

EAA MILE HIGH CHAPTER



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KIRBY WHITE
423-5134

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NEWSLETTER
KIRBY WHITE
423-5134

VOLUME 8, ISSUE 6, JUNE, 1985

THIS MONTH: This month's meeting will be held on Saturday, June 8, 1985 at Colorado Aero Tech at 7:30 P.M. Colorado Aero Tech is located in the Northwestern portion of Jeffco Airport across from Turbo West. The program will be a slide presentation and talk by member Mark Yelich about the building of his biplane "Mark's Mixture." He took pictures from the very beginning of the construction through the first flights. He will have his airplane at the meeting for us to look at during the talk.

LAST MONTH: With 56 members and guests in attendance, the meeting of May 11, 1985 was called to order at 7:40 P.M. by President Kirby White at the Rocky Mountain Energy Center. The minutes of the April meeting were approved as published in the Newsletter.

Guests: Guests present were Chris Koerner of Arvada -- an A&P who has a weakness for biplanes, Larry Constable of Thornton, Roy Clark of Denver -- a former member of Chapter 219 in Oregon who is building a KR-2, Larry Peake of Erie -- who is recovering a Piper J-5A Cub, and John Jenkins of Longmont.

Treasurer's Report: There was none given.

Old Business: Bill Schneider reported that the segment on Channel 7's show "On The Lookout" about Homebuilt and Antique/Classic aircraft would definitely be aired at 5:30 P.M. on Sunday, May 12, 1985. Marilyn Schneider told us that Paul Poberezny had called her from Headquarters one evening to discuss the ban of aircraft maintenance at Centennial Airport by anyone other than an FBO. He was interested in any and all restrictions at any of the nearby airports, also. Paul is concerned about auto fuel restrictions, too. Marilyn had a cassette tape of a meeting between Paul and one of the officials of Centennial Airport which was played during the break for those who were interested to listen to. Any information we can find out on this subject will be passed on to the membership. Work is progressing on the paving of the Parkland Estates runway, and should be completed in the near future, weather permitting.

New Business: Fred Seal reported that there had been three failures of Maulbauer (sp) propellers recently. All three of them shed a blade. Kirby mentioned that Treasurer Bill Davis had Chapter 43 shoulder patches to sell for \$5.00 each. Quite a few up-coming Airshows and Fly-Ins were discussed, some of which weren't in the Newsletter.

Gene's Corner: Gene Horsman reported that insurance rates will probably be going up for most of us due to liability suits throughout the industry. Devore Aircraft is working on a prototype two seat side-by side pusher called the Sundancer. It will be a high wing composite. Gene also told us that avgas will be exempt from the EPA lead ruling.

Progress Reports: Vice President Fred Seal told us that he had recently bought a house at Van Aire and was in the process of moving in. He doesn't have a hangar, but plans to build one in the near future. Congratulations, Fred!

A&P: The business portion of the meeting adjourned for coffee at 8:15 P.M. After the break, member Guy Clark showed us the slides he had taken of the 1985 Sun 'N Fun Fly-In in Lakeland, Florida. Then Brad Davenport showed us slides of some of the sights near Oshkosh and others taken at the Antiquers Fly-In in Blakesburg, Iowa. We all had a good time figuring out what everything was. Thanks to both Guy and Brad.

ROSTER UPDATE: Please add the following new members to your Roster:
Larry Constable 3950 E. 122nd Ave. Thornton, CO 80241 H. 451-5217
W. 295-0373
Glen Counts, Box 251 Lafayette, CO 80026 H. 666-6608 W. 665-9125
1956 Cessna 182
Tom Johnson, 6300 Range Land Rd. Reno, Nev. 89510 KR-2
Glen Larson, 13846 W. 22nd Ave., Golden, CO 80401 H. 278-0478
W. 236-5322
Larry Peake, 330 Baron Ct., Erie, CO 80516 H. 666-4000
W. 430-3470, Piper J-5A Cub
Herb Rutledge, 4768 Cathy Ln., Erie, CO 80516 H. 665-9691
Emeraude
The following members have new phone numbers:
Bud & Dot Aumann H. 838-7536
Fred Seal H. 659-1589

GLOSSARY: From "I'd Rather Be Flying" by Donna Vasco
FARs: an ancient scroll of prehistoric writing. Can be quoted by ATC and pilots alike to prove that the moon is made of green cheese.
Ferry Flight: charter flight from San Francisco to New Orleans for Mardi Gras.
Fin: the price of three aircraft bolts.
Final Approach: asking the waitress at the airport cafe, for the fifth time, to fly to Las Vegas with you.
Fix: a "no-no" for flight crews.
Fixed Base Operator: aircraft dealer after a vasectomy.
Flap: the unforgettable scene in the FBO office when rental rate hikes are announced.
Flare: required lighting device for over-water flights. Must be struck on pavement to be activated.
Flight Plan: scheme to get out of the house to go flying.

SKYWAYS: The article "Here Lies Private Flying" in this Newsletter was originally published in the June, 1944 issue of Skyways Magazine. If not for some outdated phrases and the mention of WWII, a good portion of this article could have been written today. Some things never seem to change. I don't know where Gene Horsman came up with this, but I thank him for giving it to me to put in this Newsletter.

FROM THE PRESIDENT: After a number of delays, the segment on Channel 7's show "On The Lookout" about Homebuilt and Antique/Classic aircraft was aired on Sunday, May 12, 1985 at 5:30 P.M. I thought it turned out quite well. It was positive and enthusiastic toward our form of aviation. I feel it was worth the wait. Unfortunately, no Chapter 43 members were shown talking. But how do you start with several hours of footage and edit it down to about four minutes? That would be a tough job for me. I would want to show the whole thing as a feature-length movie! For those of you who didn't get a chance to see it, we have the tape and will be showing it at one of the Chapter 43 meetings in the near future. Also, there is a possibility (nothing definite) that Channel 7 may be doing some filming at the Chapter 660 picnic on Saturday, June 15, 1985 at Front Range Airport. Hope to see you there.

As Marilyn Schneider told us at the May Chapter 43 meeting, Paul Poberezny had called her one evening from Headquarters to discuss the problems at Centennial Airport. I was at work that evening, and was very surprised to hear Paul's short message on my phone recorder when I got home. I listened to it about three times! He didn't say what he wanted to talk to me about, so I conjured up all sorts of reasons for his call (oh, no, what did I do now?). I talked to the Schneiders the next day and found out what was going on. I am very pleased that Paul is taking such an interest in the Centennial problem. But I am very impressed that Paul is taking the time out of his busy schedule to talk to local people himself. He has a staff and could easily delegate this matter to one of them. In addition to an excellent monthly magazine by the name of "Sport Aviation," representation such as this is where the \$25.00 annual dues to the EAA goes. This should prove that the EAA works for us not only in Washington, but on a local level, also. I urge you to join if you are not already a member. I will have membership applications at the Chapter 43 meetings.

FROM THE EDITOR: I feel that it is your duty and responsibility to get to some of the aviation events that are taking place, Mr. President. You should show some respect for your office and your Chapter by supporting these Fly-Ins with your presence. I have attended two Fly-Ins recently, and haven't seen you at either. One of them was the Fly-In pancake breakfast sponsored by Chapter 720 in Greeley on Sunday, April 14, 1985. It was a beautiful day, and there were quite a number of airplanes there, including some from Chapter 43. It was a success for Chapter 720, which I'm glad about. The food was excellent. The other Fly-In pancake breakfast was sponsored by the Civil Air Patrol. It was held at Aurora Airport on Sunday, May 19, 1985. The day was nice for this Fly-In, also. They were planning to have some contests originally, but insurance considerations cancelled them. They could have used a few more cooks and grills, so I guess that proves that they had a good turnout. I will be looking for you at some of the up-coming flying events, Mr. Prez. Please try to attend a few of them.

RUNWAY LENGTH - RULE OF THUMB

If it is doubtful as to whether you have enough runway to depart safely, a good workable rule to follow is to mark a point half-way down the runway. If, when passing the 50% mark on the runway, you have not attained at least 70% of your takeoff speed, abort the takeoff. If 70% of the required speed or more is attained by the halfway point, the airplane will have sufficient room to leave the ground in the space available. This won't guarantee you obstacle clearance, if needed.

EAA

CHAPTER 660



INVITE YOU TO JOIN US

10 A.M.

SATURDAY JUNE 15TH

AT ADAMS COUNTY

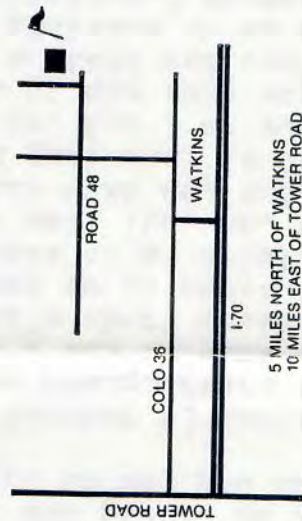
FRONT RANGE AIRPORT

5 MILES NORTH OF I-70 AT WATKINS
NEIL KEDDINGTON, MGR.

Free

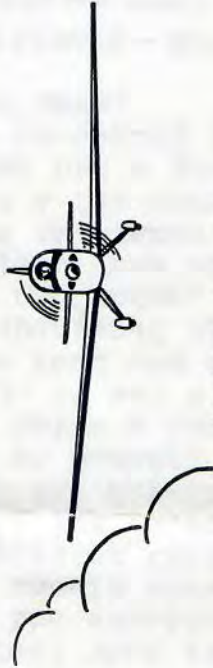
- Bring your own meat and a salad or dessert to share
- Charcoal & B.B.Q.'s & cold drinks available
- Bring folding tables and chairs

• All aircraft are welcome



Contact Marilyn Schneider at 750-5535 for information

FLY-IN



BOMB DROP * SPOT LANDING
OLDEST & YOUNGEST PILOTS * OLDEST PLANE * FLYING DISTANCE

AT LA JUNTA AIRPORT, 6-8-85 SPONSORED BY EAA CHAPTER 840

Here Lies Private Flying

To be ... or NOT to be

By DEVON FRANCIS

The author of this article, holder of a private license, has been inveighing for years against what he terms too much government regulation. His scoffing at a postwar sky filled with airplanes is entirely his own, not SKYWAYS'. His ideas are presented as a healthful antidote for any existing unbridled optimism.

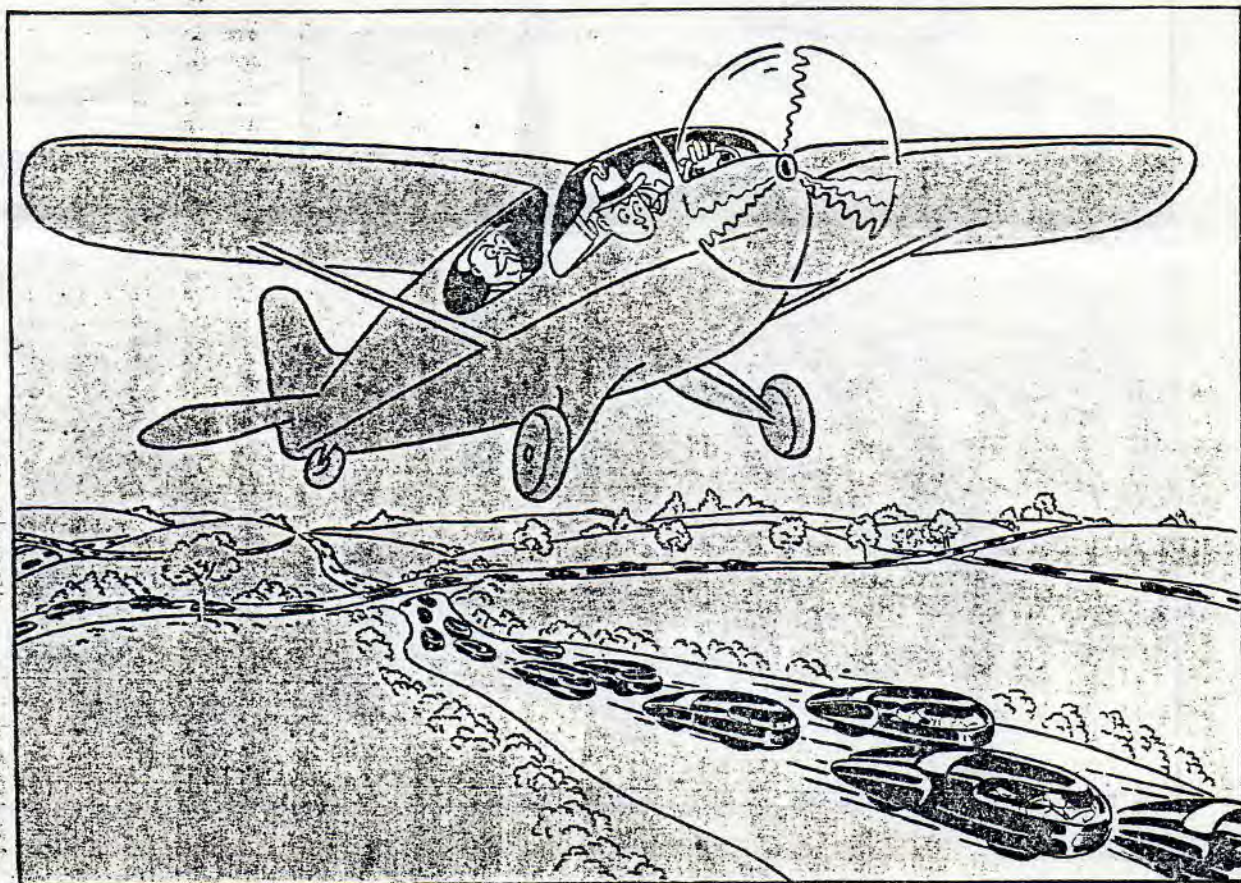
THERE are two ways of writing an essay on private flying. One is that of the charlatan who writes with a profit motive in his heart. He leaves his reader starry-eyed and stimulated, but with a wholly cockeyed idea of the subject. The other is that of the man who suffers from biliousness and deposits in the mind of his reader an impression as melancholy as Schopenhauer and as choleric as Ickes.

The charlatans are now in the midst of an effort to prove that, come the peace, everybody is going to

begin floating around the Union in a private flying machine, obtainable through the usual first mortgage on the old homestead as a down payment.

The man who believes that never did a cross-country in the wake of a storm front which has left the air as turbulent as the first year of marriage. He has never sat on his haunches on the tarmac for two days waiting for the weather to clear. He has never battled a seventy-mile headwind while cars on the highway beneath skipped by him as though he were anchored. He never has had to divide his attention between a balky carburetor heat control and the forbidding flint hills of Kansas while a sputtering engine gave him promise of a forced landing.

The bilious gentlemen who treat of private aviation in the public prints are, for the most part, tobacco-chewing oldsters who progressively opposed



the introduction of slots, flaps and tricycle landing gear on the theory that an airplane inherently is dangerous and nothing should be done to change its characteristics. They regard a flying machine with mixed hatred and respect—an attitude probably compounded of an embarrassing accident and the trial of living with a scolding wife who never liked the aviation business anyway and regularly broadcasts the fact with as much restraint and delicacy as a Truman Committee report.

Somewhere in between lies the truth about private flying. This will try to tread that middle path.

Premise Number 1: the air in the postwar era will *not* be overtaxed with airplanes.

The main reason is double-pronged. The personal airplane has limited utility, and as an instrument of transportation it enjoys about as much freedom of action within the confines of government regulation as a chronic epileptic under the eye of a sanitarium guard. Enthusiasts on private flying forget that whereas you can drive from Baxter Springs to Kansas City in the darkness, after business hours, it is not good judgment to fly cross-country at night in a single-engine airplane. Only the unredeemed dreamer talks of twin-engine ships for the private market. If a conventional airplane is robbed of its motor power, it must land and, worse, it must land with forward velocity. If you never have torn the wings off an airplane by threading it between two ancient but remarkably sturdy oaks, you have a sub-

lime and illuminating experience coming to you.

The private flying enthusiasts evidently ignore the fact that the helicopter, the neophyte's hope, is as yet quite inefficient as a fuel-consuming conveyance and (some say) actually is harder to fly from the standpoint of mechanical control than a fixed-wing machine. Only time will tell whether or not the progenitors of the whirligig flying machine have oversold their much anticipated product.

The government will continue to restrict private flying. Regardless of the political fortunes of official Washington, control in one degree or another will continue to lay a restraining hand on the operation of private aircraft. Those of us who have worried through eight hours of dual instruction and thirty-five hours of solo previous to coming before the federal inspector in hopes of snagging a private license know only too well what that means.

Mere figures fail to tell the story. Thirty-five hours is a long time. Go up and fly for an hour, practicing turns, eights-on-pylons, power stalls, spins and bounce landings with throttle recoveries. Then multiply that thirty-five times. It took the author of this thesis more than a year, using almost every good-weather weekend, to complete his instruction, put in forty-odd hours and present himself in the aeronautical nude to an inspector for a test.

Government controls may be relaxed. But even if they are, they won't throw open the operation of private aircraft to every *(Continued on next page)*



ILLUSTRATIONS BY AL PIANE

private citizen. The average man—and by that I mean the clerk who sells shoes for a living, as well as the businessman who makes a killing on a real estate deal because he knows somebody at City Hall—simply won't invest the time required to obtain a private license. There is too much going on in the world for him to expend that much time for the sole purpose of learning to fly.

When I took my test for a flying license, I waited around two weeks for the government inspector to avail himself to me. The duties imposed on the government inspector has led to the suggestion that maybe a plain private license holder in the years to come would be authorized to give a test for a private license, duly reporting his findings to official Washington. Whether that actually will come to pass remains to be seen. But it is a certainty that the government wouldn't be able to supply enough inspectors to pass on the qualifications of, say, a half-million applications for flying licenses.

The relaxation of government controls necessarily would cover a relaxation of the rules governing physical qualifications. The government applies calipers in the aero physical to every portion of the anatomy except: (1) the head, which has some obscure connection with a person's judgment in an air emergency and (2) the heart, which can lead to all manner of problems. A test for temperamental and emotional stability, we have not—even though the doctors have reduced to an exact science the ability of an applicant for a private license to line up a couple of pegs in a little black box to test his depth perception. The little black box remains a hurdle to the applicant for a license, notwithstanding the fact that Wiley Post had only one eye and, therefore, was wholly without depth perception, and that landing an airplane depends not on depth perception but instead on the changing perspective between the position of the nose of the plane and some stationary object spotted on the ground.

Government controls *may* be relaxed. The question is hopelessly enmeshed with that of postwar political forms. If the United States of America returns to a political philosophy that the government which governs least governs best, it may be well that private aviation will grow with a minimum of regulation. It is a hope, but somewhat on the vain side. Government regulation has burgeoned, year on year. If you doubt the extent of the elaborate safeguards which paternalism has thrown about private flying, try getting a waiver on some physical disability which prevents your renewing your pilot's ticket.

I have talked with men who have had what Washington terms a "presumption of ability." One of them has 2,000 hours in light airplanes. He was grounded for five months because his local inspector had not the authority to renew his license. This pilot could execute an eights-on-pylon in a thirty-five-mile

HELICOPTER'S invention began stampede of designs for John Q. Public's own whirling flying machine. Major Alexis de Sakhnoffsky, USAAC, well-known designer, tesses his version of tomorrow's privately owned helicopter into the aircraft ring. Lines of his family plane are borrowed from automobile. Note instrument panel, recessed headlights, interior appointments, pilot position



wind without error, but the fact that he possessed only one eye made him a suspect in the marble-lined halls of the Department of Commerce.

The number of private aircraft which will be seen in the postwar air will grow, but unless millions of research hours spent in the laboratory produce a miracle, it will remain only a fraction of the number of autos roaming our highways. The public sees more airplanes in the air today than it will see again until a 1960 or 1970 edition of Hitler thrusts war like a thunderclap upon this globe.

Just how many private planes will there be? Guesses are as numerous as ward-healers at party headquarters on election night. The conservative manufacturers of fixed-wing aircraft say maybe 500,000. They arrive at that figure by adding up the Air Forces and Navy personnel who will want to continue flying after the war and, sharply conscious of the limited utility of the small airplane, append the number of persons in the private market who will want to own an airplane. Compare that figure of 500,000 with the figure of 25,000,000 which was the number of autos licensed in the United States prior to the gasoline drought. The fixed-wing airplane manufacturers recognize the fact that you can't drive the family plane to the grocery store. They know that a bad down-draft on the lip of an airport encountered during a landing can reduce a \$2,500 airplane to a melancholy collection of broken spars and torn fabric if an inexperienced pilot has not allowed for it. They know you can't hop into an airplane to go visit Aunt Mary across town, and you can't go skylarking in it on a rainy day. You can't drive it down a country lane and park it for a necking party.

I know a pilot who once tried necking in a *Cub Coupe* over Scranton. No necking party was ever worth what it cost him in repairs.

So much for the information of the layman who gazes aloft at his airborne friends in awe, and toys with the idea of learning to fly. He will not see the heavens filled with flying machines. He will not have to worry too much about household insurance against damage from gravity-afflicted aircraft.

Premise Number 2 in our appraisal of private flying, modifying premise Number 1, is: a lot is going on in the aeronautical laboratories pinioned on postwar private aviation. (Continued on page 92)



"Done much flying?"

PFC ROBERT Z. SIMMONS

Here Lies Private Flying

(Continued from page 46)

that can have a profound effect on the growth of the United States airmen's community in the years to come. A lot is going on in the planning department of the Civil Aeronautics Administration in Washington.

In Lock Haven, Pennsylvania, the Piper Aircraft Corporation, most prolific of the lightplane makers prior to the war, has developed what it calls a "Yo-Yo" plane. It is the nearest thing to a helicopter that any of the lightplane people have demonstrated so far. With a 125-hp engine, it climbs at the rate of 930 feet a minute and can be put down—after a little practice—with a landing run of slightly more than 100 feet. It is slotted and flapped, as all planes for private market hereafter must be.

Fred Wieck and Henry Berliner have demonstrated conclusively the value of the tricycle landing gear in the safe operation of fixed-wing aircraft. Their *Ercoupe*, with an airfoil shape and limited controls which prevent spins, will forgive with éclat most of the sins committed by the pilot-novice.

The helicopter has started a stampede. Ever since benign Igor I. Sikorsky went the German Focke-Achgelis one better by turning out a whirligig flying machine with a minimum of physical mass, aeronautical engineers the country over have been working with a mystery which would do credit to a Hollywood characterization of a wartime spy. The introduction of a mite of sanity into the discussion of helicopters would do much to disabuse the public of the conviction that everybody is going to fly. Everybody won't. A body moving through a three-dimensional fluid is potentially dangerous, regardless of the amount of control built into it. The Sunday driver who can't do 55 mph on a four-lane highway with-

out banging into a traffic stanchion is the same guy, becoming a helicopter pilot, who is going to smash into a fellow flyer with a great rending of metal and an impromptu rendition of *Nearer My God To Thee*.

Even in mass production, the helicopter bids fair to be somewhat expensive as a capital investment, due to the extraordinary amount of precision work which must go into it. Essentially, the fixed-wing aircraft is one of the world's simplest mechanical contrivances. The helicopter is anything but that. It is a series of wheels within wheels, all flailing against friction and protesting the violent gyrations of the inept beginner at the controls. The public had best curb its flights of fancy in helicopters until it has proved itself.

Anything done in an executive department of the government in the twelve months preceding a general election is suspect, politics being what it is, but still and all attention and respect must be paid the planning on private flying which is going on in the massive structure in Washington housing the CAA. Only recently W. A. M. Burden, Special Aviation Assistant to the Secretary of Commerce, stated that peacetime private aircraft would fall into three categories: the fast, maneuverable ship for the airman returned from the wars, the safe, pokey family plane, and the helicopter for about everybody. The statement carries the aroma of Eugene Vidal's pronouncement on the \$700 plane. Those of us with long memories will recall that the best design of the lot, submitted to the castle-in-the-air planners of the Department of Commerce, cost in production not \$700 but \$7,000, and the company which made it in San Francisco struck its tent not so long afterward and silently stole away.

It is significant that when men talk of post-war private flying they talk not so much of the vehicle to make it possible but, instead, of landing strips and landing fields—and an eas-

ing of the regulatory restrictions. What the lightplane companies have done with the 1943 designs is not one whit different from what the Curtiss-Wright Corporation did with its \$100,000 *Tanager* which won the Guggenheim safe-plane competition way back in 1929. For fixed-wing aircraft the safety principles have been known for a long time. If we are to have cross-country safety plus maximum utility, landing strips along the highways and several thousand lightplane airdromes equipped with a gas pump and wind sock are indispensable. So is some easy, visual aid to aviation. A lot of private pilots get from one place to another with the scientific technique of the inebriate who stands hopefully in the middle of a hall, waiting for the right door to come by. The Cessna airplane people in Wichita are reported to have devised a "grid" system, inexpensive and easy to install, covering the entire United States in such a fashion that a pilot need only stagger around until he comes to a signpost. Each ten-mile square would bear a number on its four corners. The number and a compass reading would be all a pilot needed to orient himself. The grid designers might even go so far as to include directions for reaching the nearest Morris Plan Bank.

One other factor may modify considerably our appraisal of the future of private flying. That is the attitude of the armed services. Three months of intensive training will make a soldier out of a soda jerker or a cost accountant. It takes at least a year to ready a man for active air combat. It is plausible that as a measure of national defense and, in the knowledge that the next war will start not with one Pearl Harbor but fifty or one hundred, the Army and the Navy deliberately will subsidize private aviation in the future to assure themselves a vast reservoir of young men trained in the art of flying.

But over and above the need for better aircraft and landing and navigational installations in and around the country is the need for a Magna Charta for private flying.

Something is afoot in Washington. It has to do both with a simplification in aircraft design and with a major piece of surgery on the rules and regulations. Inquiries evoke only the statement that whatever is underway is part and parcel of CAA policy and therefore screened from the public view until the program-fashioners are ready for the unveiling. Granted the success of the Civilian Pilot Training Program, initiated by the shrewd former Assistant Secretary of Commerce for Air, Robert H. Hinckley, the program-makers will do well, nevertheless, to skeletonize the Britannica Library regulations now governing private flying so as to bring about a minimum of restraint consistent with safety. Self-regulation should be reposed in the flyer group itself. The lightplane manufacturing industry, faced with the problem of developing a market in order to make a profit, can be counted on to use its own ingenuity and foresight to keep customers from breaking their necks.

The government can well take heed of the argument that used to be advanced by Secretary Bill Brinckerhoff of the Private Flyers Association in formulating a philosophy on private flying: *if a man wants to go out and kill himself in an airplane, it's his own business, not the government's.*

Even the most enthusiastic of the proponents of regulation, to whom bureaucracy is meat and drink, will concede that Brinckerhoff's scheme, followed to its logical conclusion, would rid the world of a lot of fools.

- AVIATION HAPPENINGS: June 7-9, 1985 Stearman Fly-In, St. Francis, Kansas
- June 8, 1985 Chapter 840 Fly-In at La Junta Airport, Contests and Trophies
- June 8, 1985 Rutan Aircraft is having an Open House at the Mojave Airport in California
- June 9, 1985 Chapter 515 Fly-In and Pancake Breakfast, Loveland/Ft. Collins Airport
- June 9, 1985 Chapter 800 Picnic at Crawford Airport near Paonia, see Kirby for details
- June 15, 1985 Chapter 660 Annual Picnic, Front Range Airport, fun begins at 10:00 A.M., all chapters invited
- June 16, 1985 Denver Aerobatic Club Sunday Funday, Calhan Airport
- June 22, 1985 Chapter 313 Fly-In, Contests and Trophies, Osage City, Kansas Municipal Airport
- June 22 & 23, 1985 Front Range Airport, Grand Opening (Editor's note: I thought they had their "Grand Opening" a year ago) and 1985 Colorado National Airshow, U.S. Navy Blue Angels & U.S. Army Golden Knights & The French Connection & more, Gates open at 9:30 A.M., Airshow starts at noon and goes until 3:00 P.M.
- June 29 & 30, 1985 Grand Junction Heritage 85
- July 4-6, 1985 IAC Chapter 80 12th Annual Midwest Aerobatic Championship, Clarinda, Iowa
- July 6, 1985 Aspen Airshow with Chuck Carruthers
- July 14, 1985 Chapter 72 Poker Rally and Pot Luck Picnic at Meadow Lake Airport, Rally registration and drawing at 8:30 A.M. with spot landing and bomb drop contests to follow, Pot luck lunch finale
- July 26-August 2, 1985 Wittman Field, Oshkosh, Wisconsin, 33rd Annual EAA Fly-In and Convention
- September 6-8, 1985 Greeley, Colorado, 7th Annual Rocky Mountain Regional Fly-In

MARKETPLACE: For Sale: Baby Lakes biplane project, 90% completed, material to finish, logs and precover inspections accomplished, a bargain at \$4,500. Bill Tabler 918-272-3277 Oklahoma

For Sale: BD-4, 180 HP Lycoming, asking \$14,000. Steve Crane. contact Norm Howell at 405-234-9576 for Steve's address and phone number. Oklahoma

For Sale: Pitts Special, fuselage and tail feathers tack welded, all plans (four aileron symmetrical wing version), wobble pump, Scott 6.00x2 tailwheel, two spring steel gear, more. Selling due to ill health. C.I. Brooks 405-377-4570 Oklahoma

For Sale: 1977 Grumman American Lynx, 1890 TTAF, 100 since factory new engine, new paint and canopy, Narco 11A, NDH, \$14,000 OBC, Mr. Hanssen 405-234-2448 Oklahoma

For Sale: Aeronca Champion and PA-20 Pacer, both potential show winners. Dick Baker 275-9022 Canon City

Wanted: Connecting rods for Continental 85, 90, or O-200 engines. Lawrence Wayne 666-8593

Wanted: Propeller for 65 HP Luscombe. Gene Horsman 279-5782

Wanted: Taylorcraft propeller 74x44, Billy Anderson 652-2395 Niwot

MARKETPLACE cont: For Sale: Replica $\frac{1}{2}$ scale WAR Aircraft Corsair F4U #105, single place, 75% completed, includes O-200 Continental GPU run tested, prop with spinner, landing gear, hydraulic struts, full instrumentation, fuel tanks, plans, extra parts and much more. Must sell. Glen Bungard, 4250 S. Lincoln, Englewood, CO 80110 781-0193 evenings

For Sale: 1/3 share in an Aeronca 11BC located at the Longmont Airport, four hours since TC, recently covered. \$2,500 firm. Ed Scott 652-2337 Niwot

For Sale: Goodyear wheel and brake, complete and in good condition. \$75.00 takes all. Wanted: Small or low wing plane to share rent of Jeffco T-hangar with Cessna 120. Bud Smith 466-2336

Available: Work areas are available for lease for persons building or restoring airplanes. Limited free consultation with the resident A&P. For those interested, contact Bobby Ward at 442-8767 of Aeroplane Maintenance, Inc. or see him at the large yellow maintenance building at the Boulder Airport.

For Sale: Spad Ultralight, cost of materials \$7,000. Jim Walters H. 841-0823 W. 273-4887

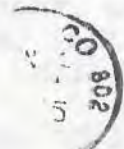
For Sale: 1971 Standard Cirrus Sailplane, excellent condition, water ballast, full instrumentation, proven contest winner, can be seen in Boulder. \$15,500. Clay at H. 722-4758 W. 779-9999

For Sale: Pitts 3-2, Dave Moll at H. 699-2341 W. 693-1000

For Sale: Engine stand for large radial engine, \$35.00; Engine cherry picker, \$75.00; Plywood work bench with enclosed underneath storage, 9'x3'wx2 $\frac{1}{2}$ 'h, free. Don Mobley 666-6092



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



Gene Horsman
210 Lookout View Ct.
Golden, CO

80401