result in blindness. This will occur in some instances even when an attempt has been made to wash the catalyst from the eye.

Furthermore, once the chemical has begun to destroy the eye, there is no known way of stopping the destruction or repairing the damage.

The specific toxic agent involved is MEKP. In tests using laboratory animals, MEKP in solutions of varying concentrations was found to cause eye problems ranging from "irritation" to "severe damage." The maximum concentration producing no appreciable irritation was a solution containing 9.6 percent MEKP.

Material published on the subject indicates that washing an effected eye within four seconds after contamination prevented injuries in all cases, but no known chemical neutralizer has been reported.

Suggested protection for catalyst users is protective glasses and the immediate availability of a bland fluid such as water for a thorough washing of the ocular tissues.

Reports of one experience described disastrous results. The victim had both eyes contaminated while fiberglassing a chair at home. Although he made an effort to wash out his eyes, several minutes apparently elapsed before he found water. The use of one eye was lost immediately, the other gradually deteriorated over a period of about 8 years. Its deterioration was described as resembling that resulting from World War I mustard gas burns.

The hazard associated with fiberglass resins was previously unknown to those attending the safety conference, although many had used fiberglass resin at home or at work. This hazard also may be unknown to you and to your family members who may have occasion to use a similar type of resin and catalyst when working with fiberglass or hardeners used in liquid casting plastic.

PRECAUTIONS

Before using any of these catalysts, check their chemical composition and then take the appropriate precautions. The cost of a pair of safety goggles is a small price to pay for the protection of your eyesight.

No epoxies use MEKP as a catalyst. MEKP is used to catalyze polyester resins, which are used for fiberglass resins, certain casting resins and in some paints and hole fillers. The mere mention of polyester resin makes it almost certain that MEKP is the catalyst.

While epoxys do not appear to be as potentially damaging to tissue, all are accompanied by precautions regarding toxicity. Handle them exactly as directed in the printed instructions. Any other procedure may cause unstable peroxide to react violently. The American Insurance Association has a relatively long list of manufacturing and storage fires and explosions where peroxides (including MEKP) were involved.

When using catalysts in this family of chemicals, adhere strictly to mixing, application and storage instruction provided with each compound.

Flight Safety Foundation Inc.

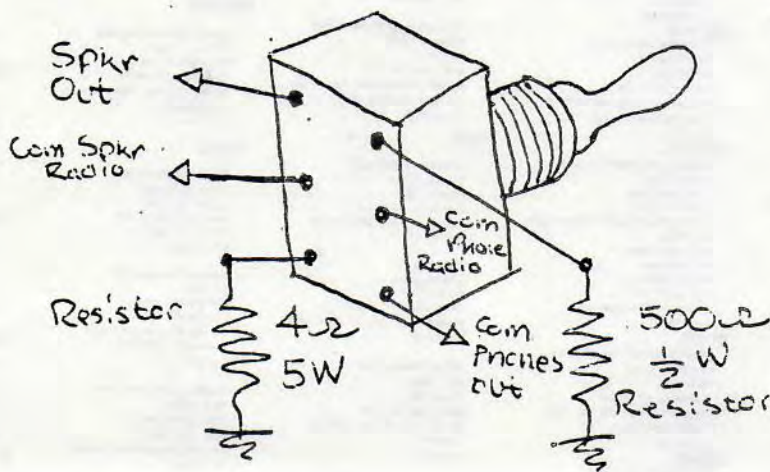
MARKETPLACE cont: Wanted: Space to rent to finish my Pietenpol in East Denver area. Sheldon Chrysler 361-6871 leave message

Wanted or Trade: Need 6.00x6 wheels and tires, will trade 5.00x5 wheels and tires. Jim Loyd 543-1145, Pueblo

For Sale: 150 Franklin engine parts -- everything except carburetor and accessories, disassembled and cleaned. Jack Clifton 384-6578 days or 384-4350 evenings, La Junta

1. Speaker Termination:

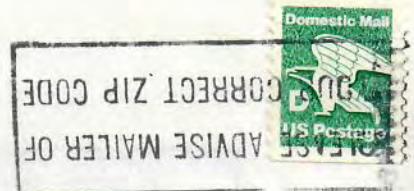
It is a general practice to load an amplifier (terminate with a resistive load) to avoid excessive signal being absorbed by the amplifier itself, resulting in damage to the amplifier; as an example:



Double Pole
Double Throw switch



Chapter 43 Newsletter
c/o Kirby White
8780 West 90th Place
Westminster, CO 80020



EUGENE A. HORSMAN
210 LOOKOUT VIEW CT.
GOLDEN, CO. 80401