

EAA MILE HIGH CHAPTER



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NEWSLETTER
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THIS MONTH: This month's meeting will be held on Saturday, April 13, 1985 at the Rocky Mountain Energy Center at 7:30 P.M. The program will be a videotape entitled "Nothing By Chance" by Richard Bach. It's about five friends who barnstorm across the Midwest one summer in the late sixties. It is quite good, to my understanding. Come and join us.

LAST MONTH: With 58 members and guests in attendance, the meeting of March 9, 1985 was called to order at 7:55 P.M. by President Kirby White at the Rocky Mountain Energy Center. The minutes of the February meeting were approved as published in the Newsletter.

Guests: Guests present were Dave Gonyea of Wheatridge -- who owns an Ercoupe and recently purchased a BD-5 kit, Gene Jenkins of Golden -- who used to own a Tri Pacer and is now trying to decide what type of aircraft to build, Harold Wolfe of Evansville, Wyoming, Chuck Kondas of Dillon -- who said he is interested in building a Beachner V-8 Special and mentioned that he already has the engine for it (no, I don't think it's in some unsuspecting person's car), Guy Clark of Evergreen -- who is thinking about building an airplane, James Butler -- a former member, Matthew Landers -- the Son of member Bill Landers, Herb Rutledge of Parkland Estates -- another former member -- who owns an Emeraude, Charlie Graf of Lakewood -- yet another former member and past President, and Jim Thurman of Englewood -- the speaker for the evening who owns a 1978 Taylorcraft F-19 and a Cessna 170.

Treasurer's Report: There was none given.

Old Business: Kirby reminded everyone that March was the last month to pay the 1985 dues in order to be included in the Roster. He also mentioned that there were Chapter Membership Cards for those who had already paid their dues. Kirby presented the two awards from Headquarters to Gaylon Overton for his service to the Chapter in 1984.... one for Newsletter Editor and the other for Secretary. Roy Maneely told us about his plans for the fly-by over the Louisville Parade on Memorial Day. He feels that three speed ranges would be best, with the slower airplanes first. Everyone should meet at Tri-County and make one pass over the Parade. Roy will have a sheet at the April meeting for everyone to sign who is interested in participating. If you can't attend the meeting, call Roy at 696-1725 to let him know that you would like to fly. He will contact everyone who has signed up to make the final arrangements.

New Business: Cathy Sheeon told us that Brad Davenport had suffered a heart attack and was in intensive care at St. Anthony Hospital. She said that she was going to take a card to him the next day, and asked if the Chapter would like to buy some flowers for her to take, also. It was decided unanimously to do so, and a sheet of paper was passed around for everyone to sign to wish him a speedy recovery. Marilyn Schneider informed us that Channel 7 would be filming Homebuilt and Antique/Classic airplanes on Tuesday, March 12, 1985 at Centennial Airport for a segment on their program "On The Lookout" which airs on Sunday evenings at 5:30.

Bob Johnson told us about a breakfast sponsored by the Civil Air Patrol that he had gone to. It was at the Loveland-Ft. Collins Airport on February 23 & 24, 1985. The weather canceled the activities on Saturday, but it cleared up a little on Sunday and a few airplanes flew in. Not anywhere near the number that were hoped for, though. Bob Green said that he had gone to the Cactus Fly-In in Casa Grande, Arizona. The temperature was around 75 degrees with a gentle breeze most of the time. Member Pam Carver let us know that she had gotten her Private License on February 23, 1985 in a 172. Congratulations, Pam! Guy Clark asked if anyone in the Chapter was going to Sun 'N Fun in Lakeland, Florida. No one had any plans of doing so. Kirby asked those who had checked out the books that the Chapter had recently purchased to give a short report on them, and tell us if they felt the books were worth the money. The response was favorable for all of the books. Marilyn Schneider said there is a possibility that a Weatherman from one of the local T.V. stations may give us a presentation on mountain weather sometime in the near future. The talk would be for all of the local E.A.A. Chapter members to attend. She will keep us informed of any developments.

Bill Landers reported that the NTSB is now pushing for Ultralight regulation. He also told us about a two place jet being designed by Jim Bede that he read about in "Kitplanes" magazine.

Kirby asked if anyone knew anything about who had made up the Chapter 43 decals in the past, as was also asked in the March Newsletter. Two possibilities were brought up, and response was positive about having decals to sell, so Kirby and Treasurer Bill Davis will check into it and report back.

Gene's Corner: Gene Horsman had one major item for us. He read the article from a current "Aviation Consumer" about Al Mullen's lawsuit against Quickie Corp. This prompted a discussion about the future of plans and kits and whether they will continue to be marketed for any design of aircraft.

Progress Reports: Gaylon Overton told us that he had mounted a Lycoming O-320 on his Mustang II that day. He also said that his elevators were done and he has purchased his instruments from Century. Marvin Wahl continues to make progress on the cowling of his Fairchild. Ron Denight flew his Special with the new wing tips he made and is quite pleased with the performance results. Earl Ellis reported that the engine is mounted on his Eze and the inside of the cockpit is done. He also has primed the entire airplane.

A&P: The business portion of the meeting adjourned for coffee at 8:35 P.M. After the break, Jim Thurman gave us a slide presentation on the trip that he took in his Taylorcraft to Alaska in August of 1981. He flew about 6,000 miles and put 66 hours on his airplane. The slides and talk were excellent, and everyone was very envious of him for taking the trip.

GOOD NEWS: Brad Davenport is doing quite well. He has been home for some time now, and is thinking about going back to work in the near future. He may attend the April Chapter 43 meeting. If he does, we will all be glad to see him.

PARKLAND ESTATES: Member Jim Ernst (a resident of Parkland) reports that the paving operations will begin very soon on their runway. The base has already been prepared, so what they need is some good weather and they will have a very fine paved strip. It will be lighted, also. Congratulations to all of the residents and others who have worked so hard for so long to accomplish this!

GREELEY FLY-IN: The Rocky Mountain Regional Fly-In Committee recently met to begin preparing for the 1985 Fly-In. We have decided to make it into a three day event this year, starting at noon on Friday. The dates will be September 6,7,&8. Make your plans early to attend.

BREAKFAST: Speaking of Greeley, Chapter 720 will be holding a fly-in breakfast this coming Sunday morning (the 14th) from 7:00 A.M. to 11:00 A.M. Look for the full page poster elsewhere in this Newsletter. See you there.

BOULDER AIRPORT: The Boulder Daily Camera of March 2nd says that Thomas K. Gwin has been named the Manager of the Boulder Municipal Airport. He is a former Longmont resident, and until recently was a Manager at Edwards Air Force Base. We wish Gwin success with the Airport.

MORE ON THE BOULDER AIRPORT: Associates Flying Club is no longer in operation at the Boulder Airport. The facilities have been taken over by Western Air of Boulder, Inc. They will have auto fuel for \$1.39 (cash or check only). They say they will help you get an STC. Editor's note: I wonder whose STC?

CRAIG CHAPTER 764: Mary Dralle of the Craig EAA Chapter 764 sent a note to the Boulder EAA Chapter 648 saying that Craig has fallen on hard times and is down to three members. We hope they can keep the Chapter alive. Perhaps the Eastern-slopers can boost the morale of 764 after a long, cold winter with a fly-in next Spring or Summer -- any interest?

GLOSSARY: From "I'd Rather Be Flying" by Donna Vasco
Direct: a more or less straight line flown while searching the charts for an unexpected clearance limit.
Disaster: front page headline used when reporting woman who backed into moving propeller.
Dope: pilot making a downwind takeoff.
Downwind: takeoff made by a non-conformist pilot.
Drag: manner of attire worn after landings to avoid embarrassing questions by airport officials.

DEFINITION: Pilot Error -- a brain behind the power curve.

POKER RUN: Pueblo Chapter 808 will be having a "Poker Run" on Sunday, April 14th and they encourage anyone to participate. Call Terry Ferril at 1-545-8688 in Pueblo for details. Sounds like it will be fun. Editor's note: How about going to Greeley for breakfast and then joining in on Pueblo's Poker Run?

FROM THE PRESIDENT: The filming by Channel 7 for their program "On The Lookout" which was scheduled for March 12, 1985, had to be postponed due to the weather. It was rescheduled Tuesday, April 2, 1985, which turned out to be a beautiful day. A good friend and I arrived at Centennial Airport a little after 10:00 A.M. We were the last ones to get there (I'll blame it on my friend). In attendance were nine Homebuilts -- with Herrill Davenport and Ron Denight representing Chapter 43, two Antique/Classics, and two Rotorway Helicopters. The film crew interviewed all of the builders and/or pilots with them standing in front of their ships. The person in charge of the filming was one Judy Pool(e?) whose husband (oh, darn, she's married) is an EAA National member and has rebuilt three airplanes. She was very enthusiastic, and I'm sure that the segment on Channel 7 will reflect her enthusiasm. It's really good to have someone interested in showing the positive side of what we do. Thanks should also go to Bill and Marilyn Schneider for arranging the gathering of aircraft. They worked hard to see it through. The program is called "On The Lookout." It will air Sunday, April 14, 1985 at 5:30 P.M. Try to watch it, and we'll give our impressions at the May Chapter 43 meeting.

I'm sorry, Mr. Newsletter Editor, but I was under the impression that the Chapter Roster was to be included in the Newsletter this month. Correct me if I'm wrong, but hasn't it come out this month in previous years? And didn't I warn the membership at the meetings that March was the last month to pay the 1985 dues in order to be included in the Roster that YOU were going to put out? Any comments?

FROM THE EDITOR: I'll answer the President's question with a question of my own. Who was it in the IRS that decided to make income tax returns due the same time that Chapter 43 Rosters need to come out? That was very inconsiderate of them, in my opinion. I think that they should change their due date in order to keep from messing up our appointed schedule of things. Maybe if all of the Chapter 43 members would sign a petition.... At any rate, the Roster will be out in May. So now all of you last minute die-hards have a little more time to pay your 1985 dues and get in the Roster.

Vice President Fred Seal bought a partially completed airplane recently. I helped him unload it, and the wing was heavy. I won't say what he bought; I'll let him talk about it at the April meeting.

MARKETPLACE: For Sale: 1946 Luscombe, 1700 TPAE, recent Ceconite, \$5,000. Hatz biplane project, 80% ready to cover, no engine, some instruments, \$4,500. Airplane kit, can be built as a F-40 Warhawk or P-51 Mustang or Spitfire Mk 21, 3/4 scale, components welded, retractable gear, 107 mph cruise, 350 mile range, loading plus six and minus four, complete kit including Rotax 503 -- 47 HP with reduction drive & wheels & brakes & tires, \$6,995, completed airplane \$11,000 less paint, tax credits available. Contact 23rd Fighter Group, Inc. 599-8605 Colorado Springs

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PILOT BULLETIN

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FLYING SAFETY UPDATE #76

Pest Hazards The Birds and the Bees Of Springtime Flying



With the welcome rites of spring unfortunately comes a veritable parade of nasty little pests that are very unwelcome to aircraft owners and pilots.

A bug doing a kamikaze routine into your windshield you can live with but, when the little rascal plugs up your pitot tube, you've got problems of a far more serious nature.

Birds, mice, bees, spiders, rattlesnakes (yes, we said rattlesnakes) and assorted other rodents and insects just love to set up house in an aircraft. Some aircraft seem to be more susceptible to this problem than others, depending largely, it would seem, on the openings in areas such as the engine cowling and tail assembly. But much, much smaller openings can be just as inviting.

Most of these unwanted critters are looking for a warm, sheltered place to build a nest. And the size and weight of the materials in such nests is completely out of proportion to the size of the problem these pests are capable of creating.

The presence of rodents and insects in aircraft has long been known to have caused just about everything from inflight fires to complete engine failures and forced landings. They also have been the cause of structural failure that de-

veloped because of acidic corrosion from waste matter.

To know that birds, insects and rodents like to build their nests in aircraft is to be prepared for half the battle; to respect their determination and perseverance is the other. In no way should the removal of an existing nest be considered a victory that assures the displaced tenant will leave the premises permanently. Nor would this action insure against another unwanted guest beginning construction shortly thereafter.

In warm weather, it should never be taken for granted that a nest or materials for a nest will not be unexpectedly loaded aboard an aircraft in a very short period of time—even less than an hour.

Further, it seems that any opening in an aircraft or its systems is an invitation to some unwelcome passenger. Which kind of critter you'll likely contend with depends primarily on geography, climate and the size of passage or space available.

During one recent annual inspection, black widow spider nests were found beneath and behind the pilot seat. Openings in the floor boards and seat back could provide an easy means for a spider-pilot confrontation.

With these thoughts in mind, it is

possible to look for evidence of construction materials peculiar to the pest's natural environment. Typical examples are:

- Mud smears or droplets at pitot-static masts, fuel tank vents, crankcase breathers, stall warning vanes, external venturi, and cabin air vents are indications of mud dauber (wasp family) activities. For reasons best known only to themselves, these insects are very adept at packing mud into small holes. Fuel starvation, attributed to the blockage of the fuel-venting system by tightly packed, dried mud, has caused the crash of more than one aircraft.

- Straw, string, or blades of grass extending from the cowling openings, carburetor air intakes, blast tubes, exhaust stacks, and tail assembly are signs of birds at work.

- Cotton batting, shreds of fabric, or paper at wheel wells and empennage openings are frequently indicators that rodents (mice) have been around and possibly have moved aboard. These pests will gnaw on any material and specialize in digesting wooden spars and waxed rib stitching cord.

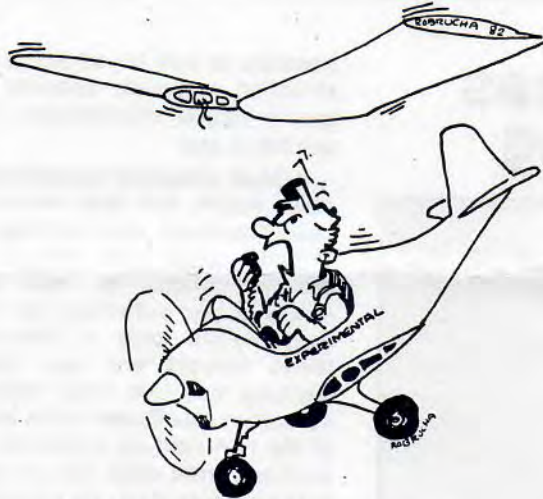
There is a whole school of thought, or we should say opinion, as to the best means of controlling pests. Some owners buy rubber owls or other birds of prey and slip them over the end of a prop blade to scare off birds. Other pilots buy or fabricate cowling intake fillers out of foam with a red streamer affixed so they don't overlook them during preflight. There are probably scores of other attempts at dealing with the problem.

Perhaps the best approach is to perform a thorough preflight inspection, being especially alert to some of those small, out-of-the-way openings you paid little attention to before. You just never know what might be lurking there to spoil a nice afternoon flight.

These articles are purely advisory in nature. Your own certified flight instructor, the FARs, pilot's operating handbook and various updated transmittals from the FAA or your aircraft manufacturer may alter or affect the information published. AVEMCO neither assumes any responsibility for the accuracy of these articles, nor any liability arising out of reliance upon these articles.

Light Wings

How the cartoonists view the homebuilt aviation scene!



"Delta, Alpha, Mike, November!" Robrucha



"Don't forget to flare!" Robrucha



"There he goes again . . . Defying the laws of aerodynamics!" Farrell



Farrell



" . . . and right after I put in the color weather radar, the side-looking radar, the satellite Loran and the telephone . . . Poof!" Robrucha

FLY - IN BREAKFAST

APRIL 14

7:00 to 11:00 a.m.

GREELEY

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Bob Kelly
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MARKETPLACE: 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: 1978 Taylorcraft F-19, 1315 TPAE (since new), KX-145. Jim Thurman 798-0820 home, or 866-2833 work

For Sale: BD-5 kit, lots of good hardware. Also have 850' of assorted sheet aluminum. Some Mustang II hardware -- spars, former blocks, etc. Make offer. Norm Garvin 466-7464

Wanted: Midtime 180 HP or 200HP Lycoming IO-360 for a Skybolt. Also a set of used 6.00x6 tires and tubes for temporary use, or a new set of same at a reasonable price. Jim Clement 799-3418

For Rent: T-hangars at Front Range Airport

For Sale: Genuine monogrammed aluminum wheel chocks at the spectacular price of merely \$5.50 for the 3/4" size or \$9.50 for the giant 2" models. Add class to your display at the coming season's fly-ins. One set Rosenhan wheels and brakes, never used. 4130-A sheet 12"x36"x.125, \$10.00 12"x36"x.090 sheet \$7.50 4130-A 4130-N tube 1 1/8"x.065, \$1.65 per foot 5052-0 tube 1/2"x.028, 40¢ per foot. Wally Braun 676-4142 in Colorado City

For Sale: Goodyear 6" wheel and brake, complete and in good condition, \$75.00 takes all. Bud Smith 466-2336

For Sale: Lycoming O-320 E2D, Terry Surline, contact Bill Marcy for address or number 986-4398

For Sale: Sensenich 67x68 prop, O SMOH, \$200 firm. Type I Dynafocal mount ring, large cup, \$50.00 Type II Dynafocal mount ring, 1" tubing, large cup, \$75.00 Cessna flap motor, \$25.00 Engine primer, make offer or trade. One set new Rosenhan wheels and brakes, best offer. Some T-18 parts. Frank Lanier P.O. Box 195, Colorado City, Colo. 81019, 676-4142 after 5:00



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