

EAA MILE HIGH CHAPTER



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NEWSLETTER
KIRBY WHITE
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VOLUME 13, ISSUE 3, MARCH, 1990

THIS MONTH: This month's meeting will be held on Saturday, March 10, 1990 at 7:30 P.M. in the Club Room of the Denver Air Center, which is at the junction of the two main roads leading into Jefferson County Airport. The program will be three videotapes. One is on the Spruce Goose. Another is a checkout of the Douglas A-26. The third is a humorous true story entitled Com'on Geese, which is about a guy who trained a flock of geese to fly in formation with his ultralight in the lead. All he has to do is say Com'on Geese, and they're ready to go.

LAST MONTH: With 65 members and guests in attendance, the meeting of February 10, 1990 was called to order at 7:50 P.M. by President Kirby White in the Club Room of the Denver Air Center. The minutes of the January meeting were approved as published in the Newsletter.

Guests: Guests present were John Solheim of Westminster, Terry McCann of Wheat Ridge, Don Sutton of Arvada, and Bill Mitchell of Denver.

Treasurer's Report: There was none given.

Old Business: Kirby said that Chapter 43 still had 1990 EAA calendars to sell for \$4.00 each, and also that Roy Maneely was collecting the \$10.00 Chapter 43 dues.

New Business: Kirby brought up the Cactus Fly-In in Casa Grande, Arizona which was advertised in the February, 1990 Chapter 43 Newsletter. He asked if anyone was planning to go, and several people raised their hands. Dean Kloepper talked about a trip he took in his Long EZ to Mexico. He related his experiences with things that many have heard horror stories about (such as customs and finding fuel), and said that he had no trouble whatsoever. He said he enjoyed the trip very much. Don Mobley supplied some information about a meeting that was sponsored by the Jeffco Pilots Association with Dennis Roberts, who is the new Director of the Colorado Division of Aviation. He was going to discuss how his office will be assisting Colorado pilots in the next few years. Everyone was invited to the meeting on February 16, 1990 at the Denver Air Center. Jim Sutton brought in two units that he had purchased as kits from Rocky Mountain Instrument and assembled. One was a twenty function aircraft engine monitor, and the other was an altimeter. Both units created quite a bit of interest and questions for Jim during the break. John Solheim, who had the two Smith Miniplanes advertised in the February, 1990 Chapter 43 Newsletter, was at the meeting with more information and some pictures of the planes. He asked that anyone interested please talk to him during the break. Dick Weppner let everyone know that a group of people were organizing to fight newly proposed

New Business cont: housing near the Boulder Airport. He said the dues for joining the organization were \$10.00, and he'd be more than happy to talk in depth to those who are concerned about what the group is planning to do to stop the housing.

Gene's Corner: Gene Horsman reported that flight instruction in the U.S. increased 12.5% during 1989, according to the General Aviation Taskforce. In one month, the number of new student pilots, widely regarded as the best measure of flight instruction activity, soared 33%. Last September, 10,153 people began flying lessons, compared with 7,624 in September, 1988. Taskforce officials attribute much of the surge to their learn-to-fly promotional efforts last summer. You may know Bruno Gouvy as the world's most radical snowboarder, but lately you could call him by another name: The Human Bullet. The latest coup for Gouvy -- the Frenchman who has snowboarded the Matterhorn, Les Drus, and a number of other radical alpine peaks -- is the world speed record for a freefall. With the help of an engineer friend and the sponsorship of Marlboro cigarettes, Gouvy designed and built a cone large enough to hold him as he was dropped from an airplane nearly 35,000 feet above Bifcarrose in southern France. At 12,000 feet on May 18, 1989, Bruno was clocked on government radar at 329 mph -- the fastest ever recorded for a falling human. In addition to snowboarding, Gouvy is an ardent parasailor, windsurfer, and skydiver who makes some 600 jumps a year. "It's how I stay in shape," he says. "But I also think it is very good for my brain. I really need to feel that extreme sensation to get my head clear." For the freefall record, Gouvy solicited the expertise of a marine engineer, who used a computer to design the most aerodynamically efficient cone possible. The engineer selected a super-smooth, high-tech carbon compound for the shell, and Gouvy had handles installed for him to grasp as he fell head-first, along with a tiny circular window added for him to zone out on the visuals. "When I was there for those few seconds," he recalls, "I felt as if I had found my place in the universe. I was full, full, full of life and enjoying dreams. I work for months on my projects just for a few seconds of experience like this." A few seconds of eyeball-freezing cold, as it turned out. At 35,000 feet -- the starting altitude of the jump -- the temperature was minus 80 degrees Fahrenheit. "It was fun to prepare and to imagine how it would be," he says, "but it was not so fun to be in the plane about to jump." Gouvy free-fell for 12 minutes, opening his parachute at 2200 feet above the ground. After landing safely, he began considering a stab at a new speed record, eyeing a jump over the United States from 50,000 feet. (He already holds the world speed record on a monoski.) Meanwhile, he's planning a second try at snowboarding Mt. Everest. He made his first attempt last November with ten fellow adventurers from his home town of Chamonix. The group had climbed to almost 28,000 feet before plummeting temperatures forced them to retreat. Until the next try, he plans to get out his ya-yas with six months of extreme snowboarding around Chamonix on slopes of 55 degrees plus. "For me, it's really important to have a radical way of life," Gouvy says. "For a few seconds I need to feel the Moment -- with a big M. Luckily, I have enough talent and physical condition to do it." Scaled Composites, Inc., expects to fly its low-cost close air support concept aircraft for the first time within the next few weeks. A rollout for invited guests is planned for Feb. 26. The single engine demonstrator now features a fully mechanical, reversible flight control system, large hydraulically activated

Gene's Corner cont: speedbrakes located on the wing trailing edge between the tail booms and ailerons, and custom landing gear that will retract in six seconds. The aircraft is designed for a 300 knot maximum operating airspeed and a Mach 0.63 cruise speed. It will have a General Electric 25mm cannon and a Pratt & Whitney JT15D-5 turbofan engine. The internally funded development program has attracted some Pentagon interest, although the low-cost "mud-fighter" concept runs counter to official government positions. The Air Force favors sophisticated fighters with specialized avionics tailored to the CAS role. Designer Burt Rutan also has been approached by several potential foreign buyers who are interested in the aircraft. Further development is contingent on the outcome of flight testing. Gene read a letter he had received from Univair Aircraft which asked Chapter 43 to consider submitting the name of Bill Marcy to fill the vacancy on the Colorado Aeronautical Board. After some discussion of what the position could mean for General Aviation with someone on our side on the Board, it was motioned and seconded and voted upon to submit Bill's name. Kirby said he would write the letter of recommendation.

Progress Reports: Rob Mason let everyone know that he was in the process of making the wing jigs for his RV-6. Pat Claar said he had gotten a set of RV-6 plans from his girlfriend. And no, she doesn't have a sister. Or a grandmother, as one member wanted to find out. The plans were a birthday present. John Evens reported that he was working on the outer wing panels of his Thorp T-18, and they were nearly complete. He said this was the last major structure that he needed to build, and the airplane would fly this summer. Everyone gave him a nice round of applause for his hard work and determination in completing the project.

A&P: The business portion of the meeting adjourned for coffee and hot apple cider at 8:20 P.M. After the break, Gene Horsman showed a videotape of Oshkosh 1989 that he had purchased. Everyone had a good time watching it, and thanked Gene for sharing it with us.

BAD NEWS: I'm sure that most of you are probably aware by now that Guy & Cathy Sheen were involved in an accident with their 1947 Piper PA-12 Super Cruiser on Sunday, February 25, 1990 near Greeley. Guy, unfortunately, lost his life in the accident. Cathy is still in the hospital but doing better every day. Their kids were not with them at the time. I don't have many details at this time, but will write a complete report for next month's Chapter 43 Newsletter. At this writing, no funeral arrangements have been made. If you are interested in attending the funeral, please call Herrill & Daphne Davenport for up-to-date information at 460-7789.

MARKETPLACE: For Sale: Bushby Mustang II project, Plans and canopy and much material included, Many parts fabricated, Some assembly done. Steve Hanley 678-1454 in Boulder

For Sale: Flottorp propeller for 65 HP Continental, 74x48, 10 hours since new, \$500.00. Dave Krohnfeldt 986-1142

For Sale: Continental A-65-8F with flange shaft, 152 SMOH, Crank original tolerances, Chrome cylinders, Bendix mags 34RN20 & 21 with noise suppressors, All logs, Engine absolutely ready to fly, \$4,000. Also for sale Sensenich metal prop (90 SN) 74-CK-042 with bolts. John Barrett 934-5755 weekdays 7:30 - 4:00 and 422-9011 eves & wknds

COURTNEY P. GRAHAM
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January 8, 1990

Gentlemen/Ladies:

We have just completed two years of work on a Lanceair 320 fabricated by Tom Campbell, award-winning professional builder and aeronautical engineer. His house was demolished in the recent California earthquake and, as a result, we are selling the project. The airplane was undamaged.

This project is available in its current form:

All wings, center section, hydraulics, controls are complete.
Airplane is on gear.

Bottom half is primed and ready for paint.

Built-in roll servo for S-Tec autopilot, full lighting, heated pitot, and electric aileron trim already installed.

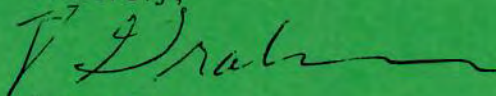
To be completed: empanage, canopy, engine and instrument installation, paint and upholstery.

We are selling the aircraft at the factory price of the Neico fast-built kit of \$24,500.00, plus the additional items purchased to bring it to its current state of completion.

The workmanship will bear the very tightest scrutiny.

Thus, I am taking the liberty of bringing this to the attention of my RUPA friends who might enjoy bringing it to completion.

Sincerely,



C.P. GRAHAM

CPG:njn

MARKETPLACE: For Sale: KR-2 project, No engine, Approximately 75% complete, On gear with engine mount and rear deck installed, Elevator trim system installed, Included is pre-molded front deck and cowling and canopy and some instruments and aluminum fuel tank, Wings and ailerons and tail group ready to finish, Good workmanship, \$1,200. Al Ross, P.O. Box 474, Rimrock, Arizona 86335, 602-567-5527



February 19, 1990

Dear EAA Chapter President:

Terra Avionics has recently issued a Service Bulletin covering our navigation receiver with the glideslope function. I have enclosed a copy of the letter we sent to all owners of record in our warranty system. We are sending this letter and a copy of the letter sent to our owners of record with the request that you read and circulate the "Dear Terra Customer" letter to your chapter members. Terra products are very popular with EAA aviators, and we know that our efforts to reach all owners through the warranty files is not going to be comprehensive.

Please stress to your members that the problem is in the glideslope receiver, and affects only Terra Nav receivers with glideslope. We do not need to see the VOR display (Tri Nav and Tri Nav C).

We appreciate your assistance.

Very truly yours,

TERRA CORPORATION



January 26, 1990

Dear Terra Customer:

This letter is to advise that we have issued a Mandatory Service Bulletin on Terra Navigation Receivers with glideslope. The service bulletin covers all Terra TN 200, TXN 920 and TXN 960 radios with glideslope. If your radio does not have the glideslope feature, please disregard this letter.

The Mandatory Service Bulletin has been issued to correct the improper operation of the glideslope flag in the absence of 90 or 150 Hz modulation. As an avionics manufacturer and certified FAA repair facility, Terra is bound to return all aircraft avionics we service as "airworthy and fit for return to service." In keeping with that philosophy, not only will the problem covered by the service bulletin be corrected at no charge, we will completely service the navigation receiver, correcting any deviation from manufacturing specifications, also without charge. In the case of the TXN 920 and TXN 960, corrections or repairs which must be made to the communication transceiver or the TRI NAV/TRI NAV C indicator will be charged to you. You will be advised by telephone of any charges associated with repairs to the components other than the navigation receiver.

Terra regrets any inconvenience this may cause; however, we want all of our customers to enjoy the benefits of flying with complete confidence in our products.

Please remember that compliance with the service bulletin is mandatory and that the service is available at no charge only from the factory. Field service will be available from any authorized Terra dealer; although, you will have to bear the cost of field service.

Very truly yours,

TERRA CORPORATION



EXPERIMENTAL AIRCRAFT ASSOCIATION

EAA AVIATION CENTER, OSHKOSH, WI 54903-3086 • PHONE: 414/426-4800 • FAX: 414-426-4828

February 15, 1990

Dear EAA Chapter President:

1990! This first year of a new decade represents many things to EAA. 1990 represents new beginnings for EAA and an opportunity to review and take stock of our past. 1990 represents the continuation of strong leadership with a new president, Tom Poberezny. Although Tom's position as president is a new title for him and EAA, we are all aware of Tom's extensive 20 years of experience and dedication to EAA. So, in many ways, Tom is a continuation of the strong and dedicated leadership that his father, founder and chairman Paul Poberezny, has created.

1990 also represents the ending of hopefully what will have been a period of slowing down in general aviation. We have seen over the past decade the reduction and discontinuation of many aircraft production lines. Aircraft components, no longer in production, are becoming difficult to obtain. New products are stymied by the threat of litigation. 1990 represents an opportunity for the aviation industry to begin anew with a fresh dedication toward the future of general aviation. EAA has become the cutting edge in the future of sport aviation. Through the homebuilders movement, sport aviation has been pushed forward to new concepts, designs and technologies. In the 1980's, we had the opportunity to see many firsts. One of the most outstanding achievements in man's quest to enjoy the freedoms of flight was the experience of the Voyager, circling the globe nonstop without refueling. This achievement was accomplished through the grass roots "EAA can-do spirit." As we head into the 1990's, it is important that we all realize that this is a time of opportunity and challenge for EAA and your EAA Chapter. Through EAA's grass roots organization, the freedom of flight, the desire to be above all others in achievement and accomplishment, this is our opportunity and challenge.

We wish to extend our sincere congratulations to you as the president of your Chapter. Many new officers have been elected in their EAA Chapters over the last few months. Those new officers are faced with the opportunities of taking their EAA Chapters forward into this new decade and to face the new challenges of leading an EAA Chapter in these changing times. Through the strong EAA Chapter system, we can continue to provide each EAA Chapter member with the opportunity to have a voice in the future of their freedoms of flight and the development of their dreams. The strong fellowship that exists within our EAA Chapters is the responsibility of you and your fellow officers. Through you, your EAA Chapter can develop and prosper. The opportunity to serve as president of an EAA Chapter is truly an admirable accomplishment and

represents an endorsement by the EAA members of your EAA Chapter that they trust and believe in your judgment and your ability as a leader. This is a significant vote of confidence and support which has been given to you and to this extent, we sincerely offer our appreciation and admiration.

Over the past decade, many EAA Chapters have refined and clearly stated their goals in the form of a mission statement. We have recommended before and continue to strongly urge each EAA Chapter to establish in writing a mission statement for their EAA Chapter. A clear mission statement defines the purpose and goals of the EAA Chapter and helps to direct the membership within the Chapter toward a specific goal. Many times EAA Chapters wonder exactly what their purpose is and what they should be trying to accomplish. By establishing a mission statement, your Chapter will plot a course, just as a pilot plans a flight plan on a cross country. You will be able to look for check points and observe your progress making your Chapter reach its destinations and goals. Consider this thought and discuss it with your fellow officers and your board of directors. Try and attempt to define the goal and purpose of your EAA Chapter and then approach your membership for support and endorsement of that mission statement.

One of the key words you will frequently hear from the EAA Chapter Office in the 1990's is delegation. All too often, we see ourselves as the only person capable of doing the job. It is important that we realize that the successful leaders within today's world must rely upon those persons around them to assist in getting the job done. Delegating specific tasks to fellow EAA members relieves you the EAA Chapter president of the responsibility of getting the day to day projects accomplished. As your EAA Chapter plans out the course of 1990, remember that the responsibility of setting up the programs for each individual EAA Chapter meeting, the responsibility of organizing an EAA Chapter fly-in, or the job of preparing for an EAA Air Adventure Day, are all tasks that can be delegated out to select fellow EAA Chapter members. Choose an individual who is a doer and an organizer to generate the EAA spirit and follow through with the tasks. Designate these individuals as appointed chairmen, then let them organize while you administrate and support.

One of the key elements in the relationship between EAA Chapters and the EAA Chapter Headquarters Office is communication. We hope 1990 brings a new and higher level of communication between the EAA Chapters and the EAA Chapter Office. We will attempt, through the course of 1990 and into the future, to increase the amount of information disseminated to the EAA Chapters. Through the MonthlyGram and other publications, we will continue to keep our EAA Chapters informed as to the activities of their fellow Chapters. Through individual communication, we will endeavor to work with the Chapters on the problems they may face. But you must remember that communication cannot be a one way street; we need to hear from you and know of your accomplishments as well as your setbacks. We need your advice and counsel. By telling us what's going on in your EAA Chapter, we will be able to improve upon the entire EAA Chapter system. As you plot your course for 1990, delegate the responsibility

EAA Chapter President

February 15, 1990

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of taking pictures during special events and recording the activities within your Chapter. Communicate this information to us at EAA Headquarters so we may endeavor to share with other EAA Chapters the excitement of your events.

1990 also brings another first to the EAA Chapter Program. We have established the EAA Chapter Advisory Council. To date, three EAA members have been selected to participate in the activities of this EAA Chapter Advisory Council. Through the efforts of this council, we hope to be able to generate additional feedback about the programs that will be started in 1990. Additional volunteers are needed for this council.

As you may have read in past issues of MonthlyGram, the EAA Chapter Office at headquarters has assumed the responsibility of handling the McKillop Newsletter Editors Award. This award, which is given each year to the outstanding newsletter editor of an EAA Chapter, has now become the responsibility of the EAA Chapter Office. In the past, this program was limited to those EAA newsletter editors who chose to submit their newsletters for consideration of this award. Effective with the assumption of this responsibility, all EAA Chapter newsletters which are received at Headquarters will be included in the review process for this award. More importantly, it is the responsibility of each EAA Chapter president to make sure that their EAA Chapter supports and assists their newsletter editor in their tasks to report and communicate to their fellow EAA Chapter members the activities, accomplishments and news of the EAA Chapter. In many ways, one of the most important people within each EAA Chapter is the newsletter editor. Through a strong line of communication dedicated to each EAA Chapter, the accomplishments of the EAA Chapter can be amplified and the support for Chapter activities can be increased. Do not diminish the responsibility or importance of this person. It is our responsibility as leaders to make sure that those persons who work diligently for the Chapter receive the due respect and recognition for their dedication to the EAA Chapter. All too often, we take for granted the jobs being done by our EAA Chapter newsletter editors. As we go forward in 1990, remind your EAA Chapter members to share with the EAA Chapter newsletter editor as much information as possible to make their job easier.

Insurance is something we all dread and wish we did not have to deal with. However, in as much as we are a grass roots organization, we are an organization with responsibilities to protect ourselves and our EAA Chapters from the litigious society in which we live. Occasionally, we hear of Chapters having fly-ins and choosing not to purchase fly-in insurance. For whatever reason the decisions are made to forego this important protection, it is the responsibility of the officers and specifically the president of each EAA Chapter to accept the responsibility of taking the proper steps to insure themselves and the EAA Chapter against the potential of a lawsuit arising out of an EAA Chapter fly-in. Failure to protect your EAA Chapter through proper fly-in insurance may cause your EAA Chapter to be withdrawn.

The EAA Chapter Liability Insurance Program which was already in existence protects the EAA Chapter from liabilities they may incur from their non-flying activities. However, when an EAA Chapter becomes involved in any flying activities, i.e. fly-in breakfast, fly-in picnic, or participating in a larger fly-in as a co-sponsor with another organization, it is important that you take the proper steps to obtain the EAA Chapter Fly-In Insurance. Failure to have this important insurance in place leaves each EAA Chapter member, the the entire EAA Chapter and EAA vulnerable for a frivolous lawsuit arising out of any occurrence that may take place during the event. EAA has strived diligently over the past ten years to establish an EAA Chapter Fly-In Insurance Program. The current EAA Chapter Fly-In Insurance Program is competitively rated better than any other insurance program available to the EAA Chapters for fly-in insurance. We will be able to continue to offer this insurance only if the EAA Chapters accept the responsibility of purchasing the insurance when they have an event with flying activities. If there are questions as to whether or not your EAA Chapter needs to purchase this insurance, the EAA Chapter office is prepared to help you analyze your planned event to make a determination as to whether or not the fly-in insurance is necessary. There are no excuses for any EAA Chapters that do not obtain the proper fly-in insurance.

1990 represents many things to the EAA Chapter Program. Through your efforts, as president of your EAA Chapter, your EAA Chapter will be able to go forward with new accomplishments, advancing the purpose of EAA within your Chapter. Remember, you are not an island and you should be assisted not only by your fellow EAA Chapter members, but also by the EAA Chapter Office at Headquarters. Best wishes to you and your fellow EAA Chapter members as we step forward in a new decade of sport aviation together.

Sincerely,

EXPERIMENTAL AIRCRAFT ASSOCIATION

Bob

Robert P. Mackey
Executive Director
EAA Chapters and Insurance

RPM:rjm

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