

EAA MILE HIGH CHAPTER



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423-5134

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457-9769

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NEWSLETTER
KIRBY WHITE
423-5134

VOLUME 14, ISSUE 4, MAY, 1991

THIS MONTH'S MEETING: The meeting this month will be held on Saturday, May 11, 1991 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. This is now a permanent room for our monthly meetings, and I believe that it will serve our needs very nicely. All of the aviation organizations that were meeting at the Denver Air Center Club Room are going to be using this room, with the approval of the Jeffco Airport Authority, as it is their room to use as they see fit. Also, the people that are running the new FBO, Colorado Aircraft Services, Inc. (CASI), are very much in favor of all of the groups meeting in the same building as their new business. They see it as good exposure for them, and they have offered to help us out in any way that they can. Doug Stimpson is in charge of the new FBO. The program will be a videotape on the process of restoring a Luscombe Phantom. This is now an award-winning airplane.

THIS MONTH'S FLY-OUT: The Fly-Out this month will be to The Scottsbluff, Nebraska Airport for lunch on Saturday, May 18, 1991. This is the Saturday after our normal second Saturday meeting. We will meet at The Scottsbluff Airport at 11:00 A.M. and eat at the restaurant which is located on the field. Ken Lysek is coordinating the monthly Fly-Outs, so contact him at 457-9769 if you have any questions or have an extra seat to offer or are in need of a ride. If the weather happens to not allow us to fly to Scottsbluff, we will meet at The Deli in the same building as our meetings at Jeffco Airport at 11:00 A.M., as voted at the April, 1991 Chapter 43 meeting. What I would like for all of you to do is think of an inventive and definitive name for this new Chapter 43 monthly gathering so that everyone will know exactly what event is being spoken of. Something along the lines of Dawn Patrol, perhaps, but a name that hasn't been overused such as this example. If the name included the words "Forty-Three" and possibly rhymed, that would be great. Let me know if you come up with one, and we will take a vote on it at a future meeting. We have had some good suggestions so far, but a final decision has not been made yet. Here are the suggestions, in no particular order, that have been made already: Flyfest, Flunch (short for Fly-Out For Lunch, which has already been taken), 43 Spree, 43 Flying Spree, Tomaine Patrol, CAFE 43 (which stands for Culinary And Flying Expedition), and a couple of others that escape me at this time. Any winners among this group of suggestions?

LAST MONTH'S FLY-OUT: The Weather on the day of the Fly-Out in April was not that great, so I doubt that anyone flew to Buena Vista for lunch. No one called to let me know whether they had gone to either Buena Vista or The Deli at Jeffco Airport for lunch. Hopefully, the May Fly-Out will turn out much better.

LAST MONTH'S MEETING: With 55 members and guests in attendance, the meeting of April 13, 1991 was called to order at 7:45 P.M. by President Kirby White in Building B-8 at Jeffco Airport. The minutes of the March meeting were approved as published in the Newsletter.

Guests: Guests present were Mark Wiseman of Aurora, and William Robbins of Golden.

Old Business: Kirby let everyone know that Treasurer Roy Maneely was still collecting the 1991 Chapter 43 Dues of \$10.00 and that he also had 1991 EAA Calendars for sale for \$4.00 each. The subject of the new meeting location was brought up. Kirby announced that the approval had been given by Jeffco Airport Manager Dave Gordon and Meeting Room Coordinator Sue Hess for us to use the room as a permanent meeting area. He also said that the new FBO in the same building would be operating 24 hours a day, 7 days a week, and is a full-service Phillips 66 outlet. He suggested that we might want to consider buying our fuel and pilot supplies there, as CASI (the new FBO) is very supportive of all of us and will help us out in any way that they can. Kirby had some of CASI's business cards on hand for anyone interested to take.

Fly-Out: Ken Lysek reminded everyone to meet at The Buena Vista Airport at 11:00 A.M. on the following Saturday, April 20, 1991, for lunch. Ken said that if the weather would not permit us to fly to Buena Vista, we would meet for lunch somewhere else. Bill Mitchell said that Mr. James Bar-B-Que Restaurant at The Aurora Airport was closed the last time he was by there, so after some discussion it was voted to meet at The Deli at Jeffco Airport (which is in the same building as our monthly meetings) at 11:00 A.M. Ken asked for suggestions on the Fly-Out location for May. Chuck Ogden made the suggestion of The Scottsbluff, Nebraska Airport. He said that the restaurant on the field was quite good. An 11:00 A.M. arrival time at The Scottsbluff Airport was approved. Also approved was The Deli at Jeffco as a bad weather lunch location.

New Business: The Aurora Airpark Spring Fly-In, Longmont Aviation Day at Vance Brand Airport, and Southwest Air Fair & Exposition in Odessa Texas were all brought up. Kirby said he would put more information on these events in the May, 1991 Chapter 43 Newsletter. John Evens stood and gave a report on a handheld Loran C unit that he had very recently purchased. He said it has many features, but he hadn't had the time to go through the instruction book to figure them all out. When he feels comfortable in using it and has had a chance to try it out in his Thorp T-18, he will give everyone a complete report on how well it works. He said it weighs just one pound, has rechargeable batteries, and was only \$215.00. For more information on the brand name and where he purchased it, contact John. Ron Denight let everyone know that he had found a source for surplus STS Loran C pre-amps. They are brand new, and sell for less than \$5.00 each. Ron said to get in touch with him for the address of the company that is selling the units. Brad Davenport reported that a company at the Flabob Airport in California has begun testing an O-200, O-470, and IO-520-E engine to see how well they will run with Premium unleaded fuel and adding lead substitutes from a can that can be readily found at auto parts stores. Brad will keep us updated as he finds out how the tests are going. Roy Maneely said that in a recent NPRM, the FAA proposed exempting some Part 135 operators from the Agency's drug testing regulations. A review of the rule's requirements indicated that, except for sightseeing operations, Part 135.1(c) operations do not pose a sufficient public safety risk.

Gene's Corner: Gene Horsman reported that the new Lancair IV set a city-to-city (San Francisco to Denver) speed record of 828 nautical miles in 2 hours 38 minutes, for an average groundspeed of 362 MPH. The airplane was flown at 24,000 feet at only 65% power because of a fuel pump glitch. The engine was turbocharged and rated at 350 HP. Neico has 93 orders for the airplane, at \$43,900.00 each. Deliveries are scheduled to begin on March 22, 1991. Questair, Inc. has filed for Chapter 11 bankruptcy. They blame the decision to include engines in the original kit prices as the reason for their financial difficulties. To date, 85 customers are still waiting on engines. The new Spirit model with fixed gear was supposed to fly in March of this year. Taylorcraft has received FAA approval on its 118 HP Tricycle Gear Model F-22-A airplane. A misunderstanding between a pilot and a flight advisor may have contributed to last month's plane crash that killed most of country singer Reba McEntire's band. Transcripts show that the flight service specialist agreed when the pilot asked if he should stay below 3,000 feet. He took off about an hour later, and within three minutes the plane slammed into a mountain at 3,300 feet. The flight service specialist told investigators he interpreted the pilot's reference to "3,000 feet" as meaning above ground level. Gene read two articles from Aviation Week & Space Technology, one on Unleaded Avgas and the other on locating a Smithsonian Institution Air and Space Museum facility at Stapleton. Both articles are published in this Newsletter. Piper Malibus have been banned from operating in instrument meteorological conditions (IMC) until federal investigators determine why seven aircraft have broken up in flight since 1989. An emergency airworthiness directive issued by the FAA essentially prohibits instrument flight rules operation under IMC and recommends that pilots avoid areas with moderate and severe turbulence. The NTSB is uncertain at this time how the Malibu's airframe is failing in flight. On the subject of Piper, the offer that was made by the Socata division of Aerospatiale to buy Piper was rejected and the talks have been terminated. Gene read an AOPA Pilot Action Alert to Colorado AOPA Members about millions of dollars in new funding for airports. This Alert is published in this Newsletter. The AOPA, EAA, HAI, and National Association of State Aviation Officials have again petitioned the FAA to put a 2500 foot floor under the TCAs that would not require Mode C. Thousands of British Army troops are being flown out of the Persian Gulf battlefield area in a large-scale airlift employing Lockheed C-130s operating from semi-prepared desert strips. Approaches to the facilities sometimes are complicated by the heavy overcast created by smoke from Iraqi-set fires at Kuwaiti oilfields, or by windblown dust. An onboard Loran C system added to RAF C-130s has proven to be a valuable aid for pilots operating in and out of the landing zone. It is the U.S.-produced Apollo Loran C receiver/computer, which provides position accuracies of about 1/4 mile, according to RAF 47th Squadron Leader Les Piper. "The Apollo is a small bolt-on system added at the C-130 navigator's position that has been an invaluable aid to us during our operations in the gulf," Piper said.

Progress Reports: John Evens told everyone at the meeting about the first cross-country trip that he and his wife had taken in their newly completed Thorp T-18. They went to Salina, Kansas, which is about 400 miles. The flight took around 2:15 each way. He said that the FBO on the field (Flower, he believes) was extremely nice to him. They put his T-18 in a community hangar, and even put a rope around it so that no one would get near it. He recommended the FBO as an excellent place to stop. Brad Davenport brought in a spinner to

Progress Reports cont: show to everyone. It was made by a company that does a lot of work with exotic materials to fit the controllable propeller that he has been working on. It is made from 6040 Kevlar and had the backing plate as an integral part of the piece. It is a masterpiece of workmanship, and weighs just five ounces! Gene Horsman reported that the weight and balance had been completed on he and Darl Kemper's Luscombe, and they were looking forward to flying it again real soon after doing a lot of modification work on it. They have had help from Ron Denight and Brad Davenport.

A&P: The business portion of the meeting adjourned for coffee at 8:35 P.M. After the break, Phil Hughes showed Sparky Imeson's videotape on flying safely in the mountains. It was titled "Mountain Flight," and was quite informative and enjoyable.

CALENDARS: We still have 1991 EAA Calendars to sell for \$4.00 each.

MARKETPLACE: For Sale: Air Compressor, 1.5 HP, 2 cylinder, 30 gallon vertical tank, \$175.00. Brad Davenport 666-5744

For Sale: Little Toot all metal biplane project, Fuselage and tail complete, Cessna gear, Needs wings and engine, \$1500.00. Glenn Nicholls 321-7532

For Sale: Gascolator - Fits 1/4" A-65 fuel line - \$15.00; Original Luscombe A-65 tach (CCW) - \$35.00; Fuel pump for C-85/C-90 series - \$50.00; Set of inboard bay drag wires with fittings for rag wing Luscombe - \$20.00; Automotive style mixture control - \$5.00; Three way fuel valve which can be locked to two way - \$10.00; Right hand Luscombe door with non-opening window - \$25.00; Lunkenhiemer primer with lock - \$15.00; Two 4' x 4' sheets .040 2024-T3 mirror finish grade skin panels - \$30.00 each; One pair 6.00 x 6 inner tubes in good condition - \$10.00; Continental A-65-8 engine, running when removed, 2273 TT, 1189 SMDH, 575 STDH, complete with tapered shaft prop hub, \$1500.00; Flottorp (now Kinetics) 74/46 armor coated wood propeller for A-65 (Luscombe seaplane pitch) - \$500.00 or with tapered shaft hub - \$600.00. Gene Horsman 279-5782 after 6:00 P.M.

Wanted: Hanger mate at Jeffco for Skybolt or Pacer or T-18 size airplane, Share with three others, \$59.00 per month. Mark Yelich 469-0557

For Sale: Chrome plated 6" venturi that will run two instruments for \$40.00. Ron Denight 452-0458

AVIATION HAPPENINGS: May 11, 1991 Aurora Airpark Spring Fly-In with a Continental Breakfast and Bratwurst Lunch
May 17-19, 1991 Albuquerque/Southwest Airlines Airshow and Fly-In and Duke City 100 Air Race for experimentals. Held at Double Eagle II Airport
May 18, 1991 Longmont Aviation Day at Vance Brand Airport with a Pancake Breakfast
May 24-26, 1991 Greater Kansas City 25th Annual AAA Fly-In at Atchison Kansas Airport
May 31-June 2, 1991 National Biplane Association 5th Annual Convention and Exposition in Bartlesville, Oklahoma
June 14-16, 1991 First National Gathering for Canard Type Airplanes at Olathe, Kansas
June 21-23, 1991 OKC Fly-In at Pauls Valley, Oklahoma
June 22-23, 1991 13th Annual Rocky Mountain Regional Fly-In and Airshow at Greeley (Weld County) Airport
July 26-August 1, 1991 Oshkosh
October 5-6, 1991 Copperstate Fly-In in Prescott, Arizona

Clear the Air on Unleaded Avgas

The U. S. Environmental Protection Agency should exempt light aircraft engines from the Clean Air Act Amendments of 1990. If it does not, the loss of leaded aviation fuel may drive another nail into the coffin of personal and business flying in the U. S.

At the heart of the crisis is a provision in the clean air legislation calling for a ban on the manufacture and sale after November, 1992, of all piston engines used in "non-road" vehicles that burn leaded fuels.

Congress created the problem by using the ambiguous term "non-road," which is interpreted to include aircraft engines. Lawmakers also erred by failing to consult either the FAA or general aviation groups. The Hill then ordered the EPA to implement its unguided policy, pitting the agency against thousands of pilots who view yet another threat to their flying as a personal affront.

If the agency finally rules that the term "non-road" vehicles includes aircraft engines, the production of new powerplants, and by default new aircraft, would end in the U. S. next year. Manufacturers could modify their aircraft engines to burn unleaded fuels, but this raises safety concerns and other uncertainties in the industry.

The ramifications of the law could be serious. Thousands of jobs are at stake, and a critical link in the nation's air transportation system could be dealt an irrational blow.

Worst of all, the law could further devastate an industry already reeling from low sales and product liability woes.

The facts supporting an exemption are indisputable. General aviation piston engines burn less than 0.3% of the gasoline consumed in the U. S. They also burn fuel at relatively high altitudes, away from ground population centers, and they burn it more efficiently than many automobile engines.

Exhaust products from aircraft engines are an insignificant contributor to airborne contaminants and already are governed by emissions legislation passed in the 1970s. It clearly is irrational to penalize an industry that contributes billions to the nation's economy each year.

Fortunately, the Washington bureaucracy shows signs of understanding and confronting the issue. Senior EPA officials appear to be sensitive to the problem. They have said it is not the agency's intent to ban leaded aviation fuels and that they will seek clarification of the Clean Air Act before a final decision is made.

Some members of Congress also understand the problem and are pressing the EPA and Transportation Dept. for precise interpretations of the provision. The EPA has a unique opportunity to take a constructive lead in the matter by exempting leaded Avgas from the Clean Air Act. It should do so swiftly.

Denver Officials Hopeful, But Smithsonian Skeptical About Locating an Air and Space Museum at Stapleton

DENVER

Denver civic leaders and airport officials believe they have at least an even chance of getting the Smithsonian Institution's Air and Space Museum to locate a western U. S. exhibit of historic aircraft at Stapleton airport here, after airline traffic moves to the new Denver International Airport in 1993.

They say such a move would make the Smithsonian's collection of historic aircraft and spacecraft available to more people and save money for the institution in the long run.

But Smithsonian officials say they remain unconvinced of the value of having a display site in the western U. S. and that greatly increased operating costs would more than cancel any savings that might result from using Stapleton. The museum officials continue to press for their original proposal of a second facility at Dulles International Airport near Washington.

A new Smithsonian facility was proposed to replace the present workshop and refurbishment operation at Silver

Hill, Md., which is no longer considered adequate.

Smithsonian officials contend they still would need a refurbishment facility in the Washington area even if the proposed Denver museum is accepted. This would mean both a duplication of staff and a permanent splitting of the museum's collection of aircraft and spacecraft, the officials have said, because it would be impractical to move the aircraft back and forth across the country.

Under terms of the agreements that provided for development of the new Denver International Airport, Stapleton must be closed to all air traffic as soon as the new airport is operational. These agreements prevent its continued use for commuter airline, business aviation or even helicopter operations.

The runways are in good shape and could accept any historic aircraft that the Smithsonian might wish to land here, city officials say. Existing hangars could be revamped to provide covered display

space for even the largest aircraft, and the existing terminal building is sufficiently large to accommodate any other exhibitions that the museum would decide to make available.

"The Smithsonian has identified about 70 existing aircraft it would want to bring into its new facility, wherever it may be located, over the next 15-20 years," according to Chris Duerkson, a city official who works with civic groups seeking to develop the airport for future use.

"We believe that we could get waivers for that many flights to land without violating the agreements under which the new airport is being funded," he said.

A museum might not be the only new development at Stapleton. A civic group, Stapleton Tomorrow, is conducting economic studies to determine the feasibility of locating a Federal Research Center—for continuing education, job training and medical research—on part of the airport, along with park and recreation and housing developments. □



AIRCRAFT OWNERS AND PILOTS ASSOCIATION

421 Aviation Way • Frederick, Maryland 21701-4798
Telephone (301) 695-2000 • FAX (301) 695-2375

AOPA PILOT ACTION ALERT

TO: COLORADO AOPA MEMBERS
FROM: AOPA OFFICE OF LEGISLATIVE AFFAIRS
RE: MILLIONS IN NEW FUNDING FOR AIRPORTS

THE COLORADO STATE LEGISLATURE IS CONSIDERING HOUSE BILL NO. 1028, WHICH WOULD DEDICATE THE REVENUE FROM THE STATE SALES TAX ON JET FUEL TO AVIATION PURPOSES. THIS LEGISLATION WOULD PROVIDE MILLIONS OF DOLLARS FOR GENERAL AVIATION AIRPORT IMPROVEMENTS IN COLORADO. AOPA STRONGLY SUPPORTS HB-1028. IT IS VITAL THAT YOU SHOW YOUR SUPPORT FOR THIS LEGISLATION.

Under HB-1028, the \$8 million generated annually by the collection of sales tax on jet fuel would be used solely for aviation purposes. Currently, these tax dollars are deposited in the general revenue fund, a practice which the State Attorney General has formally stated is a violation of the State Constitution. Article X, Section 18 of the Colorado Constitution provides that "any taxes imposed upon aviation fuel shall be used exclusively for aviation purposes." Passage of HB-1028 is necessary to ensure that taxes on jet fuel are properly used for aviation purposes, as required by the State Constitution.

By making this money available for airport development, Colorado can dramatically improve its ability to address the growing needs of its airport system. But there are strong opponents of HB-1028. Legislators must hear from Colorado pilots if HB-1028 is to pass.

Please help by writing to the following individuals and expressing your support for HB-1028. PLEASE WRITE TODAY!!!

The Honorable Charles E. Berry
Speaker of the House
Colorado General Assembly
State Capitol
Denver, CO 80203

The Honorable Ted Strickland
President of the Senate
Colorado General Assembly
State Capitol
Denver, CO 80203

IN ADDITION, CONTACT YOUR LOCAL STATE LEGISLATORS AND TELL THEM THAT AVIATION TAX DOLLARS SHOULD BE USED TO PAY FOR VITAL AIRPORT IMPROVEMENTS!!!!



Aurora Airpark



Longmont Aviation Day

Vance Brand Airport
Saturday, May 18th



Pancake Breakfast
\$3.00/person
7:30 AM to 10:30 AM

Sponsored by
Longmont Airport Users Association
and
E.A.A. Chapter 648

SPRING FLY-IN SATURDAY - MAY 11, 1991

Continental Breakfast

(Coffee, Juice, Muffin)
Served from 9:00 a.m. to 11:00 a.m.

Bratwurst Lunch

Served from 12 noon to 3:00 p.m.



STEARMAN RIDES

\$30.00

Aurora Airpark
Watkins, Colorado
(303) 361-9630



100LL \$1.90
Autogas \$1.55



Static Displays

Antique-Classic Planes
Experimental Aircraft
Military
Hot Air Balloon
Glider
Ultra-lights
Helicopters



Rides Available

Helicopter
Ultra-light
Airplane

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RWY 11/29

Friendly
Folks
and
Fun
Flying!



BILL D. HICKS
PRESIDENT
1010 E. 8TH ST.
ODESSA, TX. 79761
(915) 335-3099

P.O. BOX 1166
ODESSA, TEXAS 79760

GEORGE STEDING
VICE PRESIDENT
1504 E. 36TH ST.
ODESSA, TX. 79762
(915) 366-8938

April 30, 1991

Dear FBO and/or EAA Officer:

JUDY RITCHIE
SEC./TREAS.
2907 N. TOM GREEN
ODESSA, TX. 79762
(915) 362-6419

Several weeks ago we mailed a poster to you announcing the Southwest Air Fair and Exposition. All indications are that this show will be one of the biggest (and best) air shows in the Southwest for this year.

DON BONIFAY
MANAGER
1010 E. 8TH ST.
ODESSA, TX. 79761
(915) 335-3110

We are now expecting over 200 Experimental Aircraft, over 25 Military Aircraft, over 25 WW II War Birds, along with new production aircraft, Classics, Antiques, Ultralights, and even Model Airplanes. We are prepared to accomodate these aircraft along with several hundred regular fly-in type aircraft. We believe there will be over 60,000 people attending this event.

BOBBY FARMER
EXEC. DIRECTOR
P.O. BOX 12176
ODESSA, TX. 79768
(915) 563-2732

No doubt many of the pilots in your area are planning to fly in for this air show on May 18th and 19th. Many of them will not be pre-registering so we have enclosed some information and ask that you put this on your Bulletin Board or reporduce it for interested pilots in your area.

RICKY JORGENSEN
EXEC. DIRECTOR
1010 E. 8TH ST.
ODESSA, TX. 79761
(915) 335-3000

We are sending all pre-registered pilots a packet of material to help them upon their arrival at Odessa.

PAUL ERDMANN
EXEC. DIRECTOR
3007B MARK LANE
MIDLAND, TX. 79707
(915) 694-9877

Thank you for helping us spread this information. Hope you will be able to attend our show.

TOM TODD
EXEC. DIRECTOR
P.O. BOX 4413
ODESSA, TX. 79760
(915) 337-6716

Yours truly

A handwritten signature in black ink, appearing to read "Bill D. Hicks", is written over the typed name.

Bill D. Hicks
President

JOE HENSLEY
EXEC. DIRECTOR
4820 E. UNIVERSITY
ODESSA, TX. 79762
(915) 366-0588



DOUBLE EAGLE II AIRPORT

May 17, 18 & 19, 1991

- *SPORT AVIATION FLY-IN
- *MILITARY PARTICIPATION
- *WARBIRDS
- *HOMEBUILTS
- *ANTIQUES
- *CLASSICS
- *ROTORCRAFT
- *ULTRALIGHTS
- *PROFESSIONAL ACROBATICS
- *COMMERCIAL AIRCRAFT DISPLAY
- *DUKE CITY 100 AIR RACE

FRIDAY - MAY 17

DISPLAY AND FLY-IN ARRIVALS UNTIL 6 PM. REGISTRATION ALL DAY
ACROBATIC PERFORMER REHEARSALS
ZAR AEROSTAR SUNSET SHOW
GOLDEN KNIGHTS EVENING PERFORMANCE
HOT AIR BALLOON GLOW
PARTY IN THE REGISTRATION TENT FOR FLY-IN GUESTS
NIGHT SAILPLANE BALLET
FIREWORKS

SATURDAY - MAY 18

WARBIRDS DAWN PATROL OVER ALBUQUERQUE
FLY-INS ACCEPTED 0600 TO 1000 UNDER TOWER CONTROL
DUKE CITY 100 RACE 1000 TO 1100
JUDGING OF SHOW AIRCRAFT
AIRSHOW 1200 TO 1800

SUNDAY - MAY 19

WARBIRDS DAWN PATROL OVER ALBUQUERQUE
AIRSHOW 1130 TO 1700
AWARDS PRESENTATION 1115
DEPARTURES AFTER 1700

CALL 505-AIR SHOW (247-7469) FOR ADDITIONAL INFORMATION (MOTELS, CARS, ETC.)
A WIDE VARIETY OF LODGING ACCOMMODATIONS ARE AVAILABLE
ALBUQUERQUE OFFERS GREAT FOOD AND ENTERTAINMENT
FLY IN PARTICIPANTS ARE WELCOME TO COME IN EARLY IN THE WEEK
TENT PARTY FRIDAY EVENING FOR FLY-INS AND VOLUNTEERS
UNDER WING CAMPING WILL BE WELCOME: BRING YOUR OWN TIE DOWNS
FLY IN GUESTS PLEASE REGISTER AT THE REGISTRATION BOOTH TO RECEIVE YOUR NAME
TAGS, FREE AIRSHOW PASS AND YOUR SHOW AIRCRAFT JUDGING INFORMATION
COURTESY TRANSPORTATION WILL BE AVAILABLE TO AND FROM THE HILTON HOTEL
AWARDS WILL BE PRESENTED TO ALL CLASSES OF SHOW AIRCRAFT
STATIC DISPLAYS OF SEMI-COMPLETED OR UNUSUAL AIRCRAFT ARE WELCOME
RV PARKING AVAILABLE
FUEL WILL BE AVAILABLE (100 OCTANE & JET "A")
MONITOR UNICOM ON 122:8 FOR FIELD INFORMATION
ARRIVING AIRCRAFT PLEASE MONITOR ALBUQUERQUE ATIS 118.0 PRIOR TO ENTERING
DOUBLE EAGLE II TRAFFIC
TEMPORARY DOUBLE EAGLE TOWER 120.9
TEMPORARY DOUBLE EAGLE GROUND CONTROL 127.0



Chapter 43 Newsletter
c/o Kirby White
8780 West 90th Place
Westminster, CO 80021



EUGENE HORSMAN
210 LOOKOUT VIEW CT.
GOLDEN, CO 80401