

EAA - MILE HIGH CHAPTER 43

Volume 19, Number 1

January 1996

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Our Next Meeting:

Our annual banquet will take the place of our regular monthly meeting. The next regular Chapter 43 meeting will take place at 7 PM on February 10th, at the Jeffco Airport Terminal building (our normal meeting time and place). The program will be announced in the February Newsletter. Come prepared to vote on Chapter 43 logo at the February meeting.

Minutes From the December Meeting:

The meeting was held on December 9th at the Jeffco Airport Terminal building; vice president Gene Milligan presiding. Minutes from the November meeting were approved as published in the newsletter.

New Member: Ricky R. Davidson, Captain (747 Pilot with United)

Visitors:

→ Steve Rose

→ David Calvert

Old Business

→ EAA Chapter 43 Banquet - Aaron Schomberg reminded everyone to sign up the banquet by December 29th. It will be January 14th, 1996 at the Ramada Hotel, 4773 Yates Dr., Westminster, CO. Attendees are reminded to bring a picture of their latest project/aircraft for show and tell.

→ Meeting place may need to be changed to a different location in the near future. This will be discussed at the February meeting.

New Business: → No new business was presented.

Brad's Safety Corner:

→ A.D. Continental Engines A-65 to R670 Possibly due to misfueling with "jet-fuel."

→ A repairman's certificate in Pueblo was pulled due to improper log book entries and poor maintenance.



→ Longmont Skydiving - **Still in business.** Listen for call on Uni-Comm 122.8. **Caution!** You may not get a radio announcement! Jumpers are landing on the north side of the airport. **If using runway 11 be careful!**

→ USAF SR71 back in service.

→ Bonanza is 50 years old.

Editor's Notes:

→ Support: The Duncon Lightfoot Bill H.R. 2276 by calling your local Congressman:
Skaggs 650-7893(fax)
Campbell 866-1900
Schaeffer 762-8890

→ Please send "For Sale" and "Wanted" advertisements to Dwight Cresap, P. O. Box 572, Niwot, CO 80544 for inclusion in the next newsletter by the 28th of the month.

→ Send project information with photos and a brief description to above address.

FOR SALE:

→ SONERAI IIL (2 place, low wing) Experimental, N423ST, built in 1984 with 400 total time and 200 since top end on Continental A65. New wing, sliding canopy, 20 gal. fuel, Maule tail wheel, wheel pants, Nav/Strobe lights, new interior ---a solid, special a/c hangered at VanAire. Cruise at 135 mph on 20 foot wing span, 20 foot length, 616 lbs. empty wgt. All metal wing with tube/fabric aft of cockpit. \$12,000, OMO--no trades. Call Larry Church at 303-972-0690--leave message.

→ SCORPION II Helicopter, 95% completed project started in 1980. This project has a water cooled 132 hp V.W. Rotor blades still in box. Full set of gauges. \$7,000, OBO. Call Bruce Russell at 443-7836, leave message.

FEATURED PROJECT

John Pakan's Taylorbird

John Pakan has been building a Subaru powered pusher homebuilt Taylorbird. It was designed by C. G. Taylor (see photo). He also gave us the E-2 and J-3 Cub. Taylor left us a couple years ago but not before sharing his last flying machine, the Taylorbird.

This tandem two-seater is all metal except for the fiberglass outer shell. The project is now on the main landing gear with the help of a pair of loaner wheels from Marv Wahl (see photo). Half of our garage is dedicated to flight. Since starting work on the Taylorbird, the Subaru engine for aircraft applications has become a big hit with many homebuilders. I'm using the 1800 cc, normally aspirated version with a two-belt pulley reduction drive (see photo). A retired IBM friend has machined most of the hardware which is ready to assemble on the engine mount (see photo).

The wing with a 23015 airfoil is located at 3/4 height giving the pilot visibility both above and below the wing. The only blind spot should be directly aft.

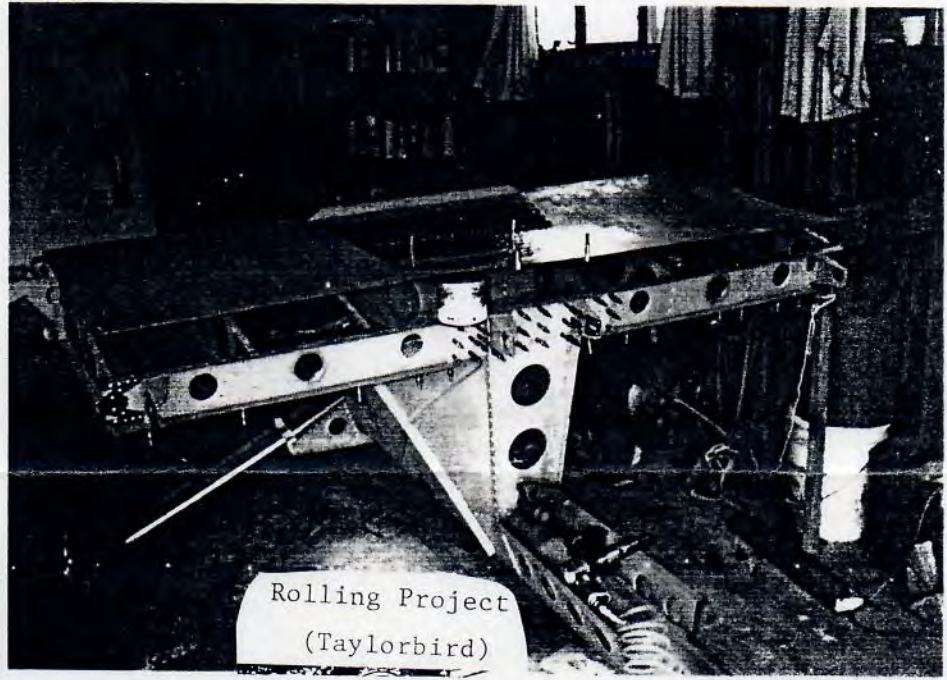
I should have a cruise speed of about 120 mph with a range of about 500 miles. With the current atmosphere of amphibious a/c improving in Colorado. I'm looking at wet feet if only to build in the attach fittings at this stage of construction. (I'm open to suggestions - Taylor did not consider water operations). Landing speeds are expected to be similar to that of a Cub.

An unheated garage makes for cold fingers and reduced progress this time of year. De-bugging the plans has also delayed progress and required rebuilding and refitting several parts. You just have to look ahead two-three steps and hope you catch the errors before they catch you. Building this a/c is a real learning experience and I look forward to the flying side as well.

Anyone interested in kicking tires in the Niwot area--give me a call and stop by.

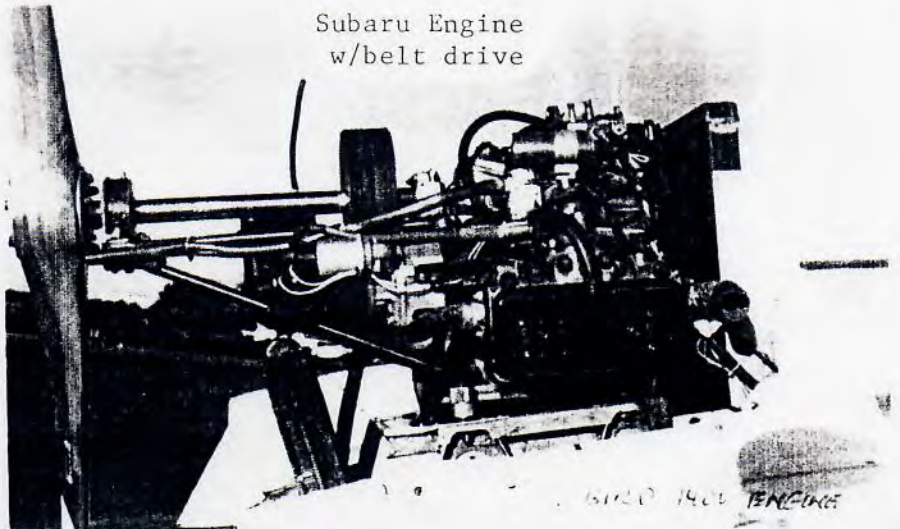
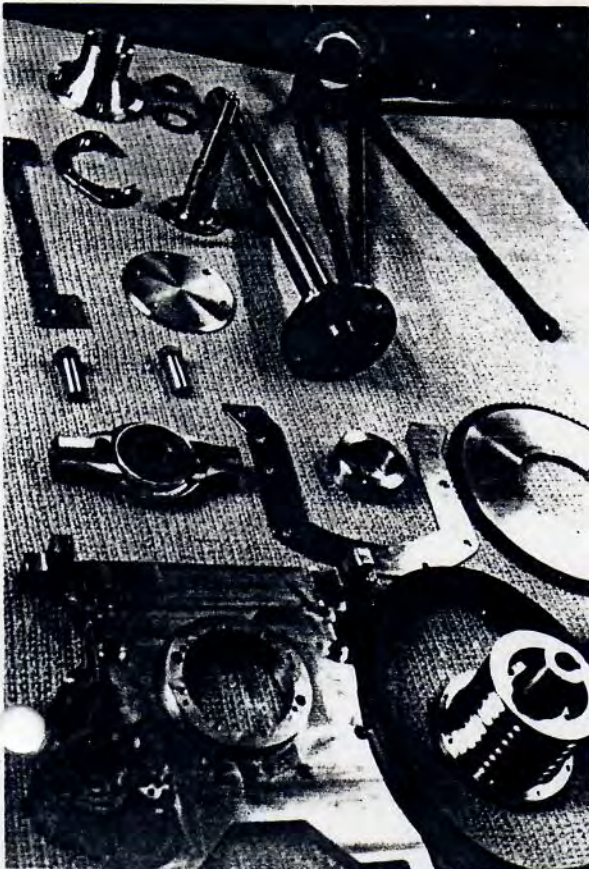


C. G. TAYLOR (on left)



Rolling Project
(Taylorbird)

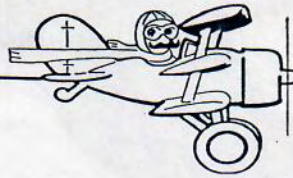
Fabricated Drive Parts



Subaru Engine
w/belt drive

1980 1900 ENGINE

EAA Chapter 43 Newsletter
3570 Jackson Way
Thornton, CO 80233



Eugene Horsman
210 Lookout View Ct.
Golden, CO 80401-2518