

EAA MILE HIGH CHAPTER



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423-5134

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NEWSLETTER
KIRBY WHITE
423-5134

VOLUME 13, ISSUE 7, JULY, 1990

THIS MONTH: This month's meeting will be held on Saturday, July 14, 1990 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 slide presentation on the Merced, California Antique Fly-In; the St. Francis, Kansas Stearman Fly-In; the Rocky Mountain Regional Fly-In; and air-to-air photos of several Chapter 43 airplanes.

LAST MONTH: With 55 members and guests in attendance, the meeting of June 9, 1990 was called to order at 7:55 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.

Guests: Guests present were Paul Whistle of Wheat Ridge, David Colwell of Broomfield, Jim McCutcheon of Aurora, and Doug Bloomberg of Littleton.

Treasurer's Report: There was none given.

Old Business: The subject of this year's Rocky Mountain Regional Fly-In was brought up. It will be at the Loveland - Ft. Collins Airport on Saturday, June 30 and Sunday, July 1. Kirby hoped that everyone was making plans to attend. He also reminded everybody that volunteers were needed to help make the Fly-In a success and enjoyable for all. The subject of Oshkosh rides and riders was also brought up. A discussion was held between several people in order to let everyone know what rides were available and needed.

New Business: Dean Cochran told everyone about a pig roast that was planned for Saturday, June 16, 1990 at 3:00 P.M. at Pike Aviation in Pueblo. Bob James reported that a radio station license now has to be renewed every five years at a cost of \$35.00. It was brought up that the GAO is investigating the FAA about the Mode S system. The GAO feels that it is costing way too much money to be an economically feasible system, especially when the fact that it is a long ways from being an operational system is considered.

Gene's Corner: On May 25, 1990 the FAA published an NPRM listing the airports currently within the Mode C veils that will be exempted from the Mode C rule. Public comments will be accepted until July 24, 1990. Address comments to: FAA, Office of Chief Counsel, Attn: Rules Docket (AGC-10), Docket #26242, 800 Independence Ave. S.W., Washington, DC 20591. Concerning Oshkosh, Gene Horsman reported that Rutan's ARES close support fighter will be at Oshkosh and flown each day for the first four days. The F-117 Stealth fighter will make a fly-by and negotiations are under way to have it on display. They are trying to put together a Ryan PT-22 mass flight

Gene's Corner cont: to Oshkosh to celebrate its 50th Anniversary. All three events should be quite enjoyable. Gene brought up the subject of financial mismanagement and wrongdoing which the EAA in general and Paul Poberezny in particular have recently been accused of. He said that much more information has yet to come out on this matter, and he will keep us informed as it becomes available. The EAA included a single page Special Report in the June, 1990 Sport Aviation mailing which addressed these charges. The Special Report is included in this Newsletter. Gene read two AOPA articles on the proposed aviation user tax increases and encouraged everyone to write their representatives and senators to express their opposition to the tax increases. The two articles are included in this Newsletter. Gene read a joke from the Rocky Mountain News about Martin Marietta, which is also included in this Newsletter.

Progress Reports: John Evens reported that he is completing the final few items on his Thorp T-18 project. He is trying to decide whether to paint it before or after the first few flights. He still feels that the first flight will be this summer or fall.

A&P: The business portion of the meeting adjourned for coffee at 8:25 P.M. After the break, Gene Horsman showed several videotapes. One was on the proper and most efficient ways to scan for other aircraft traffic while flying. There were a number of helicopter segments, including an interesting aerial saw used for tree trimming along power lines, the usefulness of helicopters to the Los Angeles Police Department, an innovative anti-torque system using air blast instead of a dangerous tail rotor, and actual footage of a crash that occurred when a man with no helicopter time and no instruction tried to lift it off the ground. The helicopter was completely destroyed, but the man walked away unhurt. The final tape was shot just after the Aloha Airlines 737 which blew its top came to rest on the runway. There was a quick interview with one of the passengers who had already gotten off the plane, and other passengers could still be seen in the aircraft through the missing section.

AVIATION HAPPENINGS: July 27 - August 2, 1990 Oshkosh
September 23, 1990 Airshow and Fly-In, Concordia, Kansas

MARKETPLACE: To Share: 1500 square foot heated shop space to share at 6927 N. Lowell. Has restroom, phone, 220 power, compressor, microwave, refrigerator, parking, roll up door, and high ceiling. Available for possibly two builders and storage for completed components. Share with Venture builder. Also, persons who would like to work on Venture project welcome. Paul Whistle 424-6746 or 431-4686.

For Sale: Lycoming O-145-B2, 65 HP, 90 hours SMOH, Overhauled mags, Stainless steel exhaust, STC for auto gas, \$2,000. Also Sensenich wood propeller, like new, 70x38, \$300. Bob Petersen in Loveland 663-7894.

AOPA DIRECT

BY FRANK J. WHYTE, AOPA Director of Public Affairs

MEMBERS ENCOURAGED TO EXPRESS OPPOSITION TO TAX HIKE

The Bush Administration's recently unveiled FAA budget proposal for fiscal year 1991 directly contradicts the President's primary campaign promise of "no new taxes." AOPA views the proposed increases in aviation gasoline and jet fuel and airline passenger ticket taxes as an outrage. AOPA President John L. Baker immediately expressed the association's indignation about the proposal, writing Bush and every member of Congress that "this tax increase proposal is merely part of the Office of Management and Budget's effort to mask further deficit spending and is a breach of faith with the American people." Baker noted the unobligated \$7 billion in the Airport and Airway Trust Fund, saying, "How can OMB and DOT claim with a straight face that they need more money? Let's cut the deficit by eliminating unnecessary spending, not by raising aviation excise taxes." AOPA members are strongly encouraged to write to their representatives and senators and to President Bush to express their opposition to the tax increases. * Senators receive mail addressed to their attention at U.S. Senate, Washington, D.C. 20510. Members of the House of Representatives receive mail addressed to their attention at U.S. House of Representatives, Washington, D.C. 20515. The President's address is The White House, Washington, D.C. 20500.

AOPA Praises Congressional Support

PROPOSED USER TAX INCREASE STILL DRAWING FIRE

Opposition to the Bush Administration's proposed increase in aviation user taxes remains strong among pilots and on Capitol Hill. AOPA estimates about 40,000 association members have written their senators and representatives opposing the 25-percent increase in avgas and jet fuel taxes and airline ticket taxes proposed as part of the fiscal year 1991 budget. Several key members of Congress also oppose the increases and have vowed not to pass any budget that calls for higher taxes until a plan is presented to spend the uncommitted balance of about \$7 billion in the Airport and Airway Trust Fund.

Representative Norman Y. Mineta (D-CA), senior member of the House Public Works and Transportation Committee and former chairman of the aviation subcommittee, said the trust fund should either be used for its intended purpose of improving the aviation infrastructure or aviation user taxes should be cut. "When the American people pay taxes, they do not want that money to sit for years in [the Office of Management and Budget's] equivalent of a Swiss bank account. If we are not going to spend

this money . . . let's cut these taxes," Mineta declared.

Senator Wendell Ford (D-KY), chairman of the aviation subcommittee, also criticized the trust fund balance and proposed tax increases. Ford said he would not mind paying additional taxes "if I derive some benefit from the higher tax. But why should I pay a higher ticket tax and a head tax while money already collected for airport uses is sitting idle?"

AOPA Senior Vice President Stephen R. Bassett praised the support Congress has given the aviation community on the tax and trust fund issues. "Congress has consistently reaffirmed its original intent to apply trust fund dollars on a priority basis to the capital development needs of the national air transportation system," Bassett said in testimony before the House aviation subcommittee. Bassett told Congress that AOPA opposes the Administration's plan to draw down the balance of the trust fund by spending more of the money on the FAA's operations and maintenance budget, which pays for FAA salaries and supplies, rather than on airspace system improvements. □

26 • MAY 1990

ROCKY MTN NEWS 6/6/90

A shocking sense of humor

Martin Marietta employees took a lot of heat a few months back when a Martin-built Commercial Titan rocket didn't deploy a \$150 million satellite because of a wiring design flaw. But they can still laugh at themselves, as shown by this joke-making the rounds at the company's Jefferson County plant:



Commercial Titan lifts off from Cape Canaveral.

of execution."

"So, what's the good news?" the prisoner asks.

"Martin Marietta wired the chair."

A prisoner on death row is strapped into an electric chair, awaiting word on whether he will die that morning. The warden walks up and says:

"Well, there's good news, and there's bad news. The bad news is that the governor didn't approve your stay

Special Report

On January 29, 1990, EAA and EAA Aviation Foundation Board members received a letter from an EAA member which contained a series of allegations relating to the leadership and operations of your EAA organizations. During the quarterly Board meetings in February, the letter was reviewed. Although the Boards had received no evidence to indicate that any of the allegations were true, they decided to conduct a thorough and unbiased investigation of each issue raised in order to answer any possible questions and, most importantly, to uphold the high standards of integrity and professionalism for which EAA has long been noted.

Rather than wait for the Boards to complete their review, the individual who made the charges sent his allegations to a number of people and selected media sources. As a result, some EAA members were likely exposed to the allegations and are justifiably interested in what action has been taken.

A Special Committee comprised of EAA and Foundation Board members was appointed to conduct a complete and impartial review of all allegations. The Special Committee was to accomplish three major goals — (1) obtain facts that either substantiated or refuted the allegations; (2) conduct the review impartially and in an unrestricted manner in order to obtain an unbiased report; and (3) identify any procedural areas that could be improved upon so they could be brought to the Boards for consideration and possible implementation.

The Special Committee retained Michael, Best & Friedrich, one of the most respected law firms in Wisconsin, to complete the review. Michael, Best & Friedrich, in turn, retained the accounting firm of Ernst & Young to assist.

The legal and accounting firms were given unlimited and unrestricted freedom to pursue any avenue they deemed appropriate. The resulting study took more than two months, during which time many documents and records were reviewed, including EAA records and official government documents. More than 25 persons were interviewed, including the member who made the allegations.

The results were presented by the Special Committee to the combined EAA and Foundation Boards on May 11th. The examination revealed that no evidence of any illegal activities or willful wrongdoing existed. The Michael, Best & Friedrich report concluded that "the overall allegation, i.e., that EAA's operations have been categorized by a pattern of conscious wrongdoing in office by its leaders, is without merit."

In the joint meeting on May 11th, the two Boards voted unanimously to accept all of the Special Committee's report and recommendations, thereby closing the matter. The Boards also voted unanimously to send a letter, along with the Special Committee's report, to the individual who initiated the allegations, informing him of the Boards' actions.

During the meeting, EAA management received a unanimous vote of confidence from both Boards.

This review provided an opportunity to address a number of issues and rumors and put them to rest. Moreover, it has reaffirmed our belief that your EAA organizations are soundly administered by our management and staff and that our Boards have functioned over the years with competence and integrity.

Through this process of self evaluation, we have found and will continue to find new and better ways to meet the expanding needs of EAA members around the world. With the help of our membership, the two organizations will continue to thrive and fulfill an even more important role in the world of sport aviation. The accomplishments and respect earned by EAA speak for themselves.

EAA is a non-profit association whose primary purpose is to serve its members. If you have any questions, comments or suggestions on EAA-related issues or this matter, please do not hesitate to make your feelings known. Contact Jerry Strigel, Vice President, Finance, EAA Aviation Center, P.O. Box 3086, Oshkosh, WI 54903-3086.

PROBLEMS OF CELL LEAKAGE AFTER USING AUTOGAS

Dear CPA:

During October, 1984, the fuel cells of my 182E were replaced, as required by AD 83-13-01, because of cell nipple failure. I purchased fuel cells from the predecessor of Floats & Fuel Cells, 4010 Pilot Drive, Memphis, TN 38118.

These cells also included a five year unconditional guarantee and the material is called "Dura-lite". In October, 1986, I received my STC to use autogas and approximately half of my flight time was with autogas after applying the STC.

During June, 1989 my left fuel cell started leaking. I called George Murphy, of Floats & Fuel Cells, and received instructions to send the left cell to him. After removing the left cell, we found approximately two feet of the inboard lap seam had separated and the inside material had rolled. We then inspected the right cell and found no separation. We sent the left cell to Mr. Murphy. Mr. Murphy called and requested we send the right cell and that both cells would be replaced at no charge, with new cells. Mr. Murphy explained that alcohol in the autogas was the cause of the cell failure.

I used only Exxon avgas and autogas. Since Texas does not require advertising the presence of alcohol in autogas, I have not been able to get any confirmation from Exxon.

If Mr. Murphy is right about the alcohol, in causing the left cell to fail, that leaves an unanswered question of why the right cell showed no seam deterioration. We cut the interconnecting fuel line hoses, and inspected the interior rubber surfaces. Approximately half the rubber surface exposed to the gas was grossly deteriorated. It would be only a short while before the hoses would be leaking. Since the fuel hose from the gascolator to carburetor was the same hose material, that hose was removed and inspected. These hoses were from the same piece

of stock. The interior of the carburetor hose had no visible inner surface deterioration. This leaves an interesting question of why the cell interconnecting hoses deteriorate, and the carburetor hose appear unaffected.

When we removed the cell wing covers the splash tubes were hanging from the gas cap chain. The splash tubes were bonded to the cover interior with what appears to be a polysulfide. This material was almost completely dissolved.

Kit SK182-85 was purchased to replace the old covers. The gas caps are metal, and protect the rubber gasket in a manner much improved when compared to the plastic caps. Cessna has improved their design on the gas caps.

When I drained the gas from my 182E I was not yet aware that the polysulfide was dissolved in the gas. I poured the gas in my tractor, lawn mower, and older automobile. I had a rash of stuck intake valves requiring head removal in order to free the stuck valves. The gum on the valve stem and in the guides was

tenacious. Mechanical reaming and wire brushing was necessary to remove the gum. The interior surface of the intake manifolds were coated with a shiny black material that required acetone to remove.

Last October, I started an O-ring experiment. One fuel selector valve O-ring was placed in Avgas and another one was placed in autogas. Both measured .094 inches at the start. Today, the Avgas soaked O-ring measures .104 inches, and the Autogas O-ring measures .121 inches. This is an explanation for why my fuel selector valve is so hard to turn. Since my problems started after using autogas there is only one conclusion to make, no more Exxon autogas.

When I start flying again on Avgas I expect to have fuel leaks and perhaps carburetor problems as the O-ring swelling reduces. While this experience may be mine alone, it may be of interest to other CPA members.

Robert T. Sylvester
Granite Shoals, TX
CPA #349

GLASAIR III N333AW (SN 3129)

COMPLETED: 1-17-90

ENGINE

LYCOMING IO-540-G1B5 (300 HP @ 2700 RPM)
1290 HRS. SMOH. BENDIX MAGS, IGNITION HARNESS,
AND WOODWARD PROP GOVERNOR ARE FACTORY NEW OR
FACTORY OVERHAULED.

PROP

HARTZELL TWO BLADE, 80 IN. DIAMETER, FACTORY
NEW, DESIGNED SPECIFICALLY FOR THE GLASAIR III.

AVIONICS

NEW NARCO MK-12D NAVCOM
NEW NARCO AT-150 TRANSPONDER
NEW ALTITUDE ENCODER (ACK)
SIGTRONICS PANEL MOUNT INTERCOM
POINTER 3000 ELT

LIGHTING

WHELEN WINGTIP STROBE SYSTEM
FLUSH WINGTIP NAV LIGHTS
FLUSH COWL-MOUNTED LANDING LIGHT
INTERNAL RADIO LIGHTS (ON SEPARATE DIMMER)
RED AND WHITE PANEL FLOODS (ON SEPARATE DIMMERS)

MISCELLANEOUS

ALL INSTRUMENTS ARE YELLOW TAGGED OR NEW.
REAR WINDOWS
DUAL BRAKES
HEATED PITOT-STATIC
FITTINGS INSTALLED IN WINGTIPS FOR EXTENDED
WINGTIPS WITH FUEL OPTION.
TOWBAR
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CANOPY COVERS

OWNER/BUILDER:

JEFF ACKLAND
6028 MAPLE
MISSION, KANSAS 66202 (KANSAS CITY METRO AREA)
(913) 432-3653

PRICE: \$120,000.00

1990 FLY IN REPORT

To all Chapter newsletter editors and presidents: Here is the report on the 12th Annual Regional Fly-In. Feel free to copy or reproduce it for your newsletter.

The 12th Annual Rocky Mountain Regional Fly-In was held at Ft Collins - Loveland Airport on June 30 - July 1. For a change, the weather was excellent, though quite hot.

Seventy-eight airplanes were registered, and 57 of them were judged for trophies. There were 23 homebuilts, 3 antiques, 24 classics, 3 warbirds, 9 ultralights, and 16 production types. As with past years, a substantial number of airplanes did not register, despite the fact that each pilot registering for \$5 received a \$3 free breakfast ticket. Even those who felt they should not pay because they did not stay for the airshow should feel ashamed for stiffing their fly in committee for a mere \$2. Fie on the lot of you!

Financially, the fly-in was at least a break-even (except the steak fry, which we lost money on). Carol will give the fly-in committee a full report at our recap meeting.

The judges awarded the following trophies:

Grand Champion - Navy N3N N45036, Jack Miller, Ft Collins (Also Best Warbird)

Colorado Grand Champion - 1930 Alexander Eaglerock, N205Y, flown by John Schoonhoven, Evergreen (Also Best Antique and Oldest Aircraft)

Reserve Grand Champion - Van's RV-4, N89HM, Hans Miesler, Castle Rock (Also tied for Best All Metal Homebuilt)

Best Homebuilt:

- 1 - Van's RV-4, N14BA, Bill Amos, Littleton (Also tied for Best All Metal Homebuilt)
- 2 - Skybolt N46859, Mal Meador, Erie (Also best Tube & Fabric)
- 3 - Van's RV-4, N89HM, Hans Miesler, Castle Rock

Best Antique:

- 1 - 1930 Alexander Eaglerock, N205Y, flown by John Schoonhoven, Evergreen
- 2 - Waco UPF-7, N29952, Paul Runyan, Boulder
- 3 - Luscombe 8B, N28460, Bob Petersen, Loveland

Best Classic:

- 1 - Champ 7BCM, N83638, Doug Roth, Windsor
- 2 - Stinson-Piper 108-5, N25LW, John Everest, Denver
- 3 - Cessna 170A, N9935A, Jim Thompson, Aurora

Best Warbird:

- 1 - Navy N3N, N45036, Jack Miller, Ft Collins (Also Grand Champion)
- 2 - Beech D17S, N16M, Chris Jacobsen, Arvada
- 3 - Aeronca L-3B, N49114, Roy Maneely, Denver

Best Ultralight:

- 1 - Quicksilver GT, Dean Spencer, Lafayette
- 2 - Quicksilver Sprint, Chuck Parsons, Thornton
- 3 - Quicksilver GT, Barbara Nixon, Parker

Best All Wood - Super Emeraude, N999MW, Ernie Stevens, Loveland

Best Tube & Fabric - Skybolt, N46859, Mal Meador, Erie

Best All Metal - Tie: Van's RV-4, N14BA, Bill Amos, Littleton
Van's RV-4, N89HM, Hans Miesler, Castle Rock

Best Composite - LongEZ, N8HA, Herb Anderson, Montrose

Best Static Display - Gyrocopter, Roger Giddens, Thornton

Best Engine Installation - Glasair, N51AJ, A J Wood, Englewood
Best Instrument Panel - Glasair, N51AJ, A J Wood, Englewood
Best Interior - Glasair, N51AJ, A J Wood, Englewood
Most Unique Feature - Folding Propeller, Strojnik S-2A, N98HP, Gil Gildersleeve, Colorado Springs
Most Innovative Ultralight - Quicksilver GT (Also Best Ultralight), Dean Spencer, Lafayette
Ladies' Choice - Sylkie One, N711WB, Wayne Barton, Erie
Most Recent First Flight, Airplane - Cessna 170, N4063V, Dave McRoberts, Louisville
Most Recent First Flight, Ultralight - Eipper MX, Ray Abbruzzese, Brighton
Oldest Airplane - 1930 Alexander Eaglerock, N205Y
Longest Distance Flown:
Airplane - Roberts Pazer, N2448P, Rich Roberts, Livermore, California
Ultralight - Eipper MXL, Jim Soukup, Castle Rock
Colorado 99s Award, Most Recent Solo by a Woman - Amy Watson, Van Aire Airpark (11-29-89)

Contest Awards. To save insurance premiums, there were no flying contests this year. The winners of the preflight inspection contest were:

Airplane - Douglas Isern, Golden
Ultralight - David Nixon, Parker

Special thanks to all the volunteers who worked to keep the fly in going, especially the pancake and hamburger cookers and the popstand attendants, including the Colorado 99s, the Colorado Antique Airplane Association, the Denver Airshow Team, and the seven Air Explorer Scouts who aided with auto parking. Forty volunteers got their names on the volunteer scheduling board, but there were numerous others, such as the entire Chapter 515 pancake breakfast crew. For the second year in a row, there was a glitch on the volunteer patches and they were not delivered in time to distribute at the fly in. Volunteer patches will be sent to the chapter presidents to hand them out at chapter meetings.

The "how could we do it better," meeting to review the fly-in will be on Sunday, September 23, at the Ft Collins - Loveland airport, starting at 1 PM in the afternoon. Carol will have a financial report at the meeting. Some things to consider are:

- How to get the non-registering airplanes to register.
- Change the airshow line to the east-west runway.
- More ramp space - fewer production types on the ramp
- Keeping the FBO lobby free of fly-in audience
- Better publicity - especially out of state and in the Denver papers
- Selecting and publicizing our date so other fly ins don't interfere
- Better separation of the crowd from turning propellers and moving airplanes
- Revise the judging rules so the homebuilts have a better chance against the antiques and classics
- Eliminate the steak fry - make awards right after the airshow

Finally, Cathy Sheeon attended the fly in, and would like to send the following message to the members of the fly in committee:

The fact that you all regarded Guy so deeply that you dedicated the fly in to him is an incredibly satisfying statement to me.

"Thank you" doesn't even come close to expressing how I feel about this honor to Guy and his memory. My memories of the fly in will be much, much more meaningful because you dedicated it to him.

Thank you all for putting action behind your thoughts of Guy with this dedication.

Cathy Sheeon

CLASSIC CREW

THE ADVANCED AERONAUTICS CLASS IS MAKING PLANS TO TAKE THEIR FISHER CLASSIC BIPLANE TO OSHKOSH. THEY ARE LOOKING FOR SUPPORT FOR THIS TRIP AND WOULD LIKE TO HAVE SUGGESTIONS, DIRECTIONS, AND DONATIONS TO MAKE IT ALL HAPPEN. HERE IS THE "STATUS" AS OF JUNE 10, 1990:

(1) THERE ARE 7 STUDENTS INVOLVED IN THE PROGRAM. THE PLAN IS TO TAKE THE AIRPLANE TO OSHKOSH IN AN ENCLOSED VAN. A LOCAL U-HAUL DEALER ON LITTLETON BLVD. QUOTED THE FOLLOWING PRICES:

- a. 26' Super Mover Diesel is \$39.95/day + .49 per mile
- b. 24' Household Mover \$30.00 / day + .39 per mile

The local U-Haul rep quoted a total, for the 26' truck for approximately a week to be \$2566.99 including gas and insurance.

(2) The students will fly to Oshkosh by commercial air carrier. United quoted \$353 per student for a round trip flight to Oshkosh with a connection in Chicago.

The plane transport will leave on Tuesday morning, the 24th of July. Chuck Larsen, Director of Aviation Education for the EAA, said all arrangements for the Classic Crew have been made to camp in the EAA Campgrounds. The airplane will be on display in the Educational Center and each day the kids will be presenting a forum to interested groups.

(3) The airfare cost is 2471.00. However, a former student of the LHS program, Captain Randy Trujillo (UAL/DC8), is trying to get an airfare break for the group. A poster asking for donations to this trip has also been placed on the main bulletin board, by Randy, at the UAL Flight Training Center. (DENTK)

(4) Bill Marcy and Dick Blake, of EAA Chapter 301, have volunteered to help coordinate this effort. A separate bank account has been set up at the United Bank of Littleton for donations and sponsorships. For donations, contact:

- a. Bill or Sarah Marcy at 798-6086
- b. Dick Blake 989-0450
- c. Sally R. Teston, United Bank of Littleton (The account is called Aircraft Construction Project and the number 0703103. Her telephone number at the UBL is 730-5422.
- d. Ben Millsbaugh's office phone is 795-3656.

This is your chance to help some kids who are trying to do it right and make something of their lives. Your support and the Oshkosh show will be a part of them forever.

Dan Hisle
5700 S. Logan St.
Unit A
Littleton, CO 80121
(303) 795-6137

Kirby White
EAA Chapter 43
8780 W. 90th Place
Westminster, CO 80021

Dear Kirby:

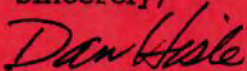
EAA Chapter 660 President Ken Strong has been in the hospital for more than three weeks. The doctors have said that he may need a liver transplant. Ken has asked me to act as Chapter president in his absence.

Unfortunately, Ken and his family have been hit with a severe financial hardship due to the hospital costs, and Ken will have to remain in the hospital for at least several more weeks.

I would surely appreciate it if you could pass this information on to your members. If anyone would like to contribute, it would really help Ken and his family. Donations may be made payable to Ken Strong at First Federal where a fund has been set up:

First Federal Savings Bank
13781 E. Yale Avenue
Aurora, CO 80014

Sincerely,



Dan Hisle
Acting president,
EAA Chapter 660

Chapter 43 Newsletter
c/o Kirby White
8780 West 90th Place
Westminster, CO 80021



EUGENE HORSMAN
210 LOOKOUT VIEW CT.
GOLDEN, CO 80401