

EAA MILE HIGH CHAPTER



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NEWSLETTER
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VOLUME 10, ISSUE 6, JUNE, 1987

THIS MONTH: This month's meeting will be held on Saturday, June 13, 1987 at 7:30 P.M. The meeting will not be held at the Rocky Mountain Energy Center, but instead will be held in the Club Room of the Denver Air Center, which is at the junction of the two main roads leading into Jefferson County Airport. The Club Room is at the Southwest corner of the building. The program will be a slide presentation by Jim Thompson of the pictures that he recently took at the 1st Annual National Biplane Fly-In at Bartlesville, Oklahoma, and should be very interesting.

LAST MONTH: With 50 members in attendance, the meeting of May 9, 1987 was called to order at 7:55 P.M. by President Kirby White at the Rocky Mountain Energy Center. The minutes of the April meeting were approved as published in the Newsletter.

Guests: There were no guests present.

Treasurer's Report: There was none given.

Old Business: Kirby said that he had two EAA Calendars left to sell, even though it was getting somewhat late in the year.

New Business: Kirby talked about the Fly-In Pancake Breakfast which the Greeley Fly-In Committee was sponsoring on Saturday, May 16, 1987. The Breakfast was to be in conjunction with a rededication of the Boulder Airport, as much work has been done to it in the past year. Kirby hoped that many Chapter 43 members would either fly or drive in. Kirby also talked about the upcoming Greeley Fly-In. He said that it would not be held the weekend after Labor Day Weekend as in the past, but instead would be August 21-23, 1987. There were two main reasons for the change. One was the weather at the 1986 Fly-In, and the other was the fact that the Jeffco Airport was planning a large Airshow the weekend after Labor Day Weekend. Because of the high cost of insurance, there would probably not be a full airshow either day, but the Denver Air Show Team, who fly radio controlled aircraft, were scheduled to perform both days. If insurance problems can be corrected before the Fly-In, then a full airshow will be put together. Kirby hoped that everyone would put the Greeley Fly-In on their calendar and try to attend. Ralph Molski said that Tom Pierce at Tri-County Airport told him that an FAA study may be done to consider the feasibility of using Tri-County as a reliever for Stapleton. If it officially became a reliever, then FAA funds might be available for some improvements. It was reported that the FAA is in the process of hiring 800 new employees. Many of them will be working in the field in locations throughout the country as examiners and inspectors.

Gene's Corner: Gene Horsman reported that the AOPA has responded to several Airworthiness Directives that have been proposed by the FAA. AOPA has recommended that the FAA withdraw a proposed AD requiring inspections and repair of cracked forward wing spars on Gulfstream Aerospace Model 112 and 114 aircraft. AOPA noted that the Commander Flying Association, Gulfstream, and Rockwell International Corporation (which manufactured the aircraft) have held technical discussions concerning a mutually acceptable and permanent method of repairing cracked spars. Any FAA action prior to a resolution of the groups technical discussion would be premature. A proposed AD involving seat rails and seat assemblies on an estimated 145,000 Cessna aircraft has been issued. The new AD would require inspection, maintenance, and possible replacement of parts on seat rails and seat assemblies. A proposed AD requiring installation of springs on carburetor throttle shafts in an estimated 50,000 Cessna aircraft is opposed by the AOPA. The problem addressed by the AD -- loss of power because of separation of throttle cables from a control arm on the carburetor -- was taken care of by a recent AD. AOPA also is opposing a proposed AD mandating inspection of front and rear wing spars on Bellanca Model 7 and 8 aircraft to check for compression damage to the spar. AOPA researched several accidents involving the Model 8GCBC Scout that were cited as justification for the inspections. AOPA found that all occurred during unauthorized aerobatics or following an incident that damaged the wings. AOPA also questioned expanding the AD to include all Model 7 and 8 aircraft, which are structurally different than Scouts. Pilots at several airports that serve both commercial and general aviation are being subjected to stringent new security measures. In some cases, aircraft owners are not able to drive or walk to their aircraft unless they display badges or passes or are escorted across the ramp by FBO personnel. Senator Thomas A. Daschle (D-S.D.) has introduced a bill, S.820, to provide veterans with financial assistance for vocational flight training. The bill would provide veterans with educational assistance of up to 75% of established charges for tuition and fees at approved commercial flight training schools. Candidates would have to have a private pilot's certificate and be able to pass a Class II physical exam to be eligible for the assistance. Flight training for recreational purposes would not qualify. The bill has been referred to the Senate Committee on Veterans Affairs. AOPA has recommended that the Federal Aviation Administration replace terminal control areas (TCAs) with smaller avenues of controlled airspace known as terminal corridor areas. The corridors would coincide with frequently used arrival and departure paths at Group I and Group II TCA airports. Among the advantages of removing large areas of controlled airspace from existing TCA configurations is a significant reduction in controller and pilot workloads. Trusten Allan McArtor, a former member of the Air Force Thunderbirds precision flight team, apparently is the Department of Transportation's choice to succeed Donald D. Engen as FAA Administrator. McArtor has released a statement through Federal Express Corp., where he is employed as a senior vice president, saying that he is "honored to be considered for Administrator of the Federal Aviation Administration." The National Transportation Safety Board has recommended that the FAA issue an AD requiring an immediate inspection of the main wing spars and upper wing skins on all high time (more than 5,000 hours) Piper PA-28 aircraft.

Gene's Corner cont: The Safety Board also urged that all Piper models with wing spar structures similar to the PA-28 be inspected. A panel of physicians appointed to review special issuances of pilot medical certificates has recommended that there not be "administrative retrenchment" following the departure of Dr. Frank H. Austin as Federal Air Surgeon. The five physicians, including Dr. Ian Blair Fries, President of the Flying Physicians Association and a member of AOPA's medical advisory panel, recommended that each application for a special issuance "be reviewed in a prompt and enlightened manner." The panel also recommended that more stringent documentation and record-keeping be instituted and that guidelines for evaluating applications for special issuances be specified in writing. Also, statistics should be developed on special issuances to help in future decisions. Inspections of emergency locator transmitters on 150 aircraft in Alaska revealed that half of the ELTs were inoperative. Technicians inspected them for battery expiration date, power output, voltage produced under a load, and G-switch operation. In addition to finding out-of-date batteries, inspectors discovered many instances of corrosion and a rapid drop-off in signal strength.

Progress Reports: Herrill Davenport said that he recently put a new Mode C transponder in his Nugget, and that it seems to work fine. Jim Thompson said he was seriously considering adding a DME to the panel in his Cessna 170.

A&P: The business portion of the meeting adjourned for coffee at 8:25 P.M. After the break, Jim Thompson showed three sets of slides that he had taken. The first was of a trip from Aurora to Dover, Delaware in a Piper J-3 Cub that he was ferrying. The second was of a ferry trip from Dallas, Texas to Princeton, New Jersey in a Cessna 185. The third set were pictures of airplanes, most of which were taken at Oshkosh 1985.

LETTER: The letter which is printed in this Newsletter was written by Chapter 43 member Bud Aumann. It is well worth taking the time to read. He sent copies to several political officials, as well as EAA President Paul Poberezny. It will be interesting to see how many of them send him a letter in return.

MARKETPLACE: For Sale: LM-1 plans, 3/4 scale Cub with folding wings, \$35.00; Windwagon plans with Hummelbird conversion, powered by 1/2 VW, \$30.00; Heath Parasol V plans, \$10.00; KR-1 plans with motorglider conversion, \$40.00. Curt Prentice 371-8207

For Sale: Engine & prop cover for Piper J-3 Cub, New, Well made, Waterproof, \$80.00. Roy Maneely 371-3370

For Sale: RST two-position intercom, Built-in type, Installed and working in a Cessna 170, Need four-position intercom, Price negotiable. Jim Thompson 344-4442

AVIATION HAPPENINGS: July 31 to August 7, 1987 Oshkosh

August 21-23, 1987 Greeley Fly-In

April 11, 1987

I feel I must address what I and members of the General Aviation flying community, is a callous and unfair proposal. I am speaking of the proposed new "super" Terminal Control Areas throughout the United States.

I am annoyed due to the fact that I do not believe these regulations were objectively evaluated but were influenced by that of the ignorant, irresponsible, and sensationalistic tactics of the news media in panicking the American public, the FAA, and the D.O.T. Because of the news medias coverage of the recent events of the mid-air collisions in California and Utah, an unfair assessment has been made of our airspace and TCAs. Please understand that the NEWS MEDIA DOES NOT SPEAK FOR ME ON THIS SUBJECT OR ANY OTHER SUBJECT!

I suppose I could tolerate the proposed 60 mile "super" TCA restriction of small aircraft not equipped with a transponder by circumventing the new TCA. But the general aviation community will soon be required to install a Mode S series transponder in their aircraft. Imposing this regulation is totally unacceptable. Why? Allow me to explain.

1. The small aircraft industry in the United State. is near collapse. This industry closed out 1986 with yet another 26.3% drop from the previous year's 2,029 aircraft manufactured to a low of 1,495. Both Piper and Cessna are uncertain what the parent companies are planning to do with them. By forcing this industry, which already spends enormous amounts for product liability coverage, to incorporate another electronics device estimated to cost \$10,000 to \$14,000 is sheer nonsense. (This device would affect all aircraft whether manufactured in 1987 or 1909). The FAA and DOT claim Mode S series transponders will cost little more than a Mode C (approx. \$1500). But, a survey by the Experimental Aircraft Organization with manufacturers of transponders demonstrated the \$10,000 to \$14,000 estimates.

2. If our light aircraft industry fails who will manufacture the military and commercial trainers? Members of the European aircraft industry manufacture excellent aircraft for this purpose. But, are we to rely on them, especially if they become engaged in an armed conflict with another nation or, if they themselves are attacked?

3. What is to become with all the Fixed Base Operators (FBOs), 588 which are within the new super TCAs? Did you ever stop to count the number of small aircraft at all these 588 airports. They all would fall within the Mode S transponder regulation. How many will go out of business due to the effect of the Mode S requirement as many small aircraft owners will choose to depart rather than expend \$10,000 or more for the electronics required to stay within the super TCA.

4. The slow demise of the light aircraft industry has directly affected a company that I represent which manufactures dynamic and static testing equipment. Sales of this equipment to the light aircraft industry has been near nil.

As you can see, that total picture of the light aircraft industry does not look encouraging. Their collapse will cause snowballing effects causing loss of jobs, business loss to major and minor suppliers, loss of aftermarket parts and services, the closing of airports and FBOs, loss of instructor's businesses and so on.

I am sure the FAA and DOT will promote safety as the major reason for the initiation of the super TCA 60 mile diameter limit. This may be somewhat misleading and, it may in fact be more of a dangerous situation. I have enclosed a copy of an old, marked up, World Aeronautical Chart outlining the new super TCA boundaries with an example of a lightplane course around the super TCA. Note, that if a 30 mile radius is imposed on general aviation in the Denver area with Stapleton Airport at center, pilots electing to circumvent the TCA on the western side would be in close proximity to 11,000 ft. mountain peaks with 14,000 ft peaks not too far away! Keep in mind that Denver's altitude is 5,280 ft. above sea level. Because of this altitude small light aircraft are already straining for power due to the high density altitude in Colorado and the western states in general. If a corridor were provided west of Denver it could cause danger as there would be considerable traffic and aircraft wanting to use the corridor. This would be similar to a busy highway. And the ground elevation in that area is already near 7,000 ft. with flattop mountains and peaks nearby over 9,000 ft.

If a pilot would choose to circumvent the TCA by flying on the eastern edge then another problem will exist. If you are familiar with light aircraft accidents then you are aware that the most frequent cause is fuel mismanagement. Running out of fuel and fuel starvation are the two most prevalent causes. If a northbound aircraft out of Albuquerque, for example, planning to land at Ft. Collins airport in Colorado, were to choose to fly around the eastern edge of the TCA, he would add nearly 40 to 60 miles to his flight. Though most of us tend to plan fuel accordingly, many are tempted to "stretch the flight", and run out of fuel.

Another problem on the eastern edge of the super TCA at Denver would be the increased small traffic. Many of us will elect not to purchase the Mode S transponder. Flying around the "cake" will cause tremendous traffic hazards around the outside perimeter of these super TCAs. If the Denver area would cause problems think about Chicago, Milwaukee, Detroit, Cleveland, and so on. How many pilots will wind up in Lake Michigan attempting to go around the eastern side of the O'Hare super TCA. What about small single engine aircraft desiring to go to Oshgosh from Cincinnati. Will they be tempted to fly over Lake Michigan, or will they go around the western side of the super TCA causing additional fuel management considerations and causing more fuel usage. One TCA that could cause exceptional problems is Salt Lake City. The Wasatch

Mountains are to the east. Hill Air Force Base is northeast. Salt Lake is Northwest. What should a light aircraft pilot do in this area if he does not have a Mode S transponder, the weather is closing in, and he is low on fuel. Circumnavigate a 60 mile diameter super TCA? That is ridiculous.

And what of the thousands of pilots that fly their aircraft to Oshgosh for one of the major international airshows sponsored by the Experimental Aircraft Association. Going around these super TCAs in aircraft that have few instruments is going to take considerable more time and fuel. This includes those associated with historic aircraft as well. Will we need special clearances each time we fly to an airshow? As you can see these regulations are quite unfair considering the fact that it was members of these organizations that have developed fuel efficient aircraft at their own expense to begin with. It was the EAA that sponsored the use of unleaded auto gas for aircraft use.

I think that the small aircraft pilots will elect to go around the new super TCAs. Why? Would you invest in a \$10,000+ electronic device if you owned a small historic aircraft that incorporated a few basic flight instruments? Or, what if you purchased a good used aircraft as I did in 1976 for \$6500? It seems moot to invest in such outrageously priced equipment. Its not necessary. Please read on.

The dangers are not necessarily mid-air collision potentials. In Denver we frequently experience wind shears, the major cause of aircraft crashes. Better known as microbursts, this phenomenon can cause serious problems in the vicinity of the eastern Rocky Mountains. It is also widely known in airport areas around the US. I would rather the FAA and DOT spend our tax monies on improving the wind shear radars than to spend their time on regulations for the super TCAs.

We all pay for the use of U.S. airspace including the TCAs. Why should a select few have the privilege of exercising their right to the use of the TCA just because they can afford it? The super TCAs for the super rich? Most of us are not in that category but are everyday working citizens saving every extra dime we can to enjoy a few hours in the air. Are you aware that it takes almost 30 hours of maintenance for every hour of flight in order to operate a WW II P-51? Much of the funds are donated. So is time. A great number of members of the aircraft community are now building their own aircraft because of the outrageously priced Cessnas, Beechcrafts, Pipers, etc. The high costs are due to the required electronic gadgets and especially product liability insurance premiums.

I would like to see the U.S. airspace controlled and regulated by those familiar with it. Just as the United Airline pilots are attempting to own their company, we should have the privilege to do the same. The FAA is under the political thumb of the Department of Transportation (DOT). Unfortunately, many within the DOT and FAA are lacking a strong and sincere interest in developing aviation. Perhaps many of them are not familiar with the operations of flight, aviation manufacturing, and the airspace system. Many respond, unfortunately,

to the hues and crys of the press and media.

Are you familiar with the fact that THERE HAS NEVER BEEN A MID-AIR COLLISION BETWEEN A GENERAL AVIATION AIRCRAFT AND A COMMERCIAL AIRLINER WITHIN THE AIRSPACE BELOW THE OUTER LAYER OF A CURRENT TCA? There is no good reason why access to airports within the new super TCA shouldn't be retained without Mode C, or Mode S transponders. We have been engaged in a see and be seen operation for years. And it has worked. Are you also aware that an effective anti-collision and avoidance system existed in 1976 but was ignored by the FAA? Loran C manufacturers believe that given time and proper incentive they can and will develop an inexpensive collision avoidance component for installation in their equipment which will eliminate the need for transponders ALL TOGETHER and which will provide collision avoidance capabilities for ALL AIRCRAFT EVERYWHERE!

Since aircraft accidents and resultant deaths are minimal compared to automobile and other ground related transportation each year, I feel the efforts of the DOT should be directed toward those areas.

No matter how careful and safety conscious we are, there always will be accidents and disasters. The DC-10 disaster in Chicago was a maintenance caused problem. Its just a simple matter of human error. Will the auto airbag prevent all highway deaths? I doubt it. What about airbags for other ground vehicles such as motorcycles and ATVs? Why did ATV manufacturers change to a four wheel configuration from a three wheel configuration? The three wheeler was dangerous. Do we need divided highways for all of our alcoholic young drivers 50% of which are killed in alcohol related accidents? How about rubber dividers, rubber cars, explosion proof gas tanks (used in auto racing). What about anti-collision devices for autos and trucks? Separate controlled highways for trucks? Facetious? Yes, but how many Americans are killed on our highways each year? 10,000? 20,000? 30,000? 40,000? Most are killed or injured on the highway -ON THE ROAD, NOT IN THE AIR! Nor, is there a majority killed on the ground as a result of an air to air collision. Can you tell me when you saw the last auto commercial that did not promote speed, racing around curves, reckless four wheelin? And, when was the last time you saw an ad by the DOT promoting safe driving? Yet, emphasis always seems to be directed toward aircraft accidents. Safe flying is always promoted at each airport, by each instructor, by the FAA, by AOPA, and many other organizations. Safety is a major emphasis at airshows. As a side note we lost over 17 skiers in Colorado alone this year. Most were caused by out of control fast skiing. Some were killed due to their callousness in not paying attention to avalanche warnings. How much control is control?

99.9% of those who fly are cautious, safety oriented pilots. Pilots, in general are a very professional fraternity of individuals who love the freedom of the skies. Destroy that freedom and you will destroy a historic heritage, tradition of excellence, and the future of aviation in America.

I feel we are very well trained and well regulated now. We are required to have a minimum of 40 hours training, are required to take frequent physicals (frequency varies with Class categories), are required to take biennial flight

reviews, are required to have annual inspections on aircraft. Automobile drivers, on the other hand, require none of these except in some states where an annual safety inspection is required. And again where do most deaths occur in transportation? On the road. Consider the fact that drivers close at each other at a speed rate of over 120 mph within inches of each other!

Obviously you can ascertain that I am very upset with the constant pressures on increasing limitations to our freedom of flying. Many of us, including members of the FAA have a deep personal interest in aviation. We are all facing a crisis in aviation, a time bomb, slowly ticking away before the explosion which could destroy our freedom to fly much less just to fly in and around metropolitan areas of our country. If the incentives of flying, owning, building, and enjoying our professions and pasttime pursuits are quelled, then aviation history and development in America will perish. Hindering the creativeness of the league of aviation enthusiasts is not a very positive approach. The new regulations are only an additional step to aviation's demise. If it were not for individuals such as Burt Rutan and his staff, the recent success of the Voyager could never have happened. That was free enterprise at its best. The future of creative aviation in this country surrounds individuals such as the Burt Rutans, the Chuck Yeagers, the Wright Brothers, and many to numerous to list. Organizations such as the Ghost Squadron based in Texas have maintained aircraft of the past wars. The Antique Airplane Association has preserved historic aircraft of the past. The Experimental Aircraft Association has spawned many new aircraft designs and innovations to flight over the past 20 years. Members of the International Aerobatic Club have brought home many awards for their unexcelled performance. The future of the world and society may depend on this creative fraternity who are not afraid to challenge the skies.

In conclusion I feel I have an obligation to prevent irresponsible legislation from being passed that could affect the future of aviation. It is important for me to express my feelings on how these new regulations could affect aviation. I further demand that you and our representatives cease listening to the crys of the press and news media. We will be the Wright Bros. and innovators of tomorrow's aviation. We cannot allow ill conceived regulations to be passed without our input.

Thank you for your time and attention. Please feel free to contact me or any of the associations mentioned above for additional information or discussion regarding this matter.

Respectfully,



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Encl: World Aeronautical Chart
Proposed Regulation Summary

PROPOSED NEW 60 DIAMETER SUPER TCA

A traffic corridor would cause a dangerous high traffic area and would be adjacent to 5500 to 9500 ft. MSL peaks and terrain

High air traffic potential around outside of Super TCA for aircraft without transponders avoiding TCA

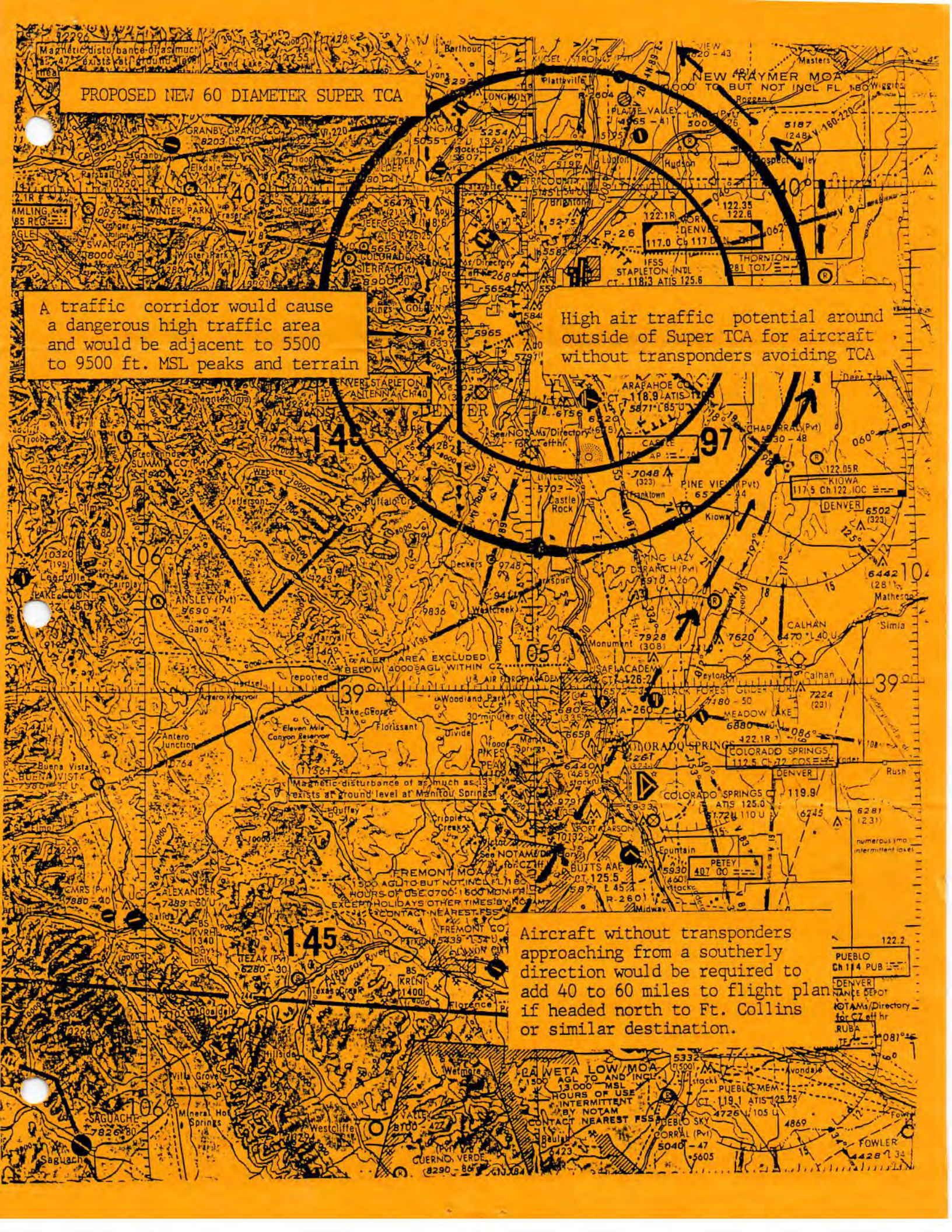
Aircraft without transponders approaching from a southerly direction would be required to add 40 to 60 miles to flight plan if headed north to Ft. Collins or similar destination.

Magnetic disturbance of as much as 43 exists at ground level at Manitou Springs

FREMONT MOA 1500 AGL TO BUT NOT INCL FL 1800 HOURS OF USE 0700-1800 MON-FRI EXCEPT HOLIDAYS OTHER TIMES BY NOTAM CONTACT NEAREST FSS

LA WETA LOW/MOA 1500 AGL TO AND INCL 13,000 MSL HOURS OF USE INTERMITTENT BY NOTAM CONTACT NEAREST FSS

PUEBLO CH 114 PUB EST DENVER RANCE DEPOT NOTAMS/Directory for CZ off hr RUBA



PROPOSED REGULATION SUMMARY

As of December 1 of this year, Mode C (Altitude Reporting) transponders will be required on all aircraft entering all of the 23 Group I and Group II TCAs. These are the principal airline airports in Atlanta, Boston, Chicago, Dallas, Los Angeles, Miami, New York, San Francisco, Washington, Cleveland, Denver, Detroit, Honolulu, Houston, Kansas City, Las Vegas, Minneapolis, New Orleans, Philadelphia, Pittsburgh, Seattle, St. Louis and San Diego.

Today, with their present "inverted wedding cake" configurations, it is possible to fly under the outer layers of these 23 TCAs or over them entirely without a Mode C transponder. If, however, the proposed new super TCAs are approved, Mode C will be required for 30 miles around the primary TCA airport - in all directions and from the ground up to infinity. A pilot will not be able to fly over them or under them. Nor will a pilot be able to take off or land at any airport within the 60 mile wide cylindrically shaped TCA, unless he has a Mode C transponder. This plan will affect 588 airports which currently exist under the 23 TCA areas.

The cost of a new Mode C transponder and altitude encoder averages about \$1500. FAA will only allow Mode C transponders to be built until January 1, 1990.....and the stock remaining on the shelves as of that date may be installed on aircraft through December 31, 1991. Starting on New Year's Day, 1990, the manufacturers can only make the new Mode S transponder....and beginning on January 1, 1992 only Mode S transponders can be installed in any U.S. registered aircraft.

Note: Sport Aviation magazine editor Jack Cox surveyed various avionic shops and principal manufacturers of general aviation transponders and found that the price of a Mode S transponder would cost between \$10,000 and \$14,000 each. There would be considerable costs involved in recertifying and recalibrating the units every two years. (The DOT and FAA have claimed that the Mode S transponders would cost only "a few hundred dollars more than Mode C").

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