

EAA MILE HIGH CHAPTER



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NEWSLETTER
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THIS MONTH: This month's meeting will be held on Saturday, April 8, 1989 at 7:30 P.M. 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 program will be a selection of videotapes, from which the members can decide which one they would prefer to watch.

LAST MONTH: With 60 members and guests in attendance, the meeting of March 11, 1989 was called to order at 7:40 P.M. by President Kirby White in the Club Room of the Denver Air Center. The minutes of the February meeting were approved as published in the Newsletter.

Guests: Guests present were Terry & Michele Allard of Littleton, Bob Mercier of Littleton, Wayne & Cheryl Johncock of Denver, Ellwood Sharpe of Golden -- who is building a Skybolt, and Mike Wagenbach of Boulder.

Treasurer's Report: There was none given.

Old Business: Cathy Sheeon reported on a Rocky Mountain Regional Sport Aviation Committee meeting she went to. She said that a real commitment needs to be made from all of the EAA Chapters for volunteers to help make the Fly-In a success. She informed everyone at the Chapter 43 meeting that she had volunteered Chapter 43 for airplane parking duties and for taking care of the pop stands. Along the same lines, Kirby read the following statement which was written by Bill Marcy, who is the President of the Fly-In Committee: "I want to emphasize that without a positive commitment for help and support from each Chapter involved, we cannot have a successful Fly-In. We have relied on a small core of dedicated volunteers for ten years now, and unless the Chapters can make a commitment to relieve the burden on those few volunteers, it is my recommendation that we cancel the event and return to individual Chapter events." Cathy and Daphne Davenport talked about an Air Rallye that they were planning in May for the financial benefit of the Fly-In Committee. There will be an entry fee of \$10.00. The course will start and end at the Boulder Airport, and should only take a couple of hours. Cathy and Daphne said they would make up a flyer with all of the details to put in the Newsletter.

New Business: Jim Thompson talked about a Pancake Breakfast and Fly Your Buddy Day which was scheduled for Saturday, April 1, 1989 at the Aurora Airport. He invited everyone to either fly or drive out and join in. Leonard Lawton said he had heard of a Benefit Airshow that was planned at Centennial Airport by the Military Heritage Command. He didn't know anything else about it, and wondered if anyone else did. Bill Shields had his copy of "Warpath Across The Pacific" at the meeting. It was illustrated by Steve Ferguson, who is formerly a Chapter 43 member. Bill invited anyone interested

New Business cont: to take a look at it during the break. Kirby talked about the Cactus Fly-In in Casa Grande, Arizona that he and several other Chapter 43 members went to. Everyone enjoyed it, and Kirby said the highlight of the show for him was a 1916 Sopwith Pup with a LaRhone rotary engine that flew. The negative part of the Fly-In was a midair collision between a Cessna 170-B and a home-built biplane on Sunday about six miles from the airport. Four people were killed in the accident. The speculation was that one of the passengers in the 170 was videotaping the biplane doing aerobatics and the biplane lost sight of the 170 and rolled into it. A plan formulated on the ground before the taping session might have prevented the accident. Jim Thompson reported on the midair collision of a Cessna 172 and a Quickie near the Aurora Airport in March. A grass fire that was burning in the area may have diverted everyone's attention from looking for other traffic.

Gene's Corner: Gene Horsman reported that Japanese prosecutors are seeking to indict twenty persons -- including four Boeing employees -- on charges related to the August 20, 1985 crash of a 747SR that killed 520 persons. Police have completed their investigation of the accident, which occurred after an incorrectly repaired aft bulkhead failed. Those suspected by the police of professional negligence (which is a criminal offence under Japanese law) include four Boeing staff members, twelve Japan Air Lines employees, and four Ministry of Transportation field inspectors. Differing U.S. and Japanese legal systems have hindered the investigation. Boeing has declined to participate fully in the investigation, and has refused to allow questioning of its employees. Indictments are unlikely without full Boeing participation in the case, Japanese legal experts said. Gene read an article that chronicled the events that took place in the air after the accident of Aloha Airlines Flight 243 on April 28, 1988 in which the top half of fuselage section 43 suddenly tore loose. The crewmembers displayed outstanding professionalism in handling one of the most terrifying and bizarre accidents in modern aviation history, and one that is having widespread impact on the industry. A lawsuit filed by Aviation Composites Company, Ltd. against aircraft designer Burt Rutan, Dick Rutan, Scaled Composites, Inc., and the Rutan Aircraft Factory, Inc. raises anew the question of liability incurred by an aerospace vehicle design/test team. The suit alleges that the handling qualities (mainly the departure and spin characteristics) of a microlight aircraft designed and tested under a mid-1982 contract with Rutan Aircraft Factory were misrepresented in the test report. A production version was built in 1987 by Aviation Composites with the same external dimensions as the prototype, but was heavier and incorporated changes recommended by Rutan Aircraft. Flight testing of the production version revealed that the handling qualities were inconsistent with the prototype test report, and it had an almost unrecoverable flat spin mode, the complaint alleges. Scaled Composites officials said the production version was about twice the weight of the prototype originally developed and tested, and had substantially different mass distribution and inertial characteristics. Industry experts questioned the legal precedent of holding a designer or test pilot responsible for the characteristics of an aircraft that had been radically altered from the originally tested configuration. Gene read a fairly detailed description of how Aviation Week & Space Technology planned, prepared, and took the overhead photos of the B-2 during its rollout.

Gene's Corner cont: Only shots from the front at ground level were originally to have been permitted at the Palmdale Airport in California. The procedures that were used to overfly the area were completely legal and very simple. It was quite humorous, actually.

Progress Reports: Ken Lysek reported that he had been working on an annual inspection of his Tri Pacer, and he expected to finish it the next day.

A&F: The business portion of the meeting adjourned at 8:15 P.M. After the break, Herrill Davenport showed some slides that he took at the Old Rhinebeck Antique Aircraft Museum. He talked about what was in the slides, and also described what we would be watching when he showed a videotape that he bought at the Museum. Every weekend during the summer the Museum puts on a comical flying skit, and the videotape was filmed during one of the skits. Many thanks to Herrill for the presentation.

Many state aviation agencies would welcome increased participation in functions currently handled by the federal government if they received adequate funding, according to a 50-state study organized by the National Governors Association. Study found that 35 states would be willing to administer at least part of FAA's federal grant program. National Association of State Aviation Officials Center for Aviation Research and Education, which conducted the study, said it also found that 15 states are required to act on behalf of their airports as "channelers" of federal money to localities and that 32 states could do so if they chose, although only half of those actually do. Study shows that states want more of a role in the grant program as long as there are no "formally established procedures" that direct funding to airport development outlined by the states. Present situation is one where several "channeling" states work informally with FAA to determine grant recipients, while others have "sign-off" authority without the right to influence the selection. Most states received revenues for aviation agencies from fuel taxes, with the exception of Colorado, Massachusetts, Oklahoma and Texas, which do not tax avgas. Delaware, New Hampshire, Oklahoma and Texas do not tax jet fuel. Study found that 24 states use aircraft registration fees to raise money, 18 airport operating income, 14 airport licensing fees, nine pilot registration fees and nine state-issue bonds. FAA relies on states and localities to govern land use near airports, but study results show that only six state aviation agencies have a role in regulating airport-compatible land use. Only 16 states regulate tall structures that could affect airspace, while 19 regulate structures that are labeled aviation hazards. Study said proper zoning could reduce federal and state spending for noise abatement. (Courtesy of AVIATION DAILY)

AVIATION
RECOMMENDA-
TIONS

Twenty-five recommendations on aviation will be made to the new administration as a result of a two-day "Future of the Civil Aviation System" symposium which was chaired by Wesley Posvar, president of the University of Pittsburgh. The recommendations will be presented to the Bush administration and include:

Elevate the FAA administrator to senior level status inside the federal government, including access to the President, establishing a term long enough to allow for long-range planning. Give the administrator more independent budget authority to award grants and contracts to the universities, research firms and institutes working to improve the civil aviation system.

Create an Advisory Council reporting to the FAA administrator.

Create an external, independent research unit to analyze civil aviation issues involving economics, technology, human resources and policy formulation.

Develop an overall national aviation policy that recognizes the civil aviation system as a complete transportation system and charge it with establishing a strategic plan of goals and objectives for improving the system.

Examine requirements for new airport construction and the policy issues involved.

Establish a partnership between government and academia to interest and educate college students in aviation studies, including full scholarships with a commitment to serve FAA.

Make pay levels competitive at both entry and mid-level management levels within FAA.

Encourage the Justice Department to vigorously enforce existing antitrust policies.

Develop pricing structures, such as gate fees and other mechanisms, to ease overcrowding at airport terminals, gates, runways and other facilities. Funds should be used for airport construction or expansion to relieve additional crowding.

Move the aviation trust fund off budget and make it immune from the provisions of the Gramm-Rudman-Hollings Act. It should be expended exclusively for aviation uses.

Examine the current state of intergovernmental relations as they pertain to airports, ground transportation and oversight of airline services. Unwarranted federal intrusion into state and local areas should be avoided.

Recommendations were also made on ways to improve the system in areas such as air traffic, aeronautical research and development, personnel training and education, airport design and regulatory controls. (Courtesy of AVIATION DAILY)

The Great Colorado Air Rally

When is it? May ²⁰~~19~~, 1989 with a weather date of May ²¹~~20~~, 1989. Start time is 8:00am to 9:00am. More details when you pre-register.

Where is it? Begins and ends at the Boulder Airport.

How does it work? Each pilot will get a packet of clues. It will contain a series of headings and distances with obvious landmarks to note. There will also be word puzzles leading to several airports.

What's a word puzzle? This is an example. Answer the questions and read the airport vertically in the boxes.

Three tailed airplane

B E L L A N C A

Phantom

L U S C O M B E

First piper

T A Y L O R C U B

P-38

L I G H T I N G

Composite insect

D R A G O N F L Y

PT-17

S T E A R M A N

French all wood design

E M E R R A U D

How do I sign up? Pre-registration is important to organize this event. Please call Cathy Sheeon at 469-6456 or Daphne Davenport at 444-0734 as soon as possible or at least by May 12, 1989. Sponsored by EAA chap. 43.

How long will it take? Approximately two hours to complete the course. This is based on a 100mph aiplane and landing at the specified airports.

How much does it cost? Ten bucks per plane. Your money will be donated to the Rocky Mountain Regional Fly-In.

What do I need? A partner if possible, Denver & Cheyenne sectionals, a sense of humor and your thinking cap.

Extra Features!!! Wilda Davenport's famous cinnamon rolls while you wait to take off. Homebaked cookies & lemonade upon your return.

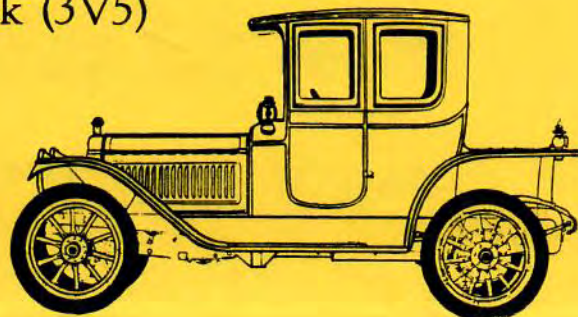
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ANTIQUÉ AIRCRAFT AND AUTO CLUBS

Downtown Fort Collins Airpark (3V5)



May 13, 1989



Breakfast — 9:00 to 11:00 a.m.

Public Display — 11:00 to 2:00 p.m.

- Antique Aircraft
- Experimental Aircraft
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(Other room packages available upon request)

RSVP: Annetta Saxerud
303-484-4186

Rain Date May 20th

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FORT COLLINS, COLORADO 80522

F.A.R. - 145 Bill has been Approved +
Passed. This Bill Allows For MAJOR
OVERHAUL WORK ON U.S. AIRCRAFT +
Components (Avionics, Engines) To Be
Contracted out to Foreign Countries.

This would allow Major Airlines to
Close Their U.S. Maintenance Bases.

We Believe This will allow Bogus Parts on
many Aircraft, Decrease Safety, Increase
Trade Deficit and cause the U.S. to lose
many skilled jobs. The FAA can't
monitor the world. Help Fight

Please Write, Call, Petition or Telegram
Your Congressional Rep. and Senator to
Sponsor and vote for H.R. 145 which will
Terminate F.A.R. Rule F.A.R. 145. Protect Public
Safety and your jobs. Watch for Petition
Drive at The Metro Inn on Smith Rd.
7AM to 7PM 3-21-89 Thru. 3-24-89

Counterfeit nuts, bolts a threat

By The Los Angeles Times

Halfway through construction of its new headquarters in South Central Los Angeles, the U.S. Postal Service discovered that at least 20,000 of the nuts and bolts in the building were counterfeit.

So officials ordered contractors to remove all of the substandard, foreign-made fasteners masquerading as high-quality, American-made parts.

But the Oct. 1, 1987, Whittier earthquake beat them to it. Fasteners holding up five of the building's cement walls snapped. Nearly 100 tons of concrete crashed to the ground, shearing steel beams in the process.

No one was injured, but had the quake occurred just a few hours later, 400 construction workers would have been on the site.

Federal investigators say the Postal Service's experience with counterfeit parts is becoming alarmingly commonplace for both business and government. Over the last 18 months, counterfeit fasteners, ball bearings, valves and circuit breakers have surfaced throughout the nation, and notably where public safety is a vital concern: nuclear plants, commercial airliners, missiles, trucks, buildings, bridges, school buses and even the space shuttle.

"Bad parts is a virus that has contaminated our industrial base," said Rep. Ron Wyden, D-Ore., who will help lead congressional hearings on the issue expected to begin in February.

Some of those familiar with parts counterfeiting fear a catastrophe in the fields of aviation or nuclear power.

Counterfeit parts come in two varieties — cheap imports that bear markings or certificates indi-

cating they were made in America and meet specified standards, and used parts that are refurbished or given a coat of paint and sold as new.

Counterfeit parts often don't meet the standards that engineers require to ensure safety. For example, the Boeing Co. discovered early last year that it had installed more than 2,000 allegedly counterfeit ball bearings in its 737, 747, 757 and 767 commercial jets manufactured between April 1986 and January 1988.

A sampling of the 8,000 allegedly counterfeit ball bearings found defects that could cause them to rotate unevenly, crack or even break.

Boeing thought it had bought a brand-name bearing manufactured by Torrington Co., a Connecticut-based ball bearings manufacturer. Etchings on the bearings, which were sold by Alliance Bearing Industries of Los Angeles, said they were made by a Torrington division. But in fact, the bearings were manufactured by IJK, a Japanese company.

The FBI raided Alliance, and Torrington has sued Alliance in U.S. District Court in Los Angeles, charging it with trademark counterfeiting and racketeering. Alliance has denied the charges but admitted the bearings were not Torrington's.

The Federal Aviation Administration maintains that commercial airliners are fitted with emergency systems that would compensate for almost any kind of failure caused by a counterfeit part.

Still, no catastrophic accident of any kind has ever been blamed on a counterfeit part.

Some officials speculate that most counterfeit parts are so small

that investigators might have missed their role in causing a larger component to break down.

The federal government has only recently begun to take counterfeiters to court.

Arthur O. Sammons of Canoga Park was one of the first targets. The National Aeronautics and Space Administration had bought thousands of nuts and bolts from his company, A.O. Sammons, in order to build its space laboratory, called Astro I. The lab was scheduled for launch aboard a space shuttle in March 1990.

NASA learned Sammons had falsified documents saying the bolts passed certain safety tests. The lab, says NASA, could have literally started falling apart in the shuttle's cargo bay. Astro I's disassembly took six months and cost NASA about \$1 million.

Sammons, 77, pleaded guilty in November to 43 counts of fraud and making false statements to NASA and was ordered to get out of the aerospace fastener business.

No other industry has been hit with a wider array of counterfeit parts than the nuclear industry. During the last year, the Nuclear Regulatory Commission has found numerous counterfeit fasteners, pipes, fuses, valves and circuit breakers in the nation's nuclear plants or sitting on shelves awaiting installation.

An internal NRC report written last summer said at least 56 companies were suspected of counterfeiting. The report was only addressing the counterfeiting of circuit breakers. The NRC also has reported that more than half of the 110 nuclear plants in the United States currently operating contain counterfeit or substandard bolts, nuts and screws.

FACT SHEET REGARDING FAA's RULE
ON FOREIGN REPAIR STATIONS AND HR-145

1. The FAA Rule eliminates current regulations which limit foreign repair work on aircraft which are used in operations conducted "in whole or part outside the U.S." Now even domestically flown aircraft can be repaired in foreign countries.
2. The FAA Rule even allows airframes, powerplants, propellers and component parts of U.S. registered aircraft to be repaired in foreign countries regardless of where they are built.
3. Now U.S. airlines will be able to export our jobs by shipping various components to FAA-Certified Repair Stations Overseas that specialize in the maintenance and repair of equipment.
4. The FAA Rule permits an overseas manufacturer to contract maintenance of components to NON-CERTIFIED sources, such as an original manufacturer.
5. Previously, air taxi/commerical operator rules permitted only a "Certified Mechanic or Repairman" to sign an air worthiness release or aircraft maintenance log entry. The FAA Rule amends the regulations to permit a person who works for a foreign repair station to "sign off" on maintenance, preventive maintenance or alterations performed by a repair ststion.
6. The FAA Rule is an open door allowing U.S. airlines to contract out airline repair, maintenance and overhaul to foreign repair stations.

EXAMPLE: Jan 1987- During a visit to the VARIG maintenance facilities in Brazil, an Eastern quality assurance representative was quoted in an industry newsletter as stating that Eastern will do only line maintenance in the future and farm out all overhauls.

7. This change is an open invitation to airlines to move their maintenance facilities out of the country and avoid their union contracts. Especially Frank Lorenzo of Texas Air Corp, who would close down his U.S. maintenance operations and possibly move it to a nation where wages and working conditions are well below American standards.

EXAMPLE: IAM has information that Eastern has attempted to contract with foreign repair stations in Brazil, Taiwan and numerous other nations for inspection, repair and overhaul of its Pratt & Whitney engines in the event of a strike-- a clear strike breaking measure.

8. The U.S. trade deficit will skyrocket as tens of thousands of U.S. airline jobs go overseas.

(continued)

9. The FAA remains shorthanded and still must rely on an industry honor system. IAM represented employees have worked hard to maintain safety. However, when these jobs are exported the same standards won't be met.
10. FAA inspection staff is already hard pressed to keep up with maintenance oversight responsibilities in the U.S.
11. As of 1987 the FAA has only ten inspectors permanently assigned to overseas inspection: Far East/Asiatic Pacific (2), Mexico (1), South America/Caribbean Islands (1), and Europe/Middle East (6).
12. Present FAA workload is too heavy to take on the additional responsibility of monitoring overseas repair stations. Safety will be compromised in the absence of FAA supervision and enforcement.
13. Under the FAA Rule, overseas FAA will have to oversee not only additional foreign repair stations but non-FAA-certified sources such as original manufacturers as well.
14. The IAM urges Congress to vote in favor of H.R. 145 sponsored by Rep. Norman Mineta. The bill would terminate the FAA rule and therefore prohibit expansion of foreign maintenance and repair.
15. The IAM urges the Senate to sponsor and vote in favor of a companion bill to H.R. 145 sponsored by Rep. Norman Mineta. The bill would terminate the FAA rule and would therefore prohibit expansion of foreign maintenance and repair.

We greatly appreciate your support.



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