

EAA MILE HIGH CHAPTER 43

VOLUME 15, ISSUE 9

September 1992

This Month's Meeting: The meeting this month will be held on Saturday, September 12, at 7:30 p.m. in the downstairs room on the Southeast corner of the large white building (B-8) which is located to the Southeast of the control tower at Jefferson County Airport. This is where the Deli is.

After the business meeting slides and photographs of Oshkosh 92 will be shared, so bring your pictures.

Last Month's CAFE 43: Last month's CAFE 43 was at the downtown Fort Collins Airport. Andy Sherburne gave 10 people a tour of his business, Aircraft Engine Services. He provided free coffee and donuts and then gave a very informative tour of his facility and aircraft engine rebuilding.

Last Month's Meeting: With 45 members and guests in attendance, the meeting of August 8, 1992 was called to order at 7:45 p.m. by President Mark Yelich. No newsletter was published prior to this meeting. **Guests:** Present was Dave Peine of Broomfield, CO.

Cathy Sheeon bid the Chapter farewell as she starts a new life with her new husband in North Platte, Nebraska. The Chapter awarded Cathy a fifty dollar gift certificate for EAA merchandise for all of her hard work as Director of our chapter. Cathy was also instrumental in making our past banquets memorable. Cathy said that she will always remember how the chapter stood by her. Cathy will be missed.

Old Business:

If you volunteered at the regional fly in and did not get your patch, please see Mark Yelich.

Chapter rosters and some name tags have been made, so please pick yours up at the next meeting. If you haven't had a name tag, and don't see yours on the pool table, please see Mark Graf.

NEW BUSINESS:

The Christmas/Annual Banquet: Ron Denight reported that he has contacted the Gala Gardens in Commerce City, CO. They can support a banquet of up to 105 persons. The banquet will probably be held after the first of the year. More information will follow.

Safety Corner: During the July meeting, Brad Davenport gave an informative look at weight and balance. The information came straight from the FAA, but Brad makes it seem a lot simpler.

Along this line, Chapter 660 is sponsoring a weight and balance seminar Saturday, Sept. 12 at Vanaire. Please see the attached flyer for more information.

Gene's Corner: Dick Rutan has won the Republican Nomination for the Congressional District 47 seat in California. If you are interested in supporting him, send your contribution to Dick Rutan for America, P.O. Box 746, Rancho Cuchamomga, CA 91729-0746.

The Glassair IIS is going through a redesign due to weight and balance issues. Modifications include moving the wing back 1 1/2 inches and increasing the area of the horizontal stabilizer by 32 square inches. Stoddard Hamilton says that the benefits of the modification include greater directional authority and greater stick forces at higher g loadings. The modification also makes the previously marginal CG during full load and min. fuel conditions less of a problem.

The FAA will require all pilots to deliver a full readback of any runway "HOLD SHORT" clearance beginning October 15. On and after that date, then you have to confirm with "HOLD SHORT" in your reply.

PROGRESS REPORTS:

Ib Hansen has finished the first Cassett fuselage and flew it to Oshkosh and back.

THE PROGRAM:

Instead of the "normal" program we had a panel discussion (aka hanger flying) about the trips to Oshkosh.

Chuck Ogden and Warren Williams flew Warrens Aeronca. They experienced a forced landing, and some fantastic hospitality. They made it to the fly-in in a crew car supplied by the FBO that helped them get the Aeronca back together (the forced landing resulted in a torn aileron).

Dean Cochran and Mas Yoshida flew to an Antique Airplane fly-in in (Montana)? (sorry, my notes weren't that clear.)

Roy Maneely flew his Bellanca to a Liaison Aircraft fly-in in Keokot Kansas, and then to Oshkosh. Roys' partner flew the L-3.

THE PRESIDENTS CORNER:

My apologies for the missing newsletter last month. Mark Graf and I didn't plan very well considering that we both went to Oshkosh and should have realized that there

wasn't going to be enough time after our return to get it to you before the meeting. Judging by the number of comments I have gotten about last months' Oshkosh "de-briefing" it was a success even though we didn't have any pictures to show. This month we will show slides as part of the program so if you have any, bring them! I hope to see you on the 12th.

AUGUST CAFE 43

The fly-out to Aircraft Engine Services at downtown Fort Collins airport finally happened. Nine members attended. Owner Andy Sherburne explained a lot about the top end (his business specializes in cylinder work) of typical Continental and Lycoming engines. If you weren't there you missed an informative get together!

ABOUT THE BANQUET

I have had a couple of conversations with Ron Denight and I believe he will be giving us some more feedback on his planning efforts.

NEW DIRECTOR NEEDED

Thanks to the Davenports for the celebration cakes. It was really great to see Cathy Sheeon looking so happy again. With Cathys' departure to a new home in North Platte we are now short one director. If you have an interest or know someone who would, please let me know. I will be asking for nominations during this next meeting.

YOUNG EAGLES PROGRAM

By now I assume you have heard and read about the EAAs' Young Eagles program. This is quite a large and worthwhile undertaking for all aviation oriented people.

When I was a teenager living in Milwaukee, Wisconsin the 1950s, I had the good fortune to be near the Hales Corners airport. For those of you who have never been to it, or even heard of it, it was (it's gone now) a typical mid-west grass strip that had a lot of

personality (and personalities). It was located about half a mile from the original EAA museum. All of the aircraft that were flown in for display at the museum were taxied from the airport through a race track parking lot over to the museum.

I was one of the "airport kids" during those years. I met a lot of the local pilots and mechanics and helped with the rebuilding of a number of the aircraft based there. Later when I bought a Taylorcraft I based it there in my very own asbestos board-tar paper hanger with canvas drawdrap "door". Even our Aurora airport would put Hales Corner airport and its hangers to shame. It was quite a place to learn about aviation, however.

In the Denver metro area there are very few possibilities for teenagers to easily get acquainted with aviation in any form. I believe we can participate in the Young Eagles program and help improve their access to aviation. I hope you agree and have some ideas about how we might participate.

THE EDITORS SCRIBBLINGS:

My apologies as well for not getting you a newsletter last month. I was rewarded with a full platter when I returned to work after a three week vacation. I also had an outstanding account balance with the chapter that has been cleared up.

Mark Yelich and I attended the chapter officers meeting while at Oshkosh. The notes are as follows:

Mandatory National EAA membership is a must to belong to a chapter. This question was addressed by several different groups with a wide variety of answers. The bottom line is that unless the chapter requires all chapter members to be National EAA members as well, we are not covered by the insurance that we pay for. Some very good

reasons were explained, such as injury liability, facility coverage, and event insurance. Without this, the officers and in some cases, individuals may personally be held liable for any accident that is associated with chapter activities. The good news is that Chapter 43 is in good standing with National EAA, so we should have no problems (I personally checked on this before leaving Oshkosh). If we identify hardship cases, we can sponsor, or ask National to sponsor individual memberships on a case by case basis.

We also received some guidelines for EAA Chapter fly-ins and a hand out on program ideas. I will make copies of these and the chapter handbook that I picked up for all officers. I will try to bring them to all meetings for your review. Personal copies can be arranged at your cost.

One idea that I thought merited further interest was the video taping of projects for progress reports, or introductions to a project. This would make many a wife or husband happy to find out that there will not be 80 people in the house on the second Saturday of the month, and yet make sharing projects much easier. Lets talk about this during our meeting, maybe even get a few dare I say it "volunteers" (yes ladies and gentlemen, you could be a movie star). This could be expanded to special flights, and special events (I really enjoyed watching John Evans T-18s' first flight).

The young Eagles program was also introduced during the convention. It does look like a good program to support. Chapter 301 and Aurora Airpark are sponsoring a Fly Your Buddy / Young Eagles / Open house on Oct 10th, maybe we should have our CAFE 43 there on the same day, and support their efforts.

If you have any questions, please call me, or see me at the meeting.

THE CLASSIFIEDS

FOR SALE: New, never used Lycoming aircraft fuel pump for 0235-0540 engines. \$150.00 John Evans 420-2724.

FOR SALE: King KX175B NAVCOM with K1201C indicator. Working Great. \$1450.00 for both. Dean Cochran 466-3472.

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

EVENTS:

Sept 12, 1992 - Weight and Balance clinic sponsored by EAA Chapter 660. 0800 to ? at Walt Baldwins' hanger at VanAire. Walts' hanger is on the north side about 1/2 of the way down the runway (taxiway D). Contact Bill or Marilyn Schnider at (303) 693-3708 for more information.

Sept 13, 1992 - Albuquerque, NM. Kirkland Air Force Base open house and airshow (505) 844-5991.

→ EAA Chapter 43 Newsletter
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Sept 13, 1992 - Wallace, NE. NFF&F Queen Lea Van Boenings' Day.

Sept 17-20, 1992 - Reno, NV. Reno Air Races 1-800-367-7366.

Sept 18, 19, 20, 1992 - Arapahoe, NE 35 miles south of Lexington on highway 283. Antique Airplane Association Fly-in. Free barbeque to registered guests. Free shuttle from Shady Rest Hotel (308) 962-5461 and Countryside Inn (308) 824-3291 (Oxford, NE) Grass 2200' x 150' 15--33 use regular traffic pattern. 100LL available. You must bring your own tie downs. For more information call (308) 962-5240 (Dave Fritz) or (308) 381-2383 (Jan Davis)

Sept 26, 1992 - Laramie Airport Fly-in Air show. Fuel raffle, special fuel prices, free admission, free tie down on tar mac. Pitts and skydiving demonstrations. Flour bombing and precision landing contests.