

EAA MILE HIGH CHAPTER



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NEWSLETTER
KIRBY WHITE
423-5134

VOLUME 10, ISSUE 7, JULY, 1987

THIS MONTH: This month's meeting will be held on Saturday, July 11, 1987 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 Club Room is at the Southwest corner of the building. The program hasn't been finalized as of this writing, but a program is guaranteed.

LAST MONTH: With 50 members and guests in attendance, the meeting of June 13, 1987 was called to order at 7:50 P.M. by President Kirby White in the Club Room of the Denver Air Center. The minutes of the May meeting were approved as published in the Newsletter, with one exception which will be corrected in these June minutes.

Guests: Guests present were Rob Mason of Arvada -- who would like to build an airplane, Mark Graf of Westminster -- who is the son of member Chuck Graf, and Dave Ebershoff of Lakewood -- who has built a Skybolt.

Treasurer's Report: There was none given.

Old Business: Kirby talked a little about the combination Boulder Airport Rededication and Fly-In Pancake Breakfast which was held on Saturday, May 16, 1987. He said that quite a few Chapter 43 members were there, and everything turned out real well. He also thanked those who were there for helping out the Greeley Fly-In Committee, who sponsored the event as a fund raiser. Kirby quickly reminded everyone of the Greeley Fly-In on August 21-23, 1987. He hoped for an excellent Chapter 43 turnout.

New Business: Kirby talked about the reason for the meeting being held other than at the Rocky Mountain Energy Center. He said that the Energy Center building is being closed because there are only a handful of people working in it, and the operation will be run out of the Champlin Oil building in the Denver Tech Center. The Energy Center building is for sale for \$23 million, and sits on 85 acres. Kirby said that he had a couple of priorities in finding a new meeting place. He wanted to stay on the grounds of Jeffco Airport if possible, but the meeting room would need to comfortably handle up to 75 people. He literally started walking around the airport looking for such a place, and came across the large room at the Southwest corner of the Denver Air Center. He knew that Chapter 43 member Pam Carver rented airplanes there, so he contacted her for help in who to contact about possibly using the room. In talking to her, Kirby found out that she not only rented there, but also taught ground

New Business cont: school there and was on the board that governed the use of the room! She gave him a name of someone to contact, and Kirby used Pam's name at every possible opportunity when talking to him. He decided to let Chapter 43 use the room on a trial basis in June to make sure that we wouldn't leave it in a mess. Kirby pointed out the benefits of the room -- the large screen T.V. with VCR, the complete kitchen facilities, the fact that it was on the grounds of the airport, its physical size, and the aviation atmosphere since everyone could look out onto the ramp and see airplanes tied down. Kirby asked if the membership felt that it would be a good place to hold our meetings, and everyone applauded for both the room itself and for Pam Carver's help in the decision to let us use it. Dean Cochran announced that a former member of Chapter 43, who is now living in Oregon, has his almost completed Marquart Charger project for sale. Dean had pictures of the project for anyone interested to look at. Kirby asked for a show of hands from the people who were planning to go to Oshkosh. A good number of people planned to make it. Bob Greeno talked about the thirty-fifth year class reunion of Warrant Officer Helicopter Pilots that he attended on May 9, 1987 at Ft. Rucker, Alabama. A highlight of the reunion was the presentation to the U.S. Army Aviation Museum of a Sikorsky H19-C helicopter that the class raised money for and restored. Bob thanked everyone who had donated to the restoration project. He showed a picture of the completed helicopter, and also brought along a very nice plaque which he was presented at the reunion. The plaque was inscribed "Most Outstanding Pilot - Class 51-B" which he received for his many flying accomplishments in civilian life. Everyone warmly congratulated him for the award. Art Coltrin passed around some pictures that he took of a Funk and a Dornier, and talked a little about them. Kirby had a number of Wag Aero catalogues for anyone interested to take with them. Lyle Muir talked about a tour that he recently took through the high altitude chamber at the Air Force Academy. He said that it is quite a different sensation to be at 30,000 feet and take your oxygen mask off. Some people are bothered much more by the lack of oxygen than others. A couple of other members reported that they had also gone through the chamber. Kirby was handed a flyer on the First Annual Laramie Fly-In, which he read. It was to be held on June 26-28, 1987, and feature contests and aircraft judging by the public. Herrill Davenport stepped forward and announced that he and Daphne Seabury were planning to get married on Saturday, June 27, 1987. Everyone congratulated them for their plans, and wished them well.

Gene's Corner: Gene Horsman reported that, in what is viewed as a national precedent, the FAA has agreed to restore the Laramie, Wyoming Flight Service Station to full time operation. The FAA had relegated the FSS to part time status. The House of Representatives has approved a bill authorizing an \$11 billion federal government supplemental appropriation for fiscal 1987 that includes \$55.2 million for the FAA. The measure affects several FAA programs, including the closing of Flight Service Stations. The Senate must approve a similar bill before the measure can take effect. AOPA has provided reporters and publications across the country with a comprehensive update on the status of the FAA's program to consolidate and automate

Ordeal by Fire: We have a lot of members who transport auto (and other) fuels for their aircraft and other implements. As Woody Frantz (2102 Botts, Arlington, TX 76012) pointed out, we tend to be very casual about this. We won't be so casual after reading Woody's story which follows. Woody, we thank you for sharing this story with us. We admire your courage and spirit and are proud to have you as a member of the Luscombe Association.

The story I'm about to relate to you needs to be published in the Luscombe Newsletter. Maybe someone's life can be saved if everyone is forewarned about the dangers of handling gasoline. I know. We all think we know how to safely handle gasoline, but how many people have washed parts in gasoline? Hands? Used it to clean some grease off of your clothes. WHAT HAPPENED TO ME CAN HAPPEN TO YOU!

On May 26, 1986 after enjoying a nice long weekend with my family in Tulsa, I flew from Harvey Young Airport to Mangham Airport in Ft. Worth. It was Memorial Day and the flight in my Luscombe was a joy. (Ed. note: Woody has a very sharp polished, red trimmed 8A that has been recently rebuilt.) The air was smooth and the visibility unlimited. I remember hating to put 1985B in the hangar because it seemed to be a perfect day for flying. I had recently re-joined Bell Helicopter and was staying with my mother-in-law in Ft. Worth until we could find a house and move back to Texas.

After driving to my mother-in-law's house and doing a few chores (mowed the yard etc.), she still wasn't home from work. I decided to get some fuel at the nearby service station and top off the Luscombe's tanks. I have an auto gas STC from EAA and had been using auto gas for several years. For the last year or so, I had been using a plastic (polyethelene) jug which would hold 16 gallons of gasoline. The jug was rigged with a Schrader valve for applying air pressure to dispense the gas and a pick-up near the bottom of the tank. The dispensing hose had a ball valve at the end so the fuel could be shut off when the tank was full.

An estimate 400+ gallons of gasoline had been put through this tank into the wing tanks of my Luscombe.

The jug was always filled with a large funnel which was fitted with a fine mesh screen for filtering. Al-



though this set-up had been used safely (apparently) for a long time, it was an accident waiting to happen.

At 5:30 p.m. on Memorial Day 1986, that accident happened. I was filling the jug and had just lifted the funnel to see if the container was full. The jug was inside my Chevy Suburban just behind the driver's seat (the rear seats were folded down) and I was standing at the rear passenger door on the left side.

Since gasoline wasn't quite to the top, I added a little more to the funnel. While it was running slowly out due to the fine mesh screen, I lightly touched the gas nozzle to the funnel to get the last few drops off to avoid spilling any. Suddenly the gasoline in the funnel burst into flames. Apparently all of the conditions for generating static electricity were perfect and the mixture at the spark was ideal for combustion. The static electricity was generated by the gasoline swirling inside the container and discharged through the funnel to the grounded hose at the service station.

My first reaction was to get the burning funnel away from the jug containing 16 gallons of gasoline. I grabbed the funnel and tried to throw it. Needless to say, this only made the situation worse. I quickly realized that the fire was out of control and that there were flames coming up all around me. I was on fire too! I remember thinking not to inhale the flames as I ran from the concrete apron to an area of grass and dirt. I dove to the ground and rolled over and over. The flames had engulfed my face, arms, chest, and back. They couldn't be put out by my rolling on the ground and I screamed for water. The service station attendant helped me get under a faucet on the side of the building. That put out the flames and was somewhat soothing to me. My polyester and cotton shirt had turned into burning plastic. I was conscious of all that was going on around me, but had no idea how badly I was injured.

Care-Flight took me to Parkland Hospital in Dallas where there is one of the best burn units in the U.S. Ironically, I was taken in a Bell Helicopter Jet Ranger. During the flight I was given morphine for my pain after which I passed out. The next thing I remember is waking up nine weeks later. During that time my family wasn't given any hope for my survival. I had developed serious infections, pneumonia, heart problems and other complications. On top of all that, my kidneys and liver failed and I was put on hemodialysis. The doctors gave me no hope because no one in the burn unit had ever survived dialysis since they had first started using it there in 1956. As far

as I know, I'm still the only one. The doctors and nurses call me their miracle patient.

Once my condition started improving, recovery has proceeded at a fantastic rate. I am not a quitter. I worked hard with therapy, pushed myself mentally and physically and got back to work only four and one-half months after the accident. I took another flight physical and have been flying the Luscombe again including hand propping it.

I soloed the Luscombe from Tulsa where a friend had kept it for me to its new home at Grand Prairie Airport the week after Thanksgiving. Mangham Airport had been closed while I was ill. That trip from Tulsa to Texas was extremely emotional for me. I cried a little as I passed over all the familiar landmarks and took in all the beautiful countryside. I knew that everything was going to be all right and that I would be able to do all the things that I could do before that terrible day in May.

I would like to say to anyone who is transporting auto gas to their aircraft, or contemplating doing so, that the few pennies saved cannot possibly offset the risk of severe injury or of losing your life. Please purchase your fuel at the airport where they have the proper facilities for handling it. I do now!

The final tally was that I had second and third degree burns on 52% of my body. The blue jeans I was wearing saved my lower body. My arms and hands have skin grafts taken from my legs and thighs. Leaving the hospital was only a beginning. I could not walk, stand up, lift anything or even turn over in bed. The 12 weeks in bed at Parkland Hospital had rendered my muscles useless. Atrophy had taken its toll. Given time and lots of effort, everything will come back.

I realize what a fortunate person I am. I am alive, I have a loving family that never gave up hope, and I have wonderful friends whose prayers were heard and answered. My scars will diminish and fade with time and I can only hope that the emotional scar which my family bears will do the same.

PLEASE BE CAREFUL.

ROCKY MOUNTAIN



AUGUST 21, 22, 23, 1987

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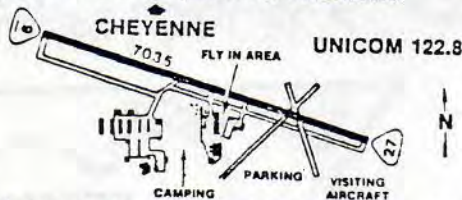
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DISPLAYS

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WARNINGS: 1. Greeley-Weld County Airport is a public-use, non-controlled airport. Radio communication is not required at this airport. & non-radio aircraft are likely to be present at all times. 2. Some of the aircraft attending this fly-in may not be airworthy or otherwise capable of safe operation. Amateur-built aircraft are not required to meet all of the requirements for FAA certification, and even though properly licensed, may be unsafe. 3. Some of the pilots may not be qualified or experienced enough to operate their aircraft safely. 4. The Greeley area is subject to frequent and occasionally violent changes in wind, weather, and precipitation. 5. Enforcement of FAA regulations, aircraft airworthiness, pilot qualifications, & weather advisories are the responsibility of the FAA. The Rocky Mountain Regional Fly-In Committee, Inc. has no power or authority, and assumes no responsibility, to enforce regulations, inspect aircraft, examine pilots, direct air traffic, or to provide weather reports & advisories. PARTICIPATE AT YOUR OWN RISK.



"JUST HAD TO FLY OVER THE PARKING LOT... MUM ?!"



"Ah ... what did you call that one?"

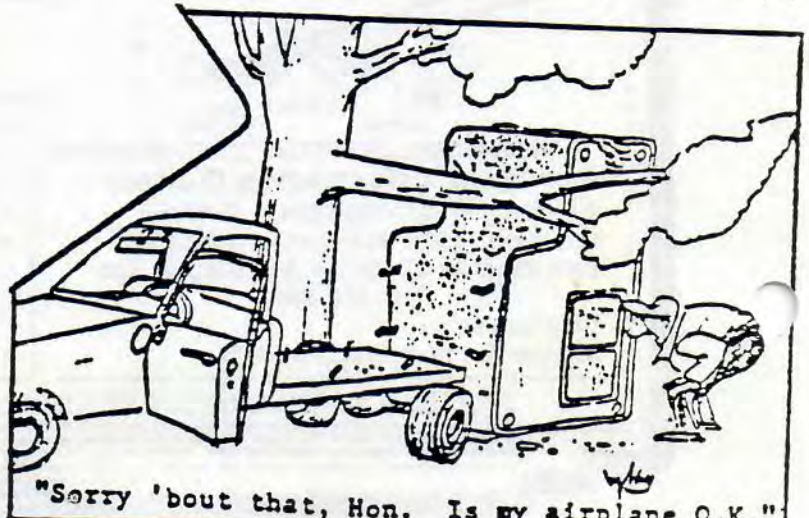
"I ALWAYS FIGURE THAT A LITTLE EXTRA POWER NEVER HURTS...."



"Gee, this brand of radio is sure popular --- even the legs are the same color!"



"It's OK...that's just a little ritual when he makes a good landing..."



"Sorry 'bout that, Hon. Is my airplane O.K.?"

Gene's Corner cont: Flight Service Stations. FSS automation is now seven years behind schedule, and the transition to the automated FSS (AFSS) system is littered with broken promises, inadequate performance, abandoned elements of the program, and personnel mismanagement, according to AOPA. Congressman Daniel R. Glickman (D-Kan.) has introduced a products liability reform bill in the House of Representatives. The bill, H.R.2238, titled the General Aviation Standards Act, is similar to a bill Glickman introduced last year. It failed to reach full House consideration. AOPA is concerned that a proposed replacement airport for Stapleton International in Denver could result in the closing of Front Range Airport, one of three designated general aviation reliever fields in the Denver area. Planning for a Stapleton replacement airport, which would be located near Front Range, has proceeded without regard to the consequences at the general aviation field. AOPA is on the record stressing the urgent need to consider the impact on Front Range in the site selection process for a new air carrier airport, yet there are no announced plans to accommodate general aviation activities that would be displaced by the closing of Front Range. AOPA is urging Denver officials to modify plans for a new air carrier field to allow for continued operation of Front Range. The inventory, tooling, and type certificates for the Champion line of aircraft are for sale. Tetelestati, Incorporated of Austin, Texas, the current owners of the Citabria, Decathlon, and Scout manufacturing rights, are also attempting to sell the manufacturing facility at David Wayne Hooks Memorial Airport in Tomball, Texas. The Vari Eze legacy that started a decade ago and gave birth to the Beech Starship four years ago and in 1986 brought us the Voyager around the world aircraft has this year borne a manned/unmanned reconnaissance aircraft, the California Microwave CM-44. A division of Scaled Composites, Incorporated of Mojave, California developed the aircraft based on the Long-EZ design. The CM-44 is larger than a Long-EZ and is powered by a Lycoming TIO-360 turbocharged engine. Maximum cruise speed is said to be 182 knots with 18 hours endurance on 82 gallons of 100 octane fuel. Scaled Composites will turn the aircraft over to California Microwave when current flight tests are concluded. Gene read some statistics which compared accident rates of U.S. Part 135 Air Carriers with accident rates of U.S. General Aviation aircraft, and included the years 1976 through 1986. In a surprisingly frank bit of self analysis, top industry leaders at the SAE conference for aviation engineers in Wichita recently hauled out all the stock excuses for the current aviation standstill like so many dusty pillows, and proceeded to pound the feathers out of them. For 25 years, said Jim Taylor, President of Gates Learjet, what's been missing from aviation are the innovative creations like the Beech Bonanza and the Lear 23. Said Taylor, technology and new products are needed. "We're cutting into heart muscle when we cut R&D." Other manufacturers echoed the same feelings. Gene read an article from the Luscombe Association Newsletter that dealt with the hazards of handling gasoline. Kirby said that he would print it in the Chapter 43 Newsletter.

Progress Reports: Jim Thompson said he had installed an ADF in his Cessna 170, and that it was working fine. The May minutes reported that Jim was considering adding a DME to the panel, which was incorrect. Ken Lysek said that he continues to make progress on the covering of his Tri Pacer.

A&P: The business portion of the meeting adjourned for coffee at 8:35 P.M. After the break, Jim Thompson showed slides he took at the 1st Annual National Biplane Fly-In at Bartlesville, Oklahoma. They were quite good. Then Gene Horsman showed some nice slides of the Boulder Airport Rededication and Fly-In Pancake Breakfast.

MARKETPLACE: For Sale: Marquart Charger project, Wings & tail & fuselage covered, 3 coats Stits Polybrush and 6 coats Stits Polyspray silver applied, Ready for final paint, All aircraft components included -- wheel fairings & spinner & IFR instrument panel, Lycoming O-320 A2B 150 HP with 1430TT and complete engine logs, Aluminum propeller, No radio, \$13,000 plus invested, Make offer. Larry Beach 503-382-3094 in Bend, Oregon

Wanted: Someone who is going to drive to Oshkosh and stay the week to take my 60 pound tent. Phil Hughes 798-9820

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11:00 A.M.

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