

# EAA MILE HIGH CHAPTER



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NEWSLETTER  
KIRBY WHITE  
423-5134

VOLUME 11, ISSUE 11, NOVEMBER, 1988

THIS MONTH: This month's meeting will be held on Saturday, November 12, 1988 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 presentation on composites by Cindy Foreman, who runs an aircraft composite repair school in Broomfield. She is quite knowledgeable, and will talk about the different types of composites and construction techniques. She will bring samples to show, and will also welcome any and all questions. This should be a really good program.

LAST MONTH: With 50 members and guests in attendance, the meeting of October 8, 1988 was called to order at 7:45 P.M. by President Kirby White in the Club Room of the Denver Air Center. The minutes of the August meeting were approved as published in the Newsletter.

Guests: Guests present were Bob Campbell of Arvada, and Bob Miosek of Berthoud -- who owns a Piper Super Cub.

Treasurer's Report: There was none given.

Old Business: Kirby brought up the subject of the Greeley Fly-In. He said that since the weather was bad on Sunday and most of the airplanes had already been taken back to their home bases, the trophy and award presentation was canceled. So Kirby had a presentation of awards to those Chapter 43 members who had winning airplanes. All recipients were congratulated by everyone at the meeting. Kirby mentioned that a Most Recent First Flight-Airplane plaque had not been awarded, and anyone with knowledge of a potential winner to please let him know. Also, Kirby said that the volunteer patches had finally been completed, and to see him at the break to pick one up if two hours of time had been volunteered at the Fly-In.

New Business: The main part of the business meeting was the annual election of officers and volunteers. The following 1988 Chapter 43 officers and volunteers were re-elected to another term in 1989: President -- Kirby White, Vice President -- Fred Seal, Secretary -- Kirby White, Treasurer -- Cathy Sheeon, Newsletter Editor -- Kirby White, Chapter Designee -- Brad Davenport, Librarian -- Bill Landers, Historian -- Herrill Davenport, Fly-In Representative -- Cathy Sheeon, Board of Directors -- Brad Davenport and Cathy Sheeon, and possibly the most important position of all: Grand Keeper of the Coffee Pot -- Ken Williams. The only position that needed to be filled was for one of the Board of Directors. Roy Maneely volunteered, and was elected. Kirby asked if the membership wanted to have a banquet for the December meeting again this year. Everyone said yes. The owners of Donte's Restaurant, who did an excellent

New Business cont: job of hosting us last year, unfortunately were no longer in the restaurant business. Several suggestions were made of another place to hold the banquet, and Kirby said he would make the necessary arrangements and report back to the membership with the new location. Kirby had quite a few extra 1988 Chapter 43 Rosters, and he invited anyone in need of an extra one to help themselves during the break. Kirby talked a little about the Copperstate Fly-In which was scheduled for October 14-16, 1988 at the Casa Grande Airport in Arizona. He recommended it as being an excellent Fly-In. Jim Thompson informed everyone of the annual Chapter 301 Fly Your Buddy Day which was to be held at Tri-County Airport on October 22, 1988, starting around noon at the Convair. He invited everyone to either fly or drive, and join in on the activities. Brad Davenport let everyone know that Chapter 43 member Bob Johnson had had a heart attack while he was out of the state recently. Brad said he was back at home and doing really well, but would appreciate hearing from a few people. Kirby said he would send flowers from the entire membership of Chapter 43.

Gene's Corner: Gene Horsman was out of town on business, and so was not able to inform us of recent aviation-related matters.

Progress Reports: Jim Thompson reported that he had put several hours on his Cessna 170-A with the newly rebuilt engine, and that it was running fine. While it was down for the engine, he had an upholstery shop at Centennial Airport put a new interior in it, which he says is outstanding. Jim also said that he had gotten a Fly Baby project back that he had started quite a number of years before. It had gone through at least a couple of owners, and very little had been done to it since he originally sold it. He was looking forward to completing it. Ron Denight talked about a new starting system that he had been working on for Lycoming engines with fine-tooth flywheels. It utilizes a GM starter, and saves about six pounds (including the mounting bracket) over the original installation.

A&P: The business portion of the meeting adjourned for coffee at 8:15 P.M. After the break, a videotape was shown about the flying career of Bob Hoover. It included his early military years, his test flying experiences, and his present airshow work. It was very good, and everyone at the meeting thoroughly enjoyed it.

MARKETPLACE: Wanted: Hangar space to store Cub wings for a reasonable price. Rick Robbins 422-9389

For Sale: New, never used instruments: 3,000 fpm rate of climb, 3 1/8 inch, \$75.00; 12V electric turn & bank, 2 1/4 inch, has BD logo on face, \$100.00; Westach 12V hourmeter, \$20.00. Gene Horsman 279-5782 after 6:00 P.M.

ELECTION: This Newsletter is going out a little early this month because it contains information about how the political candidates feel about general aviation. The information is intended only to give Chapter 43 members as much knowledge as possible when making their decision on which candidate to vote for.



## MAINTENANCE QUIZ-OF-THE-MONTH:

"So you think  
you know metrics "

BY DALE CRANE

Ready or not, here it comes. We had best face up to facts: inches, gallons, and foot-pounds will soon be replaced with centimeters, liters and meter-kilograms. Are you ready? Test your tolerance for these teasers and find out. The answers will be found on page 35.

1. Altimeter settings are usually given in inches of mercury, but in metric using countries, it will most likely be given in:

- A. Millimeters of mercury
- B. Millibars
- C. Centigrams
- D. Kilograms per square meter

2. 20 centimeters is equal to:

- A. 2,000 meters
- B. 200 millimeters
- C. 0.2 decimeters
- D. 2 hectometers

3. The meter, the basic unit of linear measurement in the metric system is not:

- A. One minute of arc of latitude of the earth measured along a meridian.
- B. 1/10,000,000 of the distance from the equator to the north pole.
- C. 39.37 inches.
- D. 1,553,164.13 wave lengths of cadmium red light.

4. Which statements are true regarding metric measurement of liquids?

- A. A liter is slightly more than one quart.
- B. A liter is slightly less than one quart.
- C. One liter is equal to 1,000 cubic centimeters (c.c.).
- D. One Imperial gallon is equal to 4.55 liters.

5. Which of these basic conversions is not correct?

- A. 1 inch - 2.54 centimeters
- B. 1 kilogram - 2.2 pounds
- C. 1 mile per hour - 1.61 kilometers per hour
- D. 1 foot pound - 1.38 meter-kilograms.

# TIRES

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8:50 x 10	6	41.95	39.00	13.95
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15 x 6:00 x 6	6	29.59	28.00	10.95

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# Frantic Fumbler



by MARK COLEN  
Master Fumbler  
P.O. Box 201, Soquel, CA 95073

**Black Holes in Space...**Most people have a vague, though uneasy idea of what black holes are. Theoretically, they result from the total gravitational collapse of a massive star or group of stars, crushed together into a mass so dense that not even light waves can escape the gravitational field. If we were to create a black hole from the Earth, the entire planet would have to be crushed into a ball whose diameter is approximately that of a silver dollar. Talk about your overcrowding!

Unfortunately, all the research facilities of the scientific community that are looking into black holes—so to speak—have gravitated—ha-ha—to studying the ones in space. As a result, little or no effort has been made to investigate the fragments of ancient black holes that are found here on Earth. And even less has been written about them.

To make up for this lack, I have been studying FRABBLES (FRAGments of Big BLack hoLES) that are found around my home. Many lappie-dappies complain of the same problems I've traced to being caused by FRABBLES so, for the benefit and information of *ROCK & GEM* readers, I want to share what little I've learned about them.

FRABBLES are not visible (for the same reason noted earlier for black holes in space), their gravitational pull is so strong they prevent light waves from escaping. However, while a black hole will literally suck up any mass in its neighborhood, this power of attraction seems to be somewhat lessened in FRABBLES, where it acts selectively instead of universally.

Two species of FRABBLES—which differ primarily in size—have been observed. ...Well, not really observed, since they cannot be seen, so let's say "deduced." (All together now, say "Deduced!" Thank you.)

The FRABBLES of the first species are


about the size of frisbees. (I realize that this size estimate seems to clash with the third sentence of the first paragraph, but if you are a fanatic for accuracy, read the *National Enquirer*.) These FRABBLES have been designated as Type P-1, or if you are bilingual, P-Juan. They seem to prefer to reside on or near my desk, workbench or the counter area in the kitchen. This might be due to the lack of open spaces on the surfaces of these sites, thus approximating the random condition often found in nature, which neatniks disdainfully call clutter. (A pox on them, if I could find a pox...I saw one here on my desk just last month, but now I can't find my pox box.)

P-1 FRABBLES ingest items at random. They prefer things the size of books, file folders or tools, and smaller items such as slabs and potholders. They love playing with the latter. The main thing that differentiates FRABBLES from the black holes in space is their practice of regurgitating what they swallow. Sometimes they delay doing this, but it does eventually happen, at the exact place of original ingestion. I have observed this phenomenon many times when, after I've repeatedly looked for something where I knew I had left it...it suddenly reappears in that exact spot. Other times, the missing item reappears elsewhere, with or without a time delay.

The second species of FRABBLE was to have been called P-2, but that sounded too much like a rim-shot on a brass spittoon. After a head-to-head discussion in a local beer joint, I renamed it "Draw-1." That was what the waitress kept yelling to the bartender, who must have been an artist. But he never even attempted to sketch her, instead he gave her a glass of beer every time she wanted her picture drawn. She obviously didn't want the beer, because every time the bartender handed her one, she'd give it to someone else.

Draw-1s can be likened to two-inch-wide Pacmen. They scurry around the work area and gobble up small items in their path. Like the P-1s, they regurgitate what they gobble, often so quickly that the observer doesn't even know the object (be it pen, paper or pendant) has gone through the cycle. Other items are redeposited at different locations.

Other than FRABBLE activity seeming to increase when my personal tensions increase, there appears to be little logic inherent in the FRABBLES' choices of items or time cycles. It seems that the tenser I am or the more hurrieder I get, the more vigorous and busy the FRABBLES become.

Because of their invisibility, I've been unable to determine whether there is just one FRABBLE of each size or more than one. It is also possible that both sizes are of the same species, with one being the offspring of the other. If this is the case, there is no way of determining whether the large or the small one is the parent, since FRABBLES might decrease in size as they get older, like aging salami. 

# TECHNICAL TOPICS

## WING SUPPORT CAGE

By William L. Madden, EAA 8827, Designee 1099

**GIVEN:** One 37 foot one-piece cantilever wing in need of recovering.

**SITUATION:** You live and work alone, your friends live too far away to be "on call" at all hours and your neighbors look like they belonged in a police lineup.

**PROBLEM:** Your mission, if you decide to accept it, is to recover this wing and return it to service. If you are captured the Secretary will disavow . . . (sorry, wrong script.)

**SOLUTION:** Such was the situation I faced when the fabric on my Fournier RF-4D Motorglider would no longer pass inspection. What follows may be of interest to someone facing a similar problem. If nothing else, it shows to what lengths some of us will go to be independent.

A careful look at the photos should reveal the basic idea. I wanted to be able to flip the wing over by myself and not have it rest on sawhorses or anything else that might mar a newly sprayed surface. Since the cantilever wing offered no strong attach points near the tips, the logical thing was to suspend it from the same fittings that support it in the fuselage. No dimensions are given here since this rig will have to be tailored to each specific application. The purpose here is to present one way of attacking the problem and not to offer plans.

The entire cage was welded up out of 3/4 inch electrical conduit. **WARNING! DO NOT BREATHE THE FUMES!** I always take the pieces to be welded outdoors and, while standing upwind, burn off the zinc coating well back from the area to be welded. Once this is done, the conduit will weld almost as easily as chrome-moly.

The two hoops, which are the heart of the rig, did not require any special tools other than a standard conduit bender available in most hardware stores. I suspect that some wooden blocks clamped to a work bench would also work. Each hoop required most of two 10 foot lengths of conduit. A little quick geometry will show that the maximum hoop diameter attainable from 20 feet of conduit is 76 inches. ( $C = D$ ) My wing chord was 55 inches at the root and I chose a hoop diameter of 62 inches. This size put the wing at a comfortable working height when level.

To make the hoop halves, choose the radius of the circle you want and, using a string and piece of chalk, draw a semi-circle of that radius on the floor of the shop. Start at one end of a 10 foot length of conduit and, using the bender, apply pressure to the handle until you think you MIGHT have felt it move. Slip the bender along the conduit six or eight inches and repeat. After a few repetitions check it

against the chalk mark on the floor and adjust your technique accordingly. Use care to keep the bend in one plane so you don't end up with the start of a corkscrew. I found I could correct small variations from the desired radius with a rubber mallet and a couple of 2 by 4's or with hand pressure alone.

Once you have four "half-hoops" trim off the excess and pair them up to obtain the best matching set of hoops you can get. I used short pieces of angle iron welded to the ends of the half-hoops and bolted together to make the joints shown in the photos.

From here on you're pretty much on your own as the hoops must be adapted to your particular situation. If you decide to build something like this, here are a few additional pointers.

- Build the complete wing support truss into either the top or bottom set of half-hoops so that the remaining set can be attached or removed as a unit without destroying the structural integrity of the wing-hoop assembly.
- Use lots of triangles in the trusses for rigidity. This is a cut-and-fit job involving a lot of tack welding in place. I used several wet rags on the wood wing to protect it and had a fire extinguisher handy. Final welding was done with the cage removed from the wing.
- Weld the cross braces to the inside of the hoops to prevent interference with the cradle wheels.
- If you use rubber dolly wheels for the cradle, as I did, cut large grooves in the rims for the hoops to ride in. Be sure to mount them in extra wide brackets so they are free to slide along their axels. I did not do this at first and the cage would derail due to small variations in the spacing of the hoops. If I were doing it over I would consider supporting the cage on a pair of oversized rolling pins turned on a wood lathe.
- It would have been nice if the wing could have been located so that its CG coincided with the axis of rotation of the cage. This was not possible, in my case, without restoring to very large hoops. As the photos show, I use a piece of 2 by 4 as a prop to keep the rig from turning leading edge down.

"So", you ask, "you went to all this trouble to cover one wing. What good is this thing now?" Well, there's this Great Lakes fuselage that's going to need cover some day. With the cage clamped to the firewall and the tailpost properly supported I'll be able to roll it around its' longitudinal axis during that project. And then there is this very large pet squirrel . . .



Figure 1. General view of wing support cage. Note 2 by 4 used to prop wing in desired position.



Figure 2. View of hoop splice and forward wing attach point. Cradle frame is made of 2 by 4's bolted together.



**Technology  
through  
rose-colored  
glasses**

The enthusiasm of some product promotion people knows no bounds when it comes to proclaiming the virtues of the client's product. Ordinary language doesn't seem to do justice to the wonderful things they discover in the object of their acclaim and so they have developed a special language that cannot be completely understood by the average design engineer unless he or she has the translation. We offer the following interpretive guide.

- NEW . . .** different color from previous design
- ALL NEW . . .** parts not interchangeable with previous design
- EXCLUSIVE . . .** imported product
- UNMATCHED . . .** almost as good as the competition
- DESIGN SIMPLICITY . . .** costs cut to the bone (manufacturer's)
- FOOLPROOF OPERATION . . .** no provision for adjustment
- ADVANCED DESIGN . . .** copy writer doesn't understand it
- IT'S HERE AT LAST . . .** rush job; nobody knew it was coming
- FIELD TESTED . . .** manufacturer lacks test equipment
- HIGH ACCURACY . . .** unit on which all parts fit
- DIRECT SALES ONLY . . .** manufacturer had argument with distributor
- RUGGED . . .** too heavy to lift
- LIGHTWEIGHT . . .** lighter than rugged
- YEARS OF DEVELOPMENT . . .** finally got one that worked
- UNPRECEDENTED PERFORMANCE . . .** nothing we had before ever worked this way
- REVOLUTIONARY . . .** it's different from our competitors
- BREAKTHROUGH . . .** we finally figured out a way to sell it
- FUTURISTIC . . .** can't figure out another reason why it looks as it does
- ENERGY SAVING . . .** achieved when the power switch is "off"
- DISTINCTIVE . . .** a different color or shape than our competitors
- NO MAINTENANCE . . .** impossible to fix
- REDESIGNED . . .** previous faults are corrected, we hope
- HAND CRAFTED . . .** machine that assembles it is operated without gloves
- PERFORMANCE PROVEN . . .** will operate through warranty period
- MEETS QUALITY STANDARDS . . .** ours, not yours
- SATISFACTION GUARANTEED . . .** manufacturer's, upon receipt of the check

Editorial Director

RESPONSES OF CANDIDATES AND MEMBERS OF CONGRESS TO AIRSPACE  
ISSUES OF CONCERN TO COLORADO GENERAL AVIATION

Name \_\_\_\_\_

Party Affiliation \_\_\_\_\_

Congressional office held  
or being sought in November \_\_\_\_\_

1. Our general aviation pilots are concerned about decisions that affect our national air transportation system. The piecemeal creation of rules and regulations tend to impose hardship and economic penalty on various phases of general aviation without the full potential of improving air safety. Would you support legislation to establish a moratorium on promulgation of new regulations until a study panel of representatives of governmental, commercial, and general aviation can develop a proposal for a national aviation policy for Congressional consideration? YES \_\_\_\_\_ NO \_\_\_\_\_

2. Would you support legislation to remove the Aviation Trust Fund from the General Fund so that the funds may be used for their intended purpose to improve aviation facilities and air safety? YES \_\_\_\_\_ NO \_\_\_\_\_

3. Air safety issues have been politicized by conflicting and inflammatory statements from the Secretary of Transportation and the FAA Administrator. Would you support legislation to remove the Federal Aviation Administration from the Department of Transportation? YES \_\_\_\_\_ NO \_\_\_\_\_

4. Recent legislation and FAA regulation will cause owners and operators of private and general aviation aircraft to spend an estimated 140 million dollars to buy, install, and maintain new equipment that is intended to increase the safety of air carriers but provides limited to no service to many of these smaller aircraft. Would you support legislation to create an income tax credit to subsidize the cost of this equipment for these private pilots and small businesses? YES \_\_\_\_\_ NO \_\_\_\_\_

(Please respond to issues 5 through 8 on the reverse side.)

5. In recent years, the FAA has vacillated between its roles of enforcement and its responsibilities to "foster and promote the development of aviation," often in response to public opinion of the moment. The concept of an extensive federal air police should be considered with extreme caution both conceptually and financially. The problems faced in our air transportation system are primarily those of inadequate development of facilities and up to date equipment not violations of FAA regulations. Would you support legislation that will foster and promote the development of all facets of aviation? YES \_\_\_\_\_ NO \_\_\_\_\_

6. The collision avoidance system under development by the FAA requires a Mode C transponder in all aircraft, not just air carriers, in order to provide protection for those air carriers. Would you support legislation requiring the FAA to promote and accept the use of collision avoidance systems in the ATC system that do not require special equipment in all aircraft? Yes \_\_\_\_\_ NO \_\_\_\_\_

7. While the Congressional delegation had extensive communication from aviation users on the needless expansion of Mode C transponder utilization, the FAA continues to maintain that Mode S transponders will have to be installed in aircraft after December, 1991, at projected cost from two to five times the Mode C transponder. Would you support legislation that would prohibit the FAA from requiring the installation of equipment on private and commercial aircraft until their ATC equipment is fully able to utilize any such equipment's output? YES \_\_\_\_\_ NO \_\_\_\_\_

8. Colorado general aviation users continue to be concerned over the impact of the recent FAA final rules that will require that most aircraft not equipped with Mode C transponders stay below 10,000 MSL and be excluded from a 30 mile radius of Stapleton or other TCA and ARSA airports. No consideration is given in this rulemaking to provide any form of service to these aircraft who will be compressed into smaller airspace with limitations for weather avoidance. Mid air collisions are not occurring between 10,000 and 12,500 MSL or beneath the TCA airspace. Would you support legislation to redirect the FAA to limit the requirement for Mode C transponders to areas where air safety dictates such use and the ATC can provide adequate service to equipped aircraft? YES \_\_\_\_\_ NO \_\_\_\_\_

Please return by September 19 to: Colorado General Aviation  
Coalition

10864 E. Mexico  
Aurora, CO 80012

Would support legislation -  Answer code NI = need more Information Q = qualified U = undecided or uncertain	U S Senate		1st District		2nd District		3rd District		4th District		5th District		6th District	
	Tim Wirth D	Bill Armstrong R	Pat Schroeder D	Joy Wood R	David Skaggs D	David Bath R	Ben N. Campbell D	Jim Zantman R	Charles Vigil D	Hank Brown R	John Mitchell R	Joel Hefley R	Martha Ezzard D	Dan Schaefer R
To establish a moratorium on promulgation of new regulations until a study panel of representatives of governmental, commercial, and general aviation can develop a proposal for a national aviation policy for Congressional consideration	U			YES	NO	YES	YES	YES	YES	YES	YES		YES	YES
To remove the Aviation Trust Fund so that the funds may be used for their intended purpose to improve aviation facilities and air safety.	QYES			YES	YES	YES	YES	YES	YES	YES	YES		YES	NO
To remove the Federal Aviation Administration from the Department of Transportation	YES			U	QYES	NO	QYES	NO	YES	YES	YES		NO	NO
To create an income tax credit to subsidize the cost of this equipment (like Mode C transponders) for these private pilots and small businesses	NO			YES	NO	YES	YES	NO	YES	NO	YES		NI	YES
That will foster and promote the development of all facets of aviation	YES			U	YES	YES	YES	YES	YES	YES	YES		YES	YES
To require the FAA to promote and accept the use of collision avoidance systems in the ATC system that do not require special equipment in all aircraft	QYES			U	QYES	YES	QYES	YES	YES	NI			YES	YES
That would prohibit the FAA from requiring the installation of equipment on private and commercial aircraft until their ATC equipment is fully able to utilize any such equipment's output	U			YES	U	YES	YES	YES	YES	YES	YES		QYES	YES
To redirect the FAA to limit the requirement for Mode C transponders to areas where air safety dictates such use and the ATC can provide adequate service to equipped aircraft.	QYES			YES	U	YES	YES	YES	YES	YES	YES		NI	YES

Neither Colorado Senator is up for re-election this year

Individual Correspondence

Campaigning for U. S. House of Representatives

Individual Correspondence



LEGISLATIVE REPORT

ALL PILOTS MUST BE AWARE OF AN URGENT THREAT TO THE FLYING PUBLIC, LAW ENFORCEMENT, CHARITABLE AND MEDICAL FLIGHTS, EDUCATIONAL FLIGHTS AND GENERAL AVIATION AS A WHOLE!

Massachusetts Governor Michael Dukakis has stated. "he would tell FAA to implement programs at other major airports similar to the one adopted by the Massachusetts Port Authority at Boston Logan. . . .universal access leads to congestion. The growth of U. S. Aviation demands the federal government rethink its myopic 'first come, first serve' theory of air traffic management. . . . scheduled jet service deserves a higher priority than unscheduled general aviation."

"The PACE Plan (Program for Airport Capacity Efficiency) will substantially increase airport capacity through better access management by raising fees to general aviation planes, and by creation of a reservation system. . .allocated on the basis of a number of factors, especially aircraft size."

The current administration's policy as outlined by Vice-President George Bush states. . .ensuring that funding to complete the National Airspace System Plan is made available. \$12 billion to replace virtually all equipment for ATC. . . opposing unreasonable restrictions on airport access which could effectively eliminate the use of airports by small businesses, hospitals and individuals. He would require cooperation by Congress and strong support from state and local authorities to use the Aviation Trust Fund monies to further expand and modernize the nation's airports and our air traffic control system. . .having a high regard for the men and women who manufacture our airplanes, fly them maintain them on the ground and serve our air transportation system. The flying public and the pilots . . .deserve the most modern and the safest system possible."

This is a serious and urgent threat to Safety and General Aviation. Contact your congressman.

Madeleine Monaco, Legislation Chairman

Concerns forwarded  
to the Coalition regarding  
the Presidential Candidates  
For your information

August 12, 1988

TO THE EDITOR, THE DENVER POST

I would like to voice an objection to the graphics and tone of the August 9 article by Robert Kowalski, "Midair near collisions at record in area skies."

Stapleton International airport has experienced a decline in the number of private and corporate aircraft operations in the last four years, so that non-airline arrivals and departures are a very small fraction of total activity. It is very likely, then, that the near-collisions referred to, that have occurred within the Stapleton tower's controlled air space have involved only commercial airliners.

Your graph on the top front page, August 9, clearly depicts a small light plane turning out of the path of an airliner.

To the average person, your article only furthers the objectives of the airlines, which is to instill a fear of "those little airplanes" and the "crowded sky" image. In reality, intense competition between the airlines, combined with an FAA that has fallen behind in capacity, has resulted in general aviation undeservedly being the scapegoat.

This situation, combined with the news media's gross inability to cover anything related to aviation with a sense of proportion or even basic accuracy, is very unfortunate. The "pilot loses control after wing falls off" type of reporting is typical.

It is my strongest recommendation that in the future The Denver Post obtain the services of a knowledgeable, fair and impartial (non-airline or non-FAA) consultant to advise and hopefully avoid such unfortunate and staged news releases such as your August 9 article.

Respectfully,



Steve Franseen  
Private pilot



Chapter 43 Newsletter  
c/o Kirby White  
8780 West 90th Place  
Westminster, CO 80020



EUGENE HORSMAN  
210 LOOKOUT VIEW CT.  
GOLDEN, CO 80401