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EAA MILE HIGH CHAPTER 43

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MILE HIGH FLYER

The Official Monthly Newsletter of EAA Chapter 43

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EAA 43 Annual Picnic

When? Saturday, May 8, 2010 11:30 - ????

Where? The most concentrated assemblage of EAA43 members under one hangar. Erie Airport Hangars C29, C30, C31, C32 & C33 (the man caves of Herrill Davenport, Myles Lee, Roger Newman, Kurt Ratsch, Art Schwarz and Scott Serani)

If you fly in, park on the ramp and walk (or be shuttled) over to hangars. If you drive, parking will be available at the main Erie lot or in the field SE of the Schofield Hangars.

POT LUCK PICNIC

Bring your favorite entree, salad, or dessert! Don't forget serving spoons & spatulas. Burgers & hotdogs furnished. If you want steak, chicken, etc, bring your own.



The next Chapter 43 meeting will be our annual picnic at Erie Airport.
Drive or fly-in. Arrive at 11:30 or early to help setup.
Saturday May 8th.



Letter From The President

EAA 43 Membership:

It's working gang! Communications are flowing better and better every day. Enthusiasm seems to be gaining momentum as well. Why? Because of you. Let me give you a couple examples of that progress...

Scholarship Efforts: We have achieved our scholarship fund raising goals for 2010 and are already into building those funds for 2011 so that we can accomplish even more next year. Your generosity to this valuable effort is allowing Chapter 43 to advance the demonstrated interest of young, local aviation enthusiasts. AND, these efforts of ours are not going unnoticed. That \$1000 anonymous match challenge presented in our March meeting was met. Yet another such anonymous match challenge was received this past Saturday and will be presented at our picnic meeting on the 8th. The most noteworthy result of these anonymous challenges is that outsiders are recognizing our efforts – a fact that we should all be very proud of.

At this month's picnic meeting, our Scholarship Committee will be presenting this year's scholarship awardees.

Membership: Almost every month now, we are getting new members joining our ranks. John will fill us in on the numbers at the picnic. Again, this is a testimony to all of us. We, as membership, are proud of our group, the fun we are having and the goals we set for ourselves. As a result, outsiders want to get involved.

Website: It's really coming along. We're seeing how many of you have started looking at the site. Some have even been bold enough to actually post things. That's what we have hoped would happen – that membership will come to use this as a "real time" communication forum. If you haven't been there yet, go take a peek.

Chapter 43 Youth Program: In our April meeting, the idea of forming a formal Youth Group within our Chapter was presented and adopted. I can tell you that it is already "getting legs". Ideas and concepts are already being developed and looked into. We'll be looking forward to hearing some of those plans and ideas in the next couple months.

Continued page 3

Snow Busters: No question about it – last Wednesday (April 21), when it was fairly obvious that Mother Nature was once again going to speak her mind for our planned event that Saturday, we scrambled. Many of you (I won't attempt to name everyone, because I will surely forget someone) came together to get an alternative location (out of the falling moisture) and subsequently communicate that change of venue to anyone and everyone thinking about attending.

We didn't get our hoped for 200 attendees, but we did get somewhere between 90 and 100 (Roxie will fill us in on the numbers at the picnic) and had a great time.

There is no question in my mind, that if we would have had good weather, thus allowing the actual fly-in portion of this event be possible, the organization and promotion of the event would have achieved our goal of 200. And that, fellow members of 43, is attributable to our chairman – Tom Tomlin. His yeoman work ethic and organizational skills made this event possible despite the last minute curve ball. I would ask every one of you to please say thank you to Tom when you see him.

See you at the picnic!
Scott Serani

An excellent presentation by the Helios Team from C.U.

The purpose of HELIOS is to design, test, and build a hybrid solar electric propulsion system



Minutes of April Meeting (Abbreviated)

President *Scott* called the meeting to order.

Minutes of the March meeting was accepted as printed in the newsletter.

Visitors: *Gregory West, Andrew Deschen, Alex Sobin, Kayleigh Brown, Christopher Caulstram, Mike Voorhees, Thomas Wormen, Josh Marshman, Cody Humbargar, Daniel Gaide, Jean Kosler and Daniel Hughes.* Welcome all.

Missing reports on **Progress, Trips, Budget and Scholarships.** Sorry folks, I was late getting to the meeting.

Safety Report: given by *Stephanie Wells.* See highlights in this flyer.

Website Report: *Brian Cabebe* gave some highlights and instructions on the new chapter website he has been creating. Check it out at www.eaa43.org.

Young Eagles: *Miles Lee* promoted the next event, the Erie town Fair. Lots of volunteers will be needed for the many walk up kids that will want rides in the planes. See notice in this flyer.

Snowbusters: *Tom Tomlin* had flyers to pass out. He also passed around a sign up sheet for the many volunteers that will be needed. See results in the flyer.

Annual Picnic: *Scott* announced that this years annual picnic will be May 8th at the combined hanger at Erie Airport. See cover this flyer for details.

New Business: *Steve Beach* shared about the rib building project that has become a regular event at KidVenture at Oshkosh. He passed around a sign up sheet for volunteers that were going to Oshkosh to help at the exhibit.

Health Condition: *John Evens* shared the latest update about our oldest chapter member, *Dean Cochran.* He is one of the founding fathers of Chapter 43. He has been diagnosed with lung cancer and has to be on oxygen 24/7. He has also started the chemo therapy. All our good wishes and prayers are with you *Dean.*

Meeting adjourned.

Diagnosing Engine Problems

Dick Koehler, Technical Counselor #3023, EAA
Member #161427

Submitted by Dave Bieseemeier

Part 2

The easiest way to trouble-shoot for this problem is to measure the flow of all the injectors at once. We do this by removing the injectors from the cylinders and reattaching them to the fuel lines. Find four equal sized bottles (name of the test comes from using old 6 ounce Coke bottles), and put them under the injectors. Set the mixture to rich, throttle about where it is for a run-up, and the boost pump on. Let the fuel flow until the bottles are about half full. After shutting everything down, place the bottles in line on a level spot and compare the level of the fuel in each. A partially blocked injector will be obvious. But on our problem engine the injectors were all putting out equal amounts, so a clogged injector body was not the problem.

At this point the owner was quite frustrated. I agreed to do some more diagnosis. I very carefully went over the engine and discussed its operating characteristics with the owner. I then performed all the operations normal to an annual inspection, including compression check, timing and run-up. We did another Coke bottle test. No Joy! The problem was still there. I was beginning to get a bit frustrated also at this point, so I just sat down and relaxed for a few moments. As I gazed absent-mindedly at the engine I began to admire the beautiful three-bladed MT propeller. I commented to the owner about the little bit of grease it was throwing from the blade shanks, and he stated that he had had it resealed at Sensenich last fall, but it was still leaking a little bit. He then idly commented that he had not been able to fly very much since the resealing because that was when the mag drop problem began!

All of a sudden the light-bulb came on. I asked more about the prop. The owner then commented that since he got it back the plane taxied faster. He thought this meant he was getting more power and it was good. I began to suspect that when the propeller was resealed, they reset the low angle pitch stops on the variable pitch blades to a higher angle than before, and at this high blade angle the propeller was providing so much drag that it was lugging the engine down and causing it to appear to be rich. The effect is somewhat like trying to go up hill from a slow start in third gear in the family car. Next day the owner called Lycoming and Sensenich. Lycoming agreed that the prop could definitely be the problem. Sensenich found their records of the reseat, which showed they had worked on a 170 propeller, but the owner has a 165!

The prop was returned to Sensenich, and they found a bad internal spring that was not allowing the prop to go to low pitch. After repairs the prop was reinstalled on the airplane and a run-up was performed. PRESTO! No more excessive mag drop, and no more symptoms of over-rich mixture. Problem solved.

The moral of the story is this: sometimes you have to look beyond the "usual suspects" to find the true cause of the problems. There can sometimes be more than one cause to a particular symptom. Don't get fixated on one possible fix and overlook other possibilities.

You Need A Laugh

One reason the Military Services have trouble operating jointly is that they don't speak the same language.

For example, if you told [Navy](#) personnel to "secure a building," they would turn off the lights and lock the doors.

The [Army](#) would occupy the building so no one could enter.

The [Marines](#) would assault the building, capture it, and defend it with suppressive fire and close combat.

The [Air Force](#), on the other hand, would take out a three year lease with an option to buy.

Young Eagle Report

Upcoming Young Eagle Rally's

May 15 Erie Town Fair EIK (walk in) 7:30/12

June 19 EIK (pre-registration) 7:30/11:30

July 17 EIK (pre-registration) 7:30/11:30

August 21 EIK (pre-registration) 7:30/11:30

September 18 EIK (pre-registration) 7:30/11:30

October ? EIK (Legacy High School)

For the Erie Town Fair we need you all. Last year we flew 50 plus kids with 10 pilots and about the same number of ground help. We started around 7:30 and ended just before noon. This year we expect the same number of kids to turnout. It's an open house for the Erie Airport and the Town of Erie. Generally lots of takers for a free plane ride.

As a reminder: There is a mass balloon launch around 6:30 that same morning. Last year there were 25-30 balloons. They lift off about 1 mile East of the airport. You need to be extra cautious as you approach Erie if you are flying in. Set up at 7:00 with pilots briefing at 7:30. Thanks, Art & Miles.

SNOWBUSTERS 2010




Roger Standard is selling his 1/4 share of this RV-6A N167CS w/ O-360 hangered at Vance Brand in Longmont. Contact: n5773a@hotmail.com




Chapter 43 has a preferred corporate rate at the Comfort Suites Hotel @ 120th & I-25 in the amount of \$74.99. This rate is for all members and their families. For reservations, call the hotel @ 303-429-5500, mention Chapter 43 and your preferred rate of \$74.99. The computer will pull up all the necessary information. Set up by Sandi Young



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Notes from KidVenture

The **Wooden Rib Booth**, supported by EAA Chapter 43 Denver teaches kids how to make a 20 inch wooden wing rib exactly like a homebuilder does using the same material, jigs, and tools required for a full-size rib.



The Calendar

- May 8... Chapter 43 Picnic
Wings Over the Rockies Expo & Dinner
- May 15... Erie Town fair
- June 3-6... 2010 National Biplane Fly-In at Junction City, Kansas Freeman Field-
- June 10-15. EAA's B-17 Aluminum Overcast at Centennial Airport
- June 12-13. Platte Valley Airshow and Open House
- June 12-13. 28th Annual Stearman Fly-In at Saint Francis, Kansas
- June 19.... Boulder Airport Day
- July 17.... 6th Annual Classic Aircraft and Car Show at Front Range Airport
- July 26-Aug 1..AirVenture You know where.
- Aug 28-29... Colorado Sport Aviation Air Show at Metro Airport
- Sept 11.... National Radial Engine Exhibition and Fly-In at Akron.

Pilot's Tip of the Month (Pilot Workshops)

Gauging correct amount of rudder

As you roll into a turn, the nose should stay in the same place that it was, and as the bank is established, the nose should begin to go in the direction of the turn. If it goes in the opposite direction as you roll in the aileron, you did not put in enough rudder. If it starts to move before the bank is established, you have put in too much rudder. Same, rolling out of turn — as you pick a point to roll out of your turn, the nose should stop at that point, and as you roll out of the turn the nose should stay in that very same spot. By Wally Moran

International Learn To Fly Day

May 15

Share the Spirit — Take Someone Flying

May 15th is the first ever International Learn to Fly Day - a day about sharing the joy of flight with everyone around the world. We know that EAA members are the world's best ambassadors for general aviation and we hope that your chapter will be planning an event.

(Learn more at www.learntofly.org)

Stuff for Sale

I have a variety of aircraft and automotive instruments for sale. I would prefer to sell the entire lot for a single price. The one item that could be sold separately are the manifold pressure gage and the Grimes cockpit light. The items are:

Automotive type instruments- \$50 for the lot:

0 to 10 PSI fuel pressure gage, 2 1/8"

0 to 100 PSI oil pressure gage, 2 1/8"

0 to 260° oil or coolant temperature gage 2 1/8"

Analog voltmeter 2 1/8"

Digital voltmeter 2 1/8"

Fuel Quantity gages, 2 ea. for float type senders 2 1/8"

Aircraft instruments and lights:

2 1/4" manifold pressure gage \$30

OAT gage- Cessna or Scott type-\$20

Fuel flow gage 2 1/4", no sender \$20

Grimes cockpit spotlight, red/white with dimmer-\$40

Dave Bieseemeier - dbieseemeier@comcast.net, 720-480-5825

Safety Tips Using ATC

Anyone who flies in the Denver Metro area who has an electric system should be using ATC flight following on a regular basis. Flight following can give you the following benefits: [traffic advisories](#), [clearance into Class B](#), [TFR's](#), [clearance into outer ring of Presidential TFR](#), [assistance in case of weather or aircraft malfunction & short cuts to your destination](#).

I am astonished when observing check rides and talking to already rated pilots when I find out they learned to fly here and **NEVER** have talked to approach control. This must be a lacking in their training or mike fright or fear that if they talk they'll be more vulnerable to being violated. Being comfortable with using flight following will not only help your proficiency in working in our busy flying environment, but it could be of valuable assistance. The controllers are there for us, and would like to help where they can. Stephanie Wells (Safety Officer)

EAA Mile High Chapter 43

Chapter Officers

President	Scott Serani	303-469-9328
Vice President	Lynn Miller	303-666-8233
Vice President	Kyle Heckman	303-926-4431
Secretary	Bob Young	303-921-4423
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Steve Beach 303-547-0100 *	Dave Bieseimeier 970-669-2286 *
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(Note: * 2 year terms expire end of 2010) (** 2 year terms expire end of 2011)

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Mile High Flyer
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FIRST CLASS



The next Chapter 43 meeting will be our annual picnic at Erie Airport. Drive or fly-in. Arrive at 11:30 or early to help setup. Saturday May 8th.

