

# EAA MILE HIGH CHAPTER



PRESIDENT  
KIRBY WHITE  
423-5134

VICE PRESIDENT  
FRED SEAL  
457-1890

SECRETARY  
KIRBY WHITE  
423-5134

TREASURER  
BILL DAVIS  
651-2342

NEWSLETTER  
KIRBY WHITE  
423-5134

VOLUME 9, ISSUE 1, JANUARY, 1986

THIS MONTH: This month's meeting will be held on Saturday, January 11, 1986 at Jeffco Air (formerly Aircraftco Beech) at 7:30 P.M. For those of you who don't know where it is, you will find the entrance on the southeast end of the building which is just east of the Jeffco Airport Tower. Park in the lot below the Tower. The program will be a number of slides of airplanes put together by Brad Davenport. We can all have a good time looking at them and trying to figure out what they are.

LAST MONTH: With a very respectable number of members and guests in attendance, Chapter 43's annual Christmas Banquet began around 7:30 P.M. at Colacci's Restaurant in Louisville. After most all had finished eating, President Kirby White called everyone to order at about 9:00 P.M. for a short business meeting, at which time the minutes of the November meeting were approved as published in the Newsletter.

Guests: There were many, many guests present, in the form of relatives and friends, and also several people who were considering joining the Chapter.

Treasurer's Report: There was none given.

Old Business: Fred Schindler stepped forward, and asked Chapter 43 member Frosty Conover to do the same. Fred reiterated what he had said at the November Chapter 43 meeting about Frosty's love of aviation for the 55 years that he has been flying. Fred presented him with a wooden propeller that had an engraved brass plate over the hub to honor all that he has done to advance and promote aviation. The propeller was purchased with monies collected from a number of people who know Frosty and wished to contribute. Fred also gave him a birthday card which had been signed by quite a number of people, and an altimeter clock as a birthday present. Kirby then gave Frosty a check for \$100.00 from Chapter 43's Steve Ansley Memorial Fund, which he was entitled to because he had been injured in an aircraft accident earlier in the year. Frosty was pleased with all of this, and thanked everyone at the banquet for being so kind to him. Kirby had custom oil paintings of the Grand Champion and Colorado Grand Champion aircraft from the 1985 Greeley Fly-In to award. The artist, Steve Ferguson (a Chapter 43 member), was unable to attend the banquet because he had an out of town commitment. The Colorado Grand Champion painting was awarded to Scott Bengert of Colorado Springs for his 1948 Luscombe 8-E. Scott thanked his brother Jeff for much of the help in restoring the aircraft.

Old Business cont: The Grand Champion painting was awarded to Jim Warren of Denver for his 1931 Waco QCF-2. Jim was quite pleased with the painting, and offered a ride in the airplane to everyone. Both paintings were excellent.

New Business: Kirby felt that some thanks were in order. First, he thanked all present for the excellent turnout. Then, he thanked Willie and Rita Byrd for hosting us. He thanked Cathy & Guy Sheeon and Denise & Roy Maneely for the wonderful decorations and cookies. He also thanked all of the waiters and waitresses and cooks that served us an excellent meal. Chapter 43 member Ed Cole told us about a situation that he was very unhappy about. It seems that Boulder is considering building a new jail on the grounds of the Boulder Airport. This would necessitate the moving of some hangars. He felt that radio communications would suffer severely because of the high power transmitters that the jail would use. Ed thought that this was one step in the direction of closing the airport altogether. He gave a telephone number of the Boulder County Commissioner (441-3500) to call to lodge complaints against the building of the jail. In closing, Ed made a very profound statement. He said, "A jail does not attract the type of people that I want hanging around my airplane!" Along the same lines, member Phil Young announced that the Denver Post had carried an article about the Aspen Airport and some of the commercial carriers that do business there. These carriers have petitioned the FAA and the NTSB to do away with private traffic at the airport. They feel that the privates constitute a safety hazard, and if allowed at all, should be on a reservation system. Member Bill Amos brought in an angle drill adapter which he sells for \$20.00. He also showed a pneumatic pop rivet gun, which sells for \$35.00. He has access to quite a few tools at reasonable prices. See him if you are in need of some. Cathy Sheeon had a mini drawing for the centerpiece decorations which she had placed at each table. Kirby had EAA calendars for sale at the banquet. The price had to be voted on by the membership. Kirby said that the Greeley Fly-In Committee was paying for half of the cost of them to thank everyone for their support of the Fly-In, so the cost to the Chapter would be \$1.75 each. After some discussion, it was voted that \$3.00 would be charged for every calendar. (Editor's note: As it turns out, the cost to the Chapter for each calendar was \$1.30, rather than \$1.75. So we will make a profit of \$1.70 per calendar, rather than \$1.25, as announced at the banquet).

Gene's Corner: Gene Horsman read the humorous article which is printed on the following page for our entertainment and enjoyment.

Progress Reports: There were none given.

A&P: The business portion of the banquet adjourned around 9:25 P.M. Kirby said that there would not be an actual program, because it gave everyone a chance to talk to one another. Kirby invited all present to stay as long as they liked.

## Flight Fright

Many years ago, our Boris Nelson taught foreign languages at Hampton Institute, Va. His students were largely personnel from Langley Field where many experiments in plane design were going on.

One day, one of his students, a test pilot, asked how he'd like a flight in a new delta-winged jet. Boris would have loved to decline this attractive invitation, but he was afraid of what it might do to his image and reluctantly accepted.

He was dressed, helmeted, and squeezed into the cockpit.

"You might feel some pressure when we take off," the pilot warned him. "I'm going to be too busy recording the instruments to talk to you, but you've got a mike on your throat. If you do talk, I'll hear you."

Boris prayed and waited. Nothing happened. Finally he asked, "When do we take off?"

"Take off?" the pilot roared. "We've been up there and back. Where have you been?"

It turned out that Boris had passed out and remained unconscious all during the flight which, he was told by ground people, included barrel rolls, loops, and dives.



PARADE MAGAZINE • JULY 1, 1984 • PAGE 15

ROSTER UPDATE: Please add the following new member to your Roster:  
John & Nancy Kennedy, 7373 W. Florida, Apt. 9A, Lakewood, CO 80226  
H. 986-0190 W. 799-9090 x230

The following member has a new address:

Roy & Denise Maneely, 4361 Kirk Ct., Denver, CO 80249, H. 371-3370

GLOSSARY: From "I'd Rather Be Flying" by Donna Vasco

Mayday: day of celebration to honor Spring.

Mike: twin brother to Roger.

Monoplane: a plane with mono.

Motor: word used by Canadians and student pilots when referring to engines.

DUES: That's right, it's dues time again. There will be no increase in amount again this year. Dues are still \$10.00. Please take a couple of minutes and fill out the 1986 Membership Renewal Form which is included in this Newsletter.

CALENDARS: We still have 1986 EAA calendars to sell for \$3.00 each. Please see Treasurer Cathy Sheeon at the meeting to purchase yours.

THANKS: Chapter 43 member Norm Garvin has donated his Sport Aviation magazines from 1973 forward, but not including the most recent years. There are also some Homebuilt Aircraft and Air Progress issues in the gift. And a copy of Short Wing Piper News. If any of you are interested in borrowing any of the above, please contact Librarian Cathy Sheeon at 232-9535. Many thanks to you, Norm. Your donation is very much appreciated!

AVIATION HAPPENINGS: March 16-22, 1986 Sun 'N Fun Fly-In in Lakeland, Florida

August 1-8, 1986 Oshkosh

FROM THE PRESIDENT: Well, now that 1985 has come and gone, I would like to thank the Officers and Volunteers of Chapter 43 who worked so hard to make the year successful for the Chapter. Fred Seal served his second term as Vice President. He was always there when I needed him. Bill Davis did an excellent job as Treasurer. He kept the books in a very organized manner. Brad Davenport kept our projects progressing as EAA Designee, and can always help us through those tough spots. Cathy Sheeon gave up a fairly large area of her house to store and distribute the books in the Chapter Library. Cathy was also the representative for the Greeley Fly-In Committee. Herrill Davenport, as Historian, made sure that the important things that the Chapter did throughout the year were duly recorded. The Board Of Directors -- Brad Davenport and T. Lee Dimmick and Cathy Sheeon -- were always at hand when a decision needed to be made. And the Volunteer with probably the most important job of all, Gene Horsman kept us supplied with hot coffee at the meetings. Thanks to all of you.

FROM THE EDITOR: In reading the above, I can't help but notice a slight omission. My name was not mentioned anywhere in your thanks to the Officers and Volunteers of 1985. I trust that it was merely an oversight, and not intentional. Granted, we have our differences, but is that any reason to not even acknowledge that I serve as an Officer of the Chapter? Because of this, I feel that I shall refrain from any comments on your abilities as President.

NEWS ARTICLE: Chapter 43 member Walt Carpenter came across the following article in the Rocky Mountain News dated Sunday, November 17, 1985, and felt it was worth putting in this Newsletter.

## BUSINESS DIGEST

# 7 metro airports add \$40 million to economy

Seven small public airports in the Denver area last year fostered \$40.1 million in pay for 1,622 people who work directly in general aviation or serve airport workers, a metropolitan planning group reports.

The Denver Regional Council of Governments examined the Aurora, Boulder Municipal, Centennial, Front Range, Jefferson County, Longmont and Tri-County airports in a study on the impact of general aviation.

Some 780 people worked at the airports in 1984 and collected \$18.85 million in pay. These people spurred another 842 jobs for providing goods and services to aviation workers, for a separate payroll of \$21.2 million, the planning group reported.



A RESOURCE PROVIDED AS A SERVICE TO EAA CHAPTER NEWSLETTER EDITORS

Volume 1, No. 2

December 1985

### OOPS!

A couple of EAA Chapter Newsletter Editors pointed out a typo in last month's HQ REPORT. The dates of the 1986 EAA convention (not the 1985 convention as we stated) are Friday, August 1st through Friday, August 8, 1986. To the Newsletter Editors who caught our mistake -- thanks for keeping us honest. Typos are the bane of all Newsletter Editors.

### REVIEWS

We sincerely appreciate the kind phone calls and letters we have received regarding the first issue of HQ REPORT. Along with the praise, we also received two points of criticism that we'd like to respond to.

1. To those of you who thought that HQ REPORT contained too much, we'd like to say that this service is designed to be a resource of information for Newsletter Editors who may need the assistance. There is no requirement that you print all of the information we present here. Use this material as you see fit. It's entirely up to your discretion whether you use all, some or none of HQ REPORT.
2. To those who felt that we were "bypassing" the Chapter President by providing HQ REPORT to the Chapter Newsletter Editors, let us say "no way!" The individual EAA Chapter President has always been, and remains, one of the most important people in the entire EAA organization. The Chapter President will continue to receive regular updates on various topics from EAA Headquarters and personal correspondence from President, Paul Poberezny. Nevertheless, the Chapter Newsletter Editor is also an important link in the EAA communication chain. We encourage the Chapter Newsletter Editor to maintain very close contact with his or her Chapter President, Chapter officers and all Chapter members. HQ REPORT is not designed to replace your most important resources, it's meant to supplement them and to aid your efforts as a Newsletter Editor.

### GREAT NEWS FOR HOMEBUILDERS

In his letter to all Chapter Presidents on November 27th, Paul Poberezny announced that the Federal Aviation Administration has consolidated its certification procedures for amateur-built aircraft in the U.S. This is an important step forward for U.S.



EAA Aviation Center, Wittman Airfield, Oshkosh, WI 54903-3086, 414-426-4800

amateur aircraft builders. As Paul said, "Together, we have earned this decision by maintaining the highest standards of design, maintenance and flying while working closely with the FAA." Paul also forwarded a copy of the FAA Field Order to the Chapter Presidents.

Briefly, the FAA instructions provide guidance to FAA inspectors concerning one time certification of amateur-built aircraft. Before October 17, 1985, FAA issued two experimental certificates to the builders of each new homebuilt aircraft. The first certificate was of limited duration for flight testing within a prescribed geographic area and for a stated number of flight hours. The second certificate was for unlimited duration. FAA's field inspectors requested that this procedure be reassessed because they found it to be "an additional burden on FAA and the public and does not serve to enhance safety". Consequently, FAA has changed its inspection procedures to allow inspectors, at their discretion, to issue one experimental certificate of unlimited duration in which operating limitations will be prescribed in two phases. In phase I, the inspector will prescribe the operating limitations, as appropriate, for the builder to demonstrate compliance with Federal Aviation Regulation Section 91.42(b) in an assigned area. At the completion of the test period, the aircraft amateur builder will be required to endorse his or her own log books with a statement certifying that the prescribed test hours have been completed and that the aircraft has been shown to comply with FAR Section 91.42(b). After endorsing the log book, the builder may then go directly on to phase II which is the normal operation of amateur-built aircraft, in accordance with all pertinent FARs.

In response to the Field Order, Paul said, "The fact that this streamlining of the licensing procedure for homebuilts came at the request of FAA inspectors, is an indication of the confidence that they have in EAA and its high standards, individual builders and the modern homebuilt aircraft, itself. As you know, freedom always carries with it responsibilities. We have been given more latitude in this action and now it is up to us, the U.S. amateur aircraft builders, to abide by the spirit and intent of these regulations while keeping homebuilding as safe as possible.

PIONEER  
HOMEBUILDERS  
TO BE  
FEATURED IN  
SPORT  
AVIATION

EAA's historian emeritus, George Hardie, of Milwaukee, is working on an interesting look back at the early pioneers in the homebuilding movement. His series of articles will be included in future editions of SPORT AVIATION and will culminate in a special program at the 1986 EAA convention in Oshkosh. The program will honor the pioneers of homebuilding as well as reliving some of the events in the early history of the Experimental Aircraft Association.

SCHOLARSHIPS  
AVAILABLE

EAA and the non-profit EAA Aviation Foundation, grant or administer a number of scholarships. These scholarships range from modest grants to awards for full degree programs that can set a student on a path toward becoming a pilot, powerplant

technician, mechanic, administrator and more. The scholarships are open to all young people who are interested in a career in aviation. The combined total value of the scholarships for 1986 is more than \$100,000. Foundation President, Tom Poberezny, recently said, "We are committed to furthering the aviation education of our nation's youth and our scholarship program is just one example of that commitment. In order to perpetuate our rich aviation heritage, we need to find ways to involve today's young people. Scholarships sponsored or administered by the EAA Aviation Foundation not only involve young people in aviation but provide fulfilling career opportunities in many professional aviation fields. We strongly encourage young people interested in aviation scholarships to contact us at the EAA Aviation Foundation as soon as possible."

Applications and more information on available scholarships can be obtained by writing to EAA Education Director, Chuck Larsen.

EAA  
AIR  
ACADEMY '86

Speaking of opportunities in aviation for young people, the EAA Aviation Foundation is now accepting applications for the 1986 EAA Air Academy. Now in its third year, the program provides an opportunity for young people aged 15-17 to work with aviation professionals while living and learning the art, science and lore of aviation in both classroom and workshop settings. For many young people, this can be the aviation experience of a lifetime. The 1986 EAA Air Academy will be held July 20 - August 5 and will offer more than just technical skills. According to Chuck Larsen, "While we will focus on working with hands and mind through the study of aviation, participants will gain an appreciation for quality and craftsmanship. More importantly, they will learn the value of human relations and leadership skills and their importance in the aviation world. The EAA Air Academy will broaden their understanding of aviation and themselves." For more information on the EAA Air Academy, contact Chuck.

BROCHURES  
AVAILABLE

Many members have encouraged their fellow aviation enthusiasts to join EAA by providing them with the "EAA & You" membership services and benefits brochure. The brochure has just been brought up-to-date and reprinted. If your Chapter needs a supply of the "EAA & You" brochure (which reflects the new dues structure), please contact Chapter Executive Secretary, Pat Wegner.

EAA MUSEUM  
IMPROVEMENTS

A new display in the Air Racing Gallery of the EAA museum, which features Steve Wittman's "Bonzo" and Matty Laird's "Super Solution," has now been moved out of the "Cessna Aeronautical Restoration Center" and onto the museum floor. The two airplanes have been moved into position and EAA's restoration and museum crew is now in the process of finalizing all the details of this exciting new exhibit. SPORT AVIATION will contain more information on this addition in the near future.

TWO NEW  
THEATERS

The EAA Aviation Center will also be the home of two new theaters in the very near future. The EAA Aviation Foundation's Board of Directors has approved a new "Vistascope Theater." The theater will be adjacent to the Aviation Center's Johnson Wax Entrance Gallery, directly across from Aeronautica. The new theater will show specially produced aviation films. We hope to have the new theater in operation by Memorial Day 1986. The "Vistascope" process incorporates specially designed film and equipment. The film is projected onto a 12' x 30' concave screen and fills the viewer's entire field of vision. An environmental sound system surrounds the audience for a total sensory experience. The first film to be shown in the theater will be "The World of Sport Aviation" which was produced during the last two EAA conventions.

The second theater, which is currently under construction, will be located in the northeast corner of the museum beneath the new Homebuilder's Gallery exhibit and next to the new Propellerama display. It is a children's theater which will show aviation-related films that are both educational and fun to watch. It will seat up to 40 young people at one time and is expected to be completed by January 15th.

L.A. REC  
AIRCRAFT  
EXPO

Paul Poberezny spent the Thanksgiving weekend at the L.A. Recreational Aircraft Exposition, which was held at the L.A. Convention Center. Paul felt that the promoters were probably disappointed because the turnout was smaller, both in exhibitors and in attendance, than last year. He reports that it is becoming very obvious that the new designs of "ultralight aircraft" are becoming scaled-down versions of larger conventional aircraft. Paul had an opportunity to visit with many of the exhibitors and a good number of long time EAA members on the West Coast.

While at the Expo Paul addressed a meeting of the Light Aircraft Manufacturers Association (LAMA). Paul says that he found the interest of the group focused on the experimental/amateur-built area. LAMA feels that this segment of aviation holds the greatest hope for growth. This is especially true since many of the aircraft formerly regarded as "ultralights" are now being built from kits and licensed as experimental aircraft.

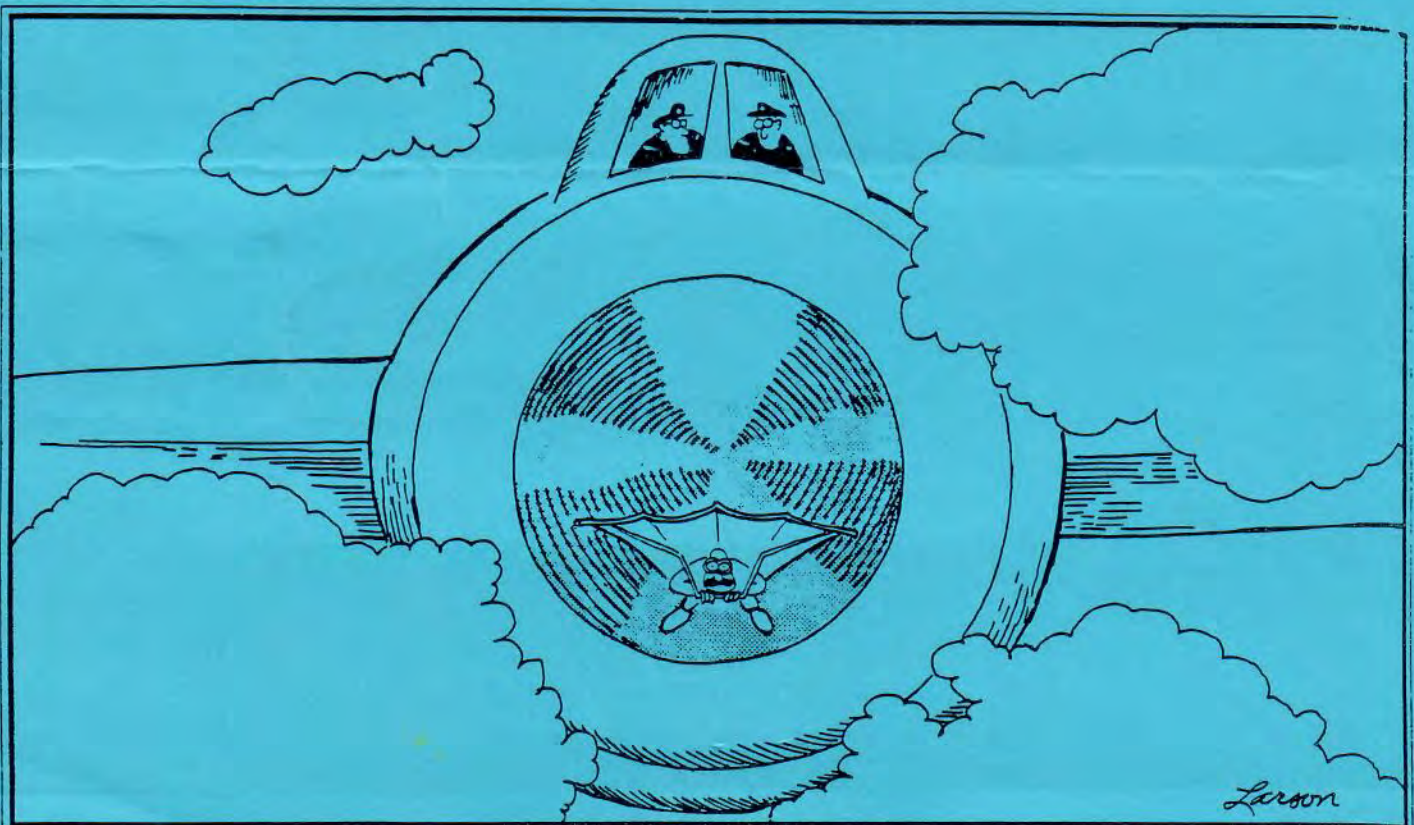
Oshkosh has already experienced its third major snowfall of the season and it's certainly beginning to look a lot like Christmas around here. All of us here at the Aviation Center wish all of you in the EAA Chapter network a very Merry Christmas and a happy, healthy and prosperous New Year!

\* \* \*



SPECIFICATIONS: Proposed Revision To Comply With Standards:

- A. All pipe is to be made of a long hole, surrounded by metal.
- B. All pipe is to be hollow throughout the entire length.
- C. All pipe is to be of the very best quality, perfectly tubular or pipular.
- D. All acid proof pipe is to be made of acid proof metal.
- E. C.D. of all pipe must exceed the I.D. so that the hole will be on the inside.
- F. All pipe is to be supplied with nothing in the hole so that water, steam, or other stuff can be put inside at a later date.
- G. All pipe is to be supplied without rust, as this can more readily be applied at the jobsight.
- H. All pipe is to be cleaned free of any covering such as mud, tar, barnacles, or any other form of manure before putting up. Otherwise, it will make lumps under the paint.
- I. All pipe over 500 feet long must have the words "Long Pipe" clearly painted on each end so that the fitter will know that it is a long pipe.
- J. Pipe over two miles long must have these words painted in the middle so that the fitter will not have to walk the full length of the pipe to determine if it is long pipe or not.
- K. All pipe over six inches in diameter is to have the words "Large Pipe" painted on it, so that the fitter will not use it for small pipe.
- L. All pipe fittings are to be made of the same stuff as the pipe.
- M. No fittings are to be put on pipe unless specified, If you do, straight pipe becomes crooked pipe.
- N. Flanges must be used on all pipe. Flanges must have holes for bolts, quite separate from the big hole in the middle.
- O. If flanges are to be blank or blind, the big hole in the middle must be filled with metal.



MARKETPLACE: For Sale: Volmer Jensen amphibian project, 40% complete. \$800.00. Also 172 wings. Also control surfaces for single engine Cessnas. Fred Schindler H. 622-9467 in Strasburg W. 333-9046 in Denver

For Sale: One brand new 6.00x6 6-ply Mc Creary tire. \$30.00 Vern Hoppes 458-5299

For Sale: Loran C for \$750.00. Herb Steen at Emery Aviation's electronics shop in Greeley.

For Sale: Parting out Cessna 310, mid-time engines, O-time props, good instruments, lots of hardware. Jerry Scurlock 466-6570

For Sale: Stolp Starlet, built in 1976, 270 TTAF, 380 SMOH, 50 STOH, Stits fabric, Lycoming O-290 with Hegy propeller, always hangared. David 206-363-2426 in Washington

For Sale: Sonerai plans for \$35.00. Paul Welink 206-255-5347 in Washington

For Sale: Lycoming O-320. Richard Gent 206-939-9052 in Washington

For Sale: Narco MK 12B, 360 channel nav-comm with power supply but less CDI head, \$350.00. Tom Mahoney 206-839-3980 in Wash.

For Sale: 1/3 share in an Aeronca 11BC located at the Longmont Airport, rebuilt in 1983, TO in 1985, \$2,000 firm. Dean Hollenbaugh 442-4198 evenings

For Sale: Pterodactyl ultralight, car topable, new reduction drive with 3 hours, Cuyuna engine with 100 hours. Dan Lawry 499-3833 evenings

For Sale: Two 4'x4'x5/32" aircraft quality birch plywood, \$50.00 for both pieces. Emil Vogel 776-7434 in Longmont



Chapter 43 Newsletter  
c/o Kirby White  
8780 West 90th Place  
Westminster, CO 80020



EUGENE A. HORSMAN  
210 LOOKOUT VIEW CT.  
GOLDEN, CO. 80401