

# EAA MILE HIGH CHAPTER



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NEWSLETTER  
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## VOLUME 14, ISSUE 4, APRIL, 1991

**THIS MONTH'S MEETING:** The meeting this month will be held on Saturday, April 13, 1991 at 7:30 P.M. in the downstairs room on the Southeast corner of the large white building (B-8) which is located to the Southeast of the control tower at Jefferson County Airport. This is where the Deli is. This is now a permanent room for our monthly meetings, and I believe that it will serve our needs very nicely. All of the aviation organizations that were meeting at the Denver Air Center Club Room are going to be using this room, with the approval of the Jeffco Airport Authority, as it is their room to use as they see fit. Also, the people that are running the new FBO, Colorado Aircraft Services, Inc. (CASI), are very much in favor of all of the groups meeting in the same building as their new business. They see it as good exposure for them, and they have offered to help us out in any way that they can. Doug Stimpson is in charge of the new FBO. At this writing, there will not be enough chairs for all of us, so you might want to think about bringing one to use. We are working on a permanent chair solution at this time. The program will be a choice of videotapes to watch and enjoy.

**THIS MONTH'S FLY-OUT:** The Fly-Out this month will be to The Buena Vista Airport for lunch on Saturday, April 20, 1991. This is the Saturday after our normal second Saturday meeting. We will meet at the airport at 11:00 A.M. and eat at Delaney's Depot Restaurant in town. There will be a courtesy car available for the two mile drive. Ken Lysek is coordinating the monthly Fly-Outs, so contact him at 457-9769 if you have any questions or have an extra seat to offer or are in need of a ride. If the weather happens to not allow us to fly to Buena Vista, we will meet at Mr. James Bar-B-Que Restaurant at 11:00 A.M. at The Aurora Airport to eat lunch as voted at the February, 1991 Chapter 43 meeting. What I would like for all of you to do is think of an inventive and definitive name for this new Chapter 43 monthly gathering so that everyone will immediately know exactly what event is being spoken of. Something along the lines of Dawn Patrol, perhaps, but a name that hasn't been overused such as this example. If the name included the words "Forty-Three" and possibly rhymed, that would be great. Let me know if you come up with one, and we will take a vote on it at a future meeting. We have had some good suggestions so far, but a final decision has not been made yet. Keep thinking.

**LAST MONTH'S FLY-OUT:** The Fly-Out to Pueblo Airport in March turned out to be a bust because of the weather, unfortunately. No one flew to Pueblo as snow was predicted, and I don't believe anyone met for lunch at Mr. James Bar-B-Que Restaurant, either. Hopefully, the April Fly-Out will turn out much better.

**LAST MONTH'S MEETING:** With 60 members and guests in attendance, the meeting of March 9, 1991 was called to order at 7:45 P.M. by President Kirby White in Hangar B-8 at Jeffco Airport. The minutes of the February meeting were approved as published in the Newsletter.

Guests: Guests present were Bob Prince of Longmont, and Roger Wilson of Golden.

Old Business: Kirby let everyone know that Treasurer Roy Maneely was still collecting the 1991 Chapter 43 Dues of \$10.00 and that he also had 1991 EAA Calendars for sale for \$4.00 each. The Cactus Fly-In, which was held on March 1-3, 1991 at Casa Grande, Arizona, was brought up. Kirby said that he had gone, and despite the bad weather in the states surrounding Arizona (which prevented many airplanes from flying in), it was still a very enjoyable Fly-In. Southern Arizona's weather was quite good. Ken Strong stepped forward and announced that he finally had his liver transplant on January 31, 1991. He reported that he was doing very well, and he certainly looked good. He again thanked Chapter 43 for its donation to his fund last year, and he said he was looking forward to getting his medical back and flying again. He promised to be a regular Chapter 43 meeting attendee once again. Everyone at the meeting was extremely happy to hear the good news from Ken, and he received a very nice round of applause for working so hard to get well. Kirby let everyone know what was going on with the new meeting location. He said it wasn't definite yet, as a final and permanent approval had to be made by the Jeffco Airport Authority. But he was pretty confident that approval would not be a problem, having talked with everyone at the Airport Manager's Office. He also said that just before the Chapter 43 meeting, he had met and spoken at some length with Doug Stimpson, who is in charge of the new FBO that is starting up in the same building. Doug is very supportive of all of the groups that had been meeting in the Denver Air Center Club Room, and said he wanted all of us to hold our meetings there. He saw it as excellent exposure for his new FBO. Doug also said that he would be more than happy to make his hangar and facilities available for us to use for construction and maintenance demonstrations and that we would be welcome to put an airplane or two in his hangar for all of us to look at. The new FBO will be a 24 hour full-service Phillips 66 outlet, and they will also sell aviation supplies. Kirby felt this would be an excellent place for our meetings, and asked for opinions from the rest of the group. All were in favor of it, so Kirby said he would pursue getting approval from Airport Manager Dave Gordon and Meeting Room Coordinator Sue Hess.

Fly-Out: Ken Lysek reminded everyone to meet at The Pueblo Airport at 11:00 A.M. on the following Saturday, March 16, 1991, for lunch. Ken said that if the weather would not permit us to fly to Pueblo, we would meet for lunch at Mr. James Bar-B-Que Restaurant at The Aurora Airport, also at 11:00 A.M. Ken asked for suggestions on the Fly-Out location for April. Several suggestions were made, and The Buena Vista Airport was approved. An 11:00 A.M. arrival time at The Buena Vista Airport was also approved. It was mentioned that there were some good restaurants in town about two miles from the airport, and that the airport also had a courtesy car available.

New Business: Kirby reminded everyone that EAA Chapter 720 in Greeley was going to have a Pancake Breakfast at their hangar at The Greeley Airport the following day from 8:00 A.M. until Noon. John McCabe reported that Randy Schlitter, President and founder and brains of RANS, Inc. of Hays, Kansas, had been involved in a crash while flight testing his new S-11 Pursuit airplane. The engine stopped in flight, was restarted, and stopped again. The airplane burned on impact. Randy was burned, but is expected to make a full recovery. John McCabe used to live in Hays, Kansas, and has known Randy for a number of years. Ken Strong announced that the Advanced Aeronautics Class



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**e x p e r i m e n t a l   a i r c r a f t   a s s o c i a t i o n**

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February 11, 1991

RE: PAUL POBEREZNY PETITIONED FOR NEW CATEGORY OF AIRCRAFT

Dear EAA Chapter Presidents:

Recently, Paul Poberezny submitted a petition to the Federal Aviation Administration (FAA) requesting a rule change which would permit a category type certification for two-seat, fixed-gear, single-engine aircraft. The petition, which he filed as a private citizen and not as Founder and Chairman of EAA, is designed with the intention of reducing certification procedures for aircraft being used for training and recreational purposes.

The rules and methods for rule changes are not simple and we we would like to outline those steps below.

- 1) As with any idea submitted for consideration, the FAA may choose to set the petition aside for an indefinite period until the petitioner has given up all hope of change. We hope this will not be the case with Paul's petition, but it is a possibility.
- 2) After the FAA reviews the petition it may be published in the Federal Register with a request for public comment. We trust this will happen and, at this point, we will contact you to rally your written support. It will take all we have to impress the FAA on the importance and need for this change. Again, your written comments and support will be needed at this time.
- 3) After the public comment period has closed, and if the proposal receives sufficient support, both politically and publicly, the FAA may revise the proposed idea, create their own version, and then issue a Notice of Proposed Rule Making (NPRM). Again, the FAA will ask for public comment and EAA will again issue a rally call, both publicly and politically, to muster the necessary support to obtain FAA approval. We will be asking for your written support of the NPRM. However, the FAA can, if they deem appropriate, eliminate the second step in this procedure, going directly to the NPRM phase.

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We are enclosing a copy of EAA's news release and a copy of Paul's petition for your review and discussion with the members of your EAA Chapter. This is a very important proposal with far reaching impact. It could make the difference as to whether we will ever see an affordable factory built aircraft again. This would be an economic "shot in the arm" for the general aviation industry and would provide an opportunity for more people to experience the freedoms and joys of flight.

In the past, we have asked the Chapters for their support. This cause is as important as any you have been asked to support in the past. We know we can count on the EAA Chapters and EAAers throughout the United States to support this very worthwhile cause. Stand by for the rally call and keep the spirit.

Sincerely,

EXPERIMENTAL AIRCRAFT ASSOCIATION

*Bob*

Robert P. Mackey  
Executive Director  
EAA Chapters and Insurance

RPM:skb  
2704X

New Business cont: at Littleton High School is planning to go to Oshkosh again this year (I'm not sure if they are going to take their Fisher Classic Biplane), and instead of asking for donations from people and organizations, they are selling American Flag decals for \$1.00 each to help pay for their trip. Ken had a number of the decals at the meeting, and asked us to consider buying one to help some kids out for a very worthy cause.

Gene's Corner: Gene Horsman reported that by the mid 1990's a lack of aviation fuel could ground the vast majority of General Aviation aircraft, due to restrictions and prohibitions placed on leaded fuel as a result of 1990 Amendments to the Clean Air Act. Approximately 87% of the General Aviation fleet (194,000) are powered by piston engines burning leaded fuel. The Act prohibits the use of leaded fuels by 1996, and cessation of the manufacture of new lead burning engines by 1992. This will discourage fuel companies or make it economically unreasonable for them to continue to manufacture leaded fuels for aircraft. To develop new or reformulated products may further create a conventional fuel shortage for the aircraft. There is belief in the industry that the new Amendment is overridden by the original Clean Air Act of 1970 that spoke directly to General Aviation. Avgas represents only 2.3% of all aviation fuel, and only 0.3% of all gasolines used in this country. Mobil is already pulling out of avgas production. Others say they will remain, but for how long and at what price? One engine manufacturer said he didn't know if existing engines could be modified to accept new fuels, while another thought it could be done at a minimum estimate of \$1,200.00 per cylinder. AOPA is hosting a conference in Washington, D.C. to bring representatives of government, aviation, academic community, and the oil industry to address the question. Aerospatiale has agreed to buy Piper Aircraft, but nothing has been signed yet. They (Aerospatiale) sold 202 single-engine aircraft worldwide last year. Piper delivered 178. Mooney Aircraft is flying their new EFS aerobatic airplane. It has stick controls, side by side seating, a bubble canopy, and a 260 HP Lycoming. Climb is 1500 FPM, and it cruises at 180 knots. The good news is that you can buy one for less than \$200,000! EAA's second Spirit of St. Louis replica is now flying. It has a 220 HP Continental R-670-4. Cruise is at 85 MPH. The wingspan is 44 feet 10 inches, and the gross weight is 4,000 pounds. The first scratch-built brand new Super Decathlon has been delivered. Scouts and Citabrias will start production later this year! Gene congratulated Ron Denight for his article in the March, 1991 issue of Sport Aviation on using automotive starters in aircraft. Everyone then gave Ron a nice round of applause for his accomplishment. Gene mentioned that a sod runway was going in at the Longmont Airport (Vance Brand).

Progress Reports: It was reported that John Evens wasn't at the meeting because he and his wife had taken their first cross-country trip in their newly completed Thorp T-18 that weekend. They went to Salina, Kansas. Pat Claar said that he had completed building the tail kit on his RV-6. Doug Bloomberg reported that he had started on his RV-6A tail kit. And Jim Thompson let everyone know that he had just purchased an uncompleted RV-4 tail kit that he was going to begin working on. Roger Wilson and Travis McGinnis said they had gone in on a 70% completed Wag Aero 2+2 (Piper PA-14) kit. They are working on it in Hangar #4 at Tri-County, and invited everyone who has an interest in their project to stop by any time.

**A&P:** The business portion of the meeting adjourned for coffee at 8:25 P.M. After the break, John McCabe gave an excellent slide presentation with pictures and a brief history of all of the Liaison aircraft, from the L-1 through the L-28. John has studied these aircraft for many years, and is very knowledgeable about them. He gave a very informative and enjoyable and sometimes humorous talk.

**DUES:** That's right, it's dues time again. There will be no increase in amount again this year. Dues are still \$10.00. Please take a few minutes and fill out the 1991 Membership Renewal Form which is included in the January Newsletter.

**CALENDARS:** We still have 1991 EAA Calendars to sell for \$4.00 each.

**MARKETPLACE:** For Sale: Air Compressor, 1.5 HP, 2 cylinder, 30 gallon vertical tank, \$175.00. Brad Davenport 666-5744

For Sale: Little Toot all metal biplane project, Fuselage and tail complete, Cessna gear, Needs wings and engine, \$1500.00. Glenn Nicholls 321-7532

For Sale: Gascolator - Fits 1/4" A-65 fuel line - \$15.00; Original Luscombe A-65 tach (CCW) - \$35.00; Fuel pump for C-85/C-90 series - \$50.00; Set of inboard bay drag wires with fittings for rag wing Luscombe - \$20.00; Automotive style mixture control - \$5.00; Three way fuel valve which can be locked to two way - \$10.00; Right hand Luscombe door with non-opening window - \$25.00; Lunkenhiemer primer with lock - \$15.00; Two 4' x 4' sheets .040 2024-T3 mirror finish grade skin panels - \$30.00 each; One pair 6.00 x 6 inner tubes in good condition - \$10.00; Continental A-65-8 engine, running when removed, 2273 TT, 1189 SMOH, 575 STOH, complete with tapered shaft prop hub, \$1500.00; Flottorp (now Kinetics) 74/46 armor coated wood propeller for A-65 (Luscombe seaplane pitch) - \$500.00 or with tapered shaft hub - \$600.00. Gene Horsman 279-5782 after 6:00 P.M.

Wanted: Hangar mate at Jeffco for Skybolt or Pacer or T-18 size airplane, Share with three others, \$59.00 per month. Mark Yelich 469-0557



Chapter 43 Newsletter  
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