

EAA MILE HIGH CHAPTER 43

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VOLUME 16, Number 6

June, 1993

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THIS MONTHS MEETING:

The meeting this month will be held on Saturday, June 12, at 7:30 p.m. in the new terminal building. Go to the second floor and turn towards the conference rooms (left/northeast). Our meeting will be in conference rooms Alpha and Bravo.

This month's program will be a presentation of Munsey Ayers at the Aero Propeller facility at 3400 Industrial Lane, Broomfield. We will caravan over to the facility after the regular business meeting.

LAST MONTHS MEETING:

The meeting last month was held on May 9, 1993. President Mark Yelich called the meeting to order. Guests included Wesley M. Johnson of Westminster, and Stan McElderry of Lafayette. We thank all of our guests for coming, and hope that they visit again soon.

OLD BUSINESS

Rocky Mountain Regional Fly-In

Bill Mitchell reported that advertising is still needed to support the regional fly-in. Posters and business cards were made available to all in attendance. Volunteers are also needed for Saturday, 12:30 to 5:00 P.M. as are Young Eagle pilots and planes. Please contact Bill Mitchell or Glenn Grove if you can help.

Suggestions of area high schools that may receive gift subscriptions of Sport Aviation from Chapter 43 were related as follows:

Pomona	Northglenn
Stanley Lake	Erie
Arvada	Broomfield
Fairview	Arvada West
Boulder	Lafayette
Golden	Niwot
Evergreen	

PROGRESS REPORTS:

Ron Denight purchased an engine from Gene for his project.

Pete Clinton did some taxi tests on his fly baby and reported that they were progressing well, but it needs work on the tailwheel.

Aaron Shomberg reported that he is the proud owner of an RV-6 tailkit.

Brad Davenport is working on getting an airworthiness certificate for his Aeromat. (editors note) As I recall, this aircraft came from Brazil, and getting the paperwork has been a real challenge.

Ib Hansen reported that his Cassett has flown to Kansas City and to Sun and Fun where he competed in a race. He said that he missed the pylon by 3 miles, and lost power, but other than that, the race was fun. Ib finished 2nd in the 100 hp class (on three cylinders) and says that you have to see 65 aircraft on the runway with props turning to appreciate the scene.

Ron went to Sun and fun and said that the event was kind of a mini Oshkosh, terrible traffic but terrific crowds.

NEW BUSINESS

Harrel Davenport reported the new arrival of William Davenport 7lbs, 3 oz (gross weight, weight and balance pending) Happy Flying William!

Doug Bloomberg announced that there would be a meeting on May 12, by the city of Longmont to discuss the closure of the Longmont Airport.

Doug also announced that there would be an open house at Twin Peaks Aviation with a pancake breakfast to support the effort to keep Longmont Airport open. There was to be \$5.00 rides available as well.

Doug related that there may be aerobatic contests at the regional fly-in on June 29th.

Bill Mitchell announced that there would be a young Eagles flying program on the 16th of May. If you participated, thank you for sharing aviation with the future of general aviation.

Mark Yelich reminded everyone that there would be a swap at Greeley on May 29.

CAFE 43

The Cafe 43 was scheduled to attend the pancake breakfast at Longmont on the 15th.

GENE'S CORNER

The NTSB has asked the FAA to mandate 406 MHz ELTs' for aircraft. AOPA is fighting this. It would mean new ELTs' for us all at approx. \$2600.00 each. AOPA says NTSB is ignoring all improvements made in current ELTs', the lack of ground equipment to use the 406 MHz, and the difficulty of tracking the 406 MHz equipment (50 second apart beeps instead of continuous). No aircraft would have the capability of monitoring the frequency as we do now.

The FAA is going to pull the plug on DUAT, the free weather briefing computer system. they claim the new automated FSS's can handle the volume. There were 4 million DUAT briefings this past year. All of this

is in the name of economy. They propose the use of a 900 number which means you pay for the service. No final decision yet.

AOPA's national pilot alert on the trade of a four million dollar saving in exchange for dropping a new Avgas tax and new registration fees has generated about 23,000 letters to congress already. Phil Boyer, AOPA president, reported at the Denver meeting a week ago last thursday (APRIL 29). He also reported that the FAA did adopt one of the 4 points already. That is to virtually abandon the microwave landing system except at a few international airports needing CAT III (Autoland) capabilities. The savings are 1.4 billion dollars.

Representative Dan Glickman (Kansas) and James Hansen (Utah) are drafting a new "Statute of Repose" bill to be submitted to congress. Under the bill, no civil action for damages arising out of a general aviation accident could be brought against the aircraft manufacturer if the accident occurs more than 15 years after delivery of the aircraft to the first purchaser. Component parts would be similarly protected 15 years after the part replaced or added to the aircraft. AOPA is recommending making it 20 years rather than 15.

Please consider writing you congressman in support of this bill. F. Lee Bailey is in favor of the bill and will testify to congress that way.

There is 14 to 16 billion dollars in the general aviation fund. Why do we need new taxes?

SAFETY CORNER

Reprint from Wings West Spring 1993 issue.

The biggest cost is maintaining and operating the ATC system. In my observation, the ATC system is designed primarily for air carrier and other turbine-powered aircraft. Many if not most GA operations could get along just fine without any ATC services, than you. We do use much of it out of convenience for what we don't need.

All ATC facility construction and staffing decisions are driven by numbers: numbers of operations provided ATC services. How do we show the FAA GA needs. Easy: Don't use what you don't really need.

Each of use can start now to reduce the costs by reducing our personal demand for its services. How? Some recommendations:

1. Go VFR instead of IFR.
2. Do not file VFR flight plans, instead, leave a chart and planned route with family or friends and call on arrival.
3. Do not request flight following.
4. Remain below FL180, circumnavigate or overfly TCAs without establishing radio contact.
5. Use uncontrolled airports instead of tower controlled ones.
6. Use private enterprise weather sources instead of FSS.
7. In flight, don't call FSS unless you really need to.
8. Don't request a flight test with an FAA inspector.
9. Don't call on an FAA Airworthiness Inspector or engineer if a DER or others in the private sector can perform the task.

You can probably think of others to add. Each should think, before using FAA service "Do I really need this?" if not, don't use it.

The federal government's figures attributes 26% of the FAAs budget to GA. By reducing our demand on the system, we reduce that number and reduce justification for charging for services we don't really need. It's a start" J. Scott Hamilton, Aviation Attorney.

Brad also reported that cables are failing and that a poor welding job caused the failure on a BD4.

The FAA reports that there are 3.4 FAA employees for every airplane flying. Contact your congressman/woman and let him/her know your opinion.

THE PRESIDENTS CORNER

This month we will again have our meeting in the new terminal building in conference room A and B upstairs, hope to see you there on the 12th.

FEDERAL REGISTRATION FEE PROPOSAL
Last month there was quite a bit of discussion about the new energy tax and new annual registration fee being proposed. Ken Lysek handed out lists of the Colorado congressmen's addresses. Hope you have taken time to call or write them to express you opinion.

VIDEO PROJECTOR PROJECT

Our chapter's contribution to the airport's video projector has not yet been made since Dave Gordon has not gotten back to me.

MEMBER AND OFFICER PATCHES

I recently received a set of service patches from EAA headquarters which I will hand out to your officers during the meeting. In addition, headquarters had set up a way to order patches that identify chapter membership which I will also show during the meeting.

1993 REGIONAL FLY-IN

The 1993 regional fly-in at Greeley is on the 26th and 27th of this month. I have learned that there may be as many as 20 RV's flying up from Texas (6 came last year) and that the Thorp T-18 group hopes to hold a gathering at this years event as well. Bill Mitchell will need volunteers to help run the chapters pop stand so please see him during the meeting and sign up for a couple of hours.

PROPOSED BUILDERS CONFERENCE

Last month Doug Bloomberg told us about Chapter 524's builders conference he attended in Frederick, Maryland in April. During our meeting I asked for a show of interest in participating in a similar conference here covering a wider variety of aircraft types. A large number of hands were raised. Doug asked the 301 membership at their last meeting and had a similar response.

Since then, Doug and I have continued to discuss the possibilities of a joint venture between all of the Colorado chapters. We are thinking about scheduling a two day event on a weekend in September probably at Jeffco Airport. We will discuss this at the next fly-in committee meeting on the 6th and see if the other chapters have an interest in it.

We would like your comments and suggestions and to that end, Doug and I will have an informal discussion during the break at this month's meeting. We also plan to do a survey at the Greeley fly-in where we can reach a larger group of the area's builders.

Mark Yelich, President

THE CLASSIFIEDS

This is a free service to anyone with aviation related parts of services for sale, trade, or... Please send your adds to the editor by the first of each month.

FOR SALE

RV-6 Project. Tail completed, wing kit including Phlogeston spars, plans, and a complete set of Avery tools.
Don Ziedler 581-5144

The Flying Activities Line is
766-3596 or 766-FLYN

This service is sponsored by Chapter 660 and financially supported by Chapter 43.

Per Claude Williams (Chapter 720) the Regional fly-In report is as follows:

Adds can still be placed.
250 pilot packages are available.
\$5.00 daily parking fee per car.
Pancake breakfast Saturday 7:00 AM to 11:00 AM

Adults \$4.00 and children \$3.00
Judging is Sunday from 8:00 AM to 10:30 AM
Trophies and Awards at 11:30
Fly Market 8:00 AM to 5:00 PM on Saturday and 8:00 AM to 11:00 AM on Sunday
Fly-By 1:00 PM around the fairgrounds
Banquet Saturday from 6:00 PM to 7:00 PM
work party Friday evening with food being provided.
Waiver must be signed if you are flying in the fly-over.

FOR YOUR INFORMATION

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