

MILE HIGH FLYER

JUNE 1997

Volume 20 Issue 6



JUNE MEETING:

JUNE 14, 1997 at our usual meeting place; COLORADO AERO TECH, Broomfield, CO., 7:00PM.

* **MAY PICNIC** *

Ahhh, what a gorgeous day May 10th was!! Sunny blue skies, temperature perfect, eleven aircraft, and forty plus chapter 43'ers. Just the right combination for a great EAA picnic. Don Coleman was again the gracious host for our annual event and, as last year, made everyone feel welcome.

By the time that I arrived at 9:30 Mas, Charlie, Gene, Don and spouses were busy getting Don's hanger ready for the group. By 11:30 the grills were hot and the burgers were starting to smoke. As soon as Ron Denight arrived he started giving rides to everyone that wanted to go. I missed my opportunity to go with him but Bill Mitchell finagled a hop for me with Mike Markham in his Kitfox. On the flight with Mike I was able to shoot a couple of aerial pictures of the airport and Don's home/hanger. I am not a photo pro but you can view the results at our next meeting.

In addition to the flying aircraft that were there, Gene Horsman pulled his Mercury fuselage and tailfeathers over from his hanger. He had a nice display set-up with many pictures of the project. It appears that he well on his way to a beautiful flying machine. The landing gear looked as if it might have been designed after a Mack truck. Hard landings won't be any problem for this Mercury.

All in all it appeared that everyone had a good time. I know I did! Thanks to everyone that helped make it possible.

AIR SHOWS 1997:

JEFFCO AIRSHOW

With the Jeffco Aviation Association already participating in the Jeffco Airshow chapter 43 did not have enough volunteers left over to staff a booth for EAA. This is being written before the event, but after talking to Wayne and Mary Hammack at the kick-off party tonight, it sounds as if everything is falling into place for a great show. The Thunderbirds did a practice routine this morning that caught the attention of anyone within about a 8 mile radius of the airport. Unfortunately Wayne told me that the number of complaints from local residents far exceeded what he had expected. This is an unfortunate dilemma and could result in this years' airshow being the last one staged at Jeffco. Growth takes its toll again!

ROCKY MOUNTAIN EAA FLY-IN

Gene could not make the regional fly-in meeting so I will report on what took place. 'Everything is falling into place with no apparent problems.' That is it in a nutshell, but oversimplifies the hard work that the committee is doing and believe me this fly-in requires a lot of coordination and effort.

Carol Leyner reported that Oshkosh is now listing the Rocky Mountain Fly-In as an EAA Regional. This will require more work to assure that it becomes an official regional, but at least the fly-in has gained ground in the right direction.

Left Seat.....continued from page 1

As I mentioned in the last newsletter, they still need more volunteers to help with the fly-in. If you can volunteer any time please contact Gene Horsman or myself to get signed up. Julie Wilson is the volunteer coordinator and she may be at our June meeting to enlist more help. She has the names and numbers of everyone in 43 that has shown any interest. Remember that there are many nice door prizes that will be awarded to lucky volunteers that have their names selected.

Events at the fly-in include:

Breakfast and Lunch on both days
Barbecue dinner on Saturday evening
The IAC Competition on Sunday
Static Displays, etc.

The following seminars have also been scheduled:

Both Days: Fabric covering by Polyfibre
Welding by Air Service Inc.
Metal Working by Marvin Wahl
Sat: 09:30 NCAR - Advances In G/A Weather
11:00 Terry Edwards - Before The First Flight
12:30 FAA Seminar
02:00 Gordon Page - Warbird Recovery
Sun: 09:00 Kent Paser - Speed With Economy
10:30 FAA Seminar - General Aviation at uncontrolled airports & Parachuting

The fly-in should be the event of the year for all of the local EAA members.

A FLY-IN WORTH NOTING:

Alamosa Colorado (ALS) is hosting an Airshow on **July 12th**. They will be having a breakfast and show. The part that is worth noting is that they will be giving away 10 gallons of fuel to the first twenty experimental aircraft that arrive at the show. Café 43 might want to think about heading that direction early on the 12th to capture as much of the fuel as they can. For more info call Robert Munson @ 719-843-5227.

FUEL LEAKAGE

By David P. Minichan, Jr., Roanoke, Va
Coupe Capers, November 1995

There may be an easier way to solve the problem of fuel leakage from the wing tanks. This has become an increasing problem on N5464F and I realized something had to be done. I had investigated all of the sloshing compounds and all of them seem to have a major drawback. Col. Hugo D. Glenn, USAF RET, told me about a product offered in the J.C. Whitney catalog called ERF. This is claimed to bond with rust or corrosion and can even be used to seal gasoline tanks. It is supposed to be impervious to all solvents and even battery acid. I ordered a can and punched a number of holes in the bottom. I then applied two coats of ERF to the outside bottom of the can and then filled the can with 100LL. A plastic film was placed over the top of the can to prevent evaporation.

After three months, there has been no leakage of gasoline through the holes in the bottom of the can. I then pulled the wing tanks and found the major point of leakage was around the rivets on the back of the tank that fits against the main wing spar. I used a good paint remover to strip the paint from around all of the rivet heads and then polished each with fine aluminum wool. All rivet heads were then given two coats of ERF and then painted to match the rest of the tank. After two months, there has been no sign of leakage from either wing tank, and for the first time, the cockpit is free of gasoline fumes. It is too early to see if this will be a permanent fix, but if it is, it will certainly be an easy way to correct this perplexing problem.

SOME GOOD NEWS!

In The Denver Post last week the Western Slope news brought the following article:

GLENWOOD SPRINGS-

Glenwood Springs voters have spoken on the issue of the city's airport: **It can stay.**

A majority of voters, 74 percent, in this week's mail-in election decided to keep the city's lone airstrip.

The Glenwood Land Company, which owns the property, wanted to develop the land for residential, commercial and recreational ventures.

A grass-roots citizen's group rallied against the proposal, saying they felt the airport was valuable to local aviators and emergency medical personnel.

Steve Beach

FLYING TO CARLSBAD

By John Evens

Since we didn't hear from any other brave souls, just Mas and Flo Yoshida in their RV-6 and John and Vicki Evens in our T-18 departed Jeffco Airport at 6:30 AM on May 17th for a very enjoyable weekend trip to Carlsbad, New Mexico. The approximately 550 mile trip took us 3.3 hours going, and 3.4 coming back. Both aircraft burned very close to the same amount of fuel, averaging around 7.3 to 7.5 gal/hr. All in all a pretty respectable way to travel. Although the trip could have been completed non-stop, we did break it into two legs, stopping at Las Vegas, NM on the way down and Pueblo, CO on the way back.

Our rental car was waiting for us when we arrived, and we were lucky to meet a Long EZ builder who told us of a friendly guy who might just be willing to let us put our planes in his giant WWII era hangar for FREE for the night! He did! With our pride and joys safely tucked away, we proceeded to our motel, had lunch, and then on to Carlsbad Caverns. It was about a half hour drive to the caverns from town. Once there, we decided on the "natural entrance tour", which was self-guided. We followed a paved walkway that winds down into the cavern's depths for about 1 mile, passing through a series of underground rooms and descending slowly to a depth of about 750 feet. It took us a little over an hour. Then, being the great adventurers that we are, we decided to take the "Big Room Route" which covered a distance of about another mile. The so-called "Big Room" is large enough to hold 14 football fields, and the highest ceiling reaches 255 feet. It was truly spectacular! After that, we took an elevator ride back to the surface. A visit to the gift shop, a quick ride back to the motel, and we had about an hour to rest before heading back for the evening bat flight at dusk. Normally a spectacular sight, this was a little disappointing because of the small number of bats. We were very early in the season, and many of the Mexican Freetail bats had not yet returned from Mexico and other points south.

Our return home the next morning was uneventful, except for dodging some thundersorm cells around Raton and Trinidad, and just beating a pretty good downpour at Jeffco. What a nice trip! Are we fortunate to be pilots, or what?!

John Evens

WEATHER ON THE WEB

The following article by Steve Paulson, Channel 7 News meteorologist, was clipped from The Rocky Mountain News for you computer hounds, who like me, like to see how many sources you can glean weather info from, compare forecasts, and pick the one that sounds like the best flying weather!

It had to happen and it finally came to fruition. The National Weather Service in Denver now has its own web page. Hopefully, you have access to the Internet because there is a world of weather information. In fact, if the images were broadcast quality, many of us in TV wouldn't need to subscribe to a service. As it is, we use it all the time and there are some very cool sites. For the NWS in Denver, the address is: <http://www.crh.noaa.gov/links.html>. If you're into severe weather, try the Web site for the Convective Forecast Center: <http://www.met.tamu.edu/weather/>. Happy surfing!

PIONEER



The Pioneer
 is a single engine
 aircraft with a
 maximum speed of
 100 mph. It is
 designed for
 training and
 recreation. The
 aircraft is built
 with a high wing
 and a tail wheel
 landing gear. It
 is a very simple
 and easy to fly
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CENTERFOLD



Ramblings from the Editor

by Dave Bieseemeier

THE REAL NOISEBUSTERS

Having decided that, yes, my hearing is indeed important to my long term well-being, I began to look into Active Noise Reduction (ANR) headsets. Having tested a Bose headset in the past, I found the quality of sound and noise reduction to be stunning, as was the price, at some \$950 each. Researching the Aircraft Spruce and Specialty catalog revealed an interesting array of choices, the least expensive at around \$480 each. There had to be a less expensive route!

Discussing the situation with my hangar mate, Roger Klemm, we looked at the possibility of designing our own kit, but decided that was re-inventing the wheel. A visit to the internet netted an inexpensive (cheap) stereo set called the Noisebuster, which worked fine in my truck, which is rather noisy, but was overwhelmed by the *very* noisy racket produced in the cockpit of my Sidewinder.

Ron Denight had suggested the kit advertised in *Sport Aviation* produced by **Headsets, Inc.** I called their "800" number and received their brochure, which described the kit in some detail. The price was quoted as \$169 for the kit for my David Clark H10-30 headset. Another check of the A/C Spruce catalog revealed a \$10 savings at \$159 plus \$4.00 UPS, total \$163. I bit and phoned in my order.

The small box arrived 5 days later, and I soon set about gutting my D.C.'s. The old speakers must be removed, and the individual modules spliced into each ear cup. This task was easily (even for me!) accomplished in an evening. The instructions provide five wiring diagrams which detail installation. Choose between mono, mono with one or two volume controls, stereo, or stereo with volume controls, depending on your headset configuration.

So, how does it work? It's **amazing!** The improvement to sound quality is extraordinary. My radios have never sounded so good, and are now crystal clear, with the volume control set at about half of what it used to be. The active noise reduction cuts the engine/prop racket to an entirely bearable level. Switching the control box off while in flight makes me wonder how I ever put up with that much noise, and I

Editor, continued

quickly turn it back on to return to the more pleasant decible level. Headsets, Inc. advertize their use of Texas Instruments, Motorola, and Panasonic components, with Polyurethane dome speakers, with 15 db reduction. If you are contemplating ANR headsets, I highly recommend this option. They fit most David Clark headsets, and some other brands as well. Call Headsets, Inc. to answer your questions at 1-800-876-3374.

My apologies to Ron Denight and anyone else who journeyed to Taos, NM last month for the Taos Fly-in which was noted in the Calander of Events column. Apparently the Fly-in was cancelled due to a change in airport management, and nobody bothered to put out the word. Ron said he had a nice flight anyway.

If you have information to post in the newsletter, please try to be sure it is accurate, and I will try to do the same.

Dave

WINGS OVER THE ROCKIES

AIR AND SPACE MUSEUM

7711 East Academy Parkway
Denver Co 80220-0158
(in the former Lowry Air Force Base)
Phone: (303) 360-5360
Fax: (303) 5328
e-mail: worm@dimensional.com
Internet: HTTP://www.dimensional.com/~worm

MUSEUM HOURS

Monday Through Saturday:

10:00am - 4:00pm

Sunday: noon - 4:00pm

Guided tours are available at all times; call (303) 360-5360 ext. 21 for arrangements. Groups of ten or more are admitted at half-price and may have a free tour guide (if requested in advance). Children in groups of ten or more are \$1.00 each, with one adult free for every ten paid children.

MEMBERSHIP INFORMATION

Individual \$25.00

Family \$35.00

Patron, business, and lifetime memberships available.

The Antique Airplane Association of CO
Presents

Rocky Mountain Fly-Market'97

Where: 1997 Rocky Mountain Fly-In
Vance Brandt Airport Longmont, CO
Hanger west of Judson's Flight Service
Look for the AAA of CO banner

When: 27,28,29 June 1997

Register Parts
5:00-8:00 p.m. on Friday, 27 June
After 8:00 a.m. Saturday, 28 June

Pick Up Unsold Parts
Anytime before Noon on Sunday, 29 June

How Much: **FREE!!** That's right we'll help you sell your parts
for **FREE**, no commission charges

Tired of Your Old Airplane Parts?

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Need Parts But Don't Know Where To Look?

Buy them at the Rocky Mountain Fly-In Fly-Market

**KEEP 'EM FLYING,
SELL SOME TREASURES TODAY**

(AAA of CO Volunteers needed)

Call Todd Harvey

(303) 828-4232

EAA MILE HIGH CHAPTER 43

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Submission of articles, comments, or inquiries for publication in the newsletter are encouraged.

Meetings are normally held on the second Saturday of each month at 7:00 P.M. The place is determined each month.

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THIS MONTH'S MEETING:

Will be held at COLORADO AREO TECH, JUNE 14, 1997, at 7:00PM . See inside for details on page 1.

