

EAA MILE HIGH CHAPTER



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NEWSLETTER
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THIS MONTH'S MEETING: The meeting this month will be held on Saturday, May 9, 1992 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. The program will be a presentation on the Homebuilt Aircraft Certification process by Terry Edwards, who has helped many people complete all of the paperwork and inspections that are needed. This promises to be an informative and enjoyable program.

THIS MONTH'S CAFE 43: The Fly-Out this month will be to the Platte Valley Airpark for lunch on Saturday, May 16, 1992. This is the Saturday after our normal second Saturday meeting. We will meet at Platte Valley at 11:00 A.M. In conjunction with our Fly-Out will be a Fly Market that will be open to anyone who would like to bring some things to sell. For those of you who need aircraft parts, this just might be the place to find them. Ken Lysek is coordinating the monthly CAFE 43 (which stands for Culinary And Flying Expedition), 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.

LAST MONTH'S CAFE 43: The Fly-Out to Pueblo was postponed to April 25th because of bad weather. A squadron of T-18s (well, ok, 3) and the Denight Special made the trip. All aircraft returned slightly heavier.

LAST MONTH'S MEETING: With 67 members and guests in attendance, the meeting of April 11, 1992 was called to order at 7:35 P.M. by President Mark Yelich in building B-8 at Jeffco Airport. The minutes of the March meeting were approved as published in the Newsletter.

Guests: Guests present were Chuck Bowers of Denver, Wally Harris of Louisville, Ben Millspaugh of Littleton, Bill Hug of Berthoud -- who is building an RV-4, Scott Smith of Broomfield, Joseph Stremel of Thornton, Jan Woellhaf of Wheat Ridge, Dennis Wiley of Erie -- who runs Early Bird Aircraft Co. which markets a 2/3rd scale "Jenny" biplane, Dwight Cresap of Niwot -- who has one of these 2/3rd scale "Jenny" biplanes, John and Kerrie Coleman of Broomfield, and Michael Smith of Thornton -- who is building a Toyota-powered single-seat ducted fan "Jet." Michael brought along his friend Ken Dubrovin, who is doing the computer aided design work on the project. The pictures that they brought to the meeting show the project to be complex, but progressing nicely.

Old Business: With the recent loss of Bill Amos, everyone was interested in any information available about the cause of the accident. Mark Graf reported that the FAA report would not be out for some time, but that after talking with Larry Vetterman and Doug Bloomberg, the information available indicates that the craft was in a flat spin with very little forward speed. The RVators scheduled a meeting on April 18 to discuss the possible cause/s and any other information about the

Old Business cont: accident. (Editor's Note: This meeting was postponed until the 25th due to the Easter Holiday. I apologize to anyone who did not get the word about the change. Please see The Editor's Corner for more information). The subject of the Colorado National Airshow was brought up. It will be at Front Range Airport on June 5-7, 1992. This year's show will feature the Blue Angels, Unlimited Air Racing, The Red Knight, Sean Tucker, Dave Ebershoff, perhaps Formula I Air Racing, and maybe an EAA Fly-by, so mark your calendar. Doug Bloomberg has taken on the responsibility of coordinating the participation of Chapters 301, 660, and 43 this year. This group will have its own booth with a sun roof and tables and chairs and a roped-off area in which to display our aircraft. The airport is allowing us room for 10-12 aircraft each day, so if you would like to participate, call Doug at 979-2451 with both your and your passenger's names and which day/s you would like to show your airplane so he can arrange for your free passes. We expect to be positioned in the middle of the ramp, so you will need to arrive by 9:00 A.M. The airport will close at 9:30 A.M. and reopen at 5:00 P.M. each day. There will not be an FAA Tower, so use Unicom. The Air Boss will use his own discretion about early departures for weather, etc. Our goal is to talk to people about the EAA and our aircraft and interest them in joining the EAA and our Chapters. We plan to have a large map of the state showing where all of the Chapters are, where and when they meet, EAA brochures, etc. We will need volunteers to man the booth and talk to people on both Saturday and Sunday. Once we have a list of people, we will set up a mutually agreeable schedule so that no one will have to stay in the booth for a prolonged period of time. Those of you that sign up will receive free admission to the event. If you don't feel that you can commit at this time, please come anyway and help out as you can. What a way to spend the day -- airplanes, more airplanes, and people that like to talk about airplanes!

CAFE 43: Ken Lysek reminded everyone to meet at The Pueblo Airport at 11:00 A.M. on the following Saturday, April 18, 1992 for lunch at the restaurant which is on the field. Ken reminded everyone that we had voted at the February 8, 1992 Chapter 43 meeting to meet at Platte Valley Airpark on May 16, 1992 (which is our normal third Saturday CAFE 43 day) and hold our First Annual EAA Chapter 43 Aviation Swap Meet in conjunction with our Fly-Out.

New Business: It was reported that Kirby White will be resigning as the Newsletter Editor and Secretary after the May Newsletter is published. Mark Graf volunteered to be the new Newsletter Editor. Mark Yelich announced that there would be a Palm Sunday Fly-In Church Service at Platte Valley Airpark on April 12, 1992. He had more information for any interested parties. Mark Yelich also announced that Chapter 43 had received a letter from a Susanna French, who is interested in working on and assisting with any aircraft projects. She included a resume that lists some impressive credentials. He said to contact him for more details. The EAA sent Chapter 43 a survey on Ultralight Aircraft within the Chapter. It was reported that three Ultralights are currently either being built or flown. These did not include previously licensed aircraft that can now qualify as Ultralights under the new Regulations. It was announced that the Southwest Airshow will be held in Odessa, Texas on July 4, 1992. The Rocky Mountain Regional Fly-In is in need of aircraft judges. Bill Mitchell said that any interested parties are welcome, and that previous experience either building or maintaining an aircraft was not required. Judges will be given a short but effective training class prior to going out on the flight line. If enough people volunteer to judge, the Awards can be presented at the Fly-In. Bill Mitchell reported that he had

New Business cont: test flown the Littleton High School Fisher Classic Biplane! He said that it flew very well, and the ground handling was especially impressive. Ben Millspaugh, who was the Aviation Class instructor at Littleton High School when it was built, joked that the good ground handling and cross-wind capabilities of the little bird were due to its 1600# weight! This is quite an accomplishment for these students and their instructor. Ben, who now writes for Kitplanes Magazine, reported that all of the students that Chapter 43 helped send to Oshkosh for the Annual Convention are now in college. Ben said that Fisher will soon be producing an 80% Tiger Moth replica, and possibly a new 80 HP, 80# V-8 engine. Ben also relayed that when he was on assignment in England, he had the opportunity to fly Tiger Moth G-ACDC. This 1933 airplane is the oldest Tiger Moth in England, and is still available for regular service to local flying club members.

Gene's Corner: Gene Horsman normally keeps us up-to-date on the legal and business aspects of the aviation community. He was not able to attend the April meeting, though.

RV Corner: This month, Mas Yoshida gave the status report on the RV builders in the area. He also relayed some problems he was having with the fiberglass fairing on the tail of his RV-6. A suggestion was made (I'm sorry, I didn't write down your name, and my memory fails me) on a technique using wire screen from screen doors to shape the mold. Mas was almost finished with his fairing, but the tip will be passed to other builders.

Progress Reports: Chuck Graf has finished the right wing of his RV-6 and is now working on the fuel tanks. Pat Claar is working on his RV-6 wings. Rob Mason is also working on his RV-6 wings. Guest Bill Hug is working on his RV-4 wings. Mas Yoshida is working on his RV-6 fuselage, and as reported earlier is working on a fairing for the tail section. I apologize for any reports that were missed, as my pencil is not as fast as it could be.

A&P: After the business meeting, we adjourned for coffee and discussion. The program for the evening was provided by Joel Zachrich of Summit Aviation in Golden. Summit has all of the information from both the Federal Aviation Regulations and the Airman's Information Manual on computer disk. This system will make aviation regulation information more readily accessible. Searches can be made for topics, words, and newly-revised information. Selections can be printed from the package, or transported to another file. The software packages are available at various levels of interest (Airman, ATP, Professional), so that you don't have to search the entire database for Airman only information. Regular updates are available. For more information, contact Summit Aviation at 425-5994. After Summit Aviation demonstrated its new software package, a videotape of the GEE BEE R-2 Racer Replica test flight was shown. (Editor's Note: I am still new at this, and did not get the name of the individual that shared this tape with us).

THE PRESIDENT'S CORNER

Good Bye

This month, I will be exhibiting at a trade show in California, so Vice President Ken Lysek will be running the meeting. As I announced at the April meeting, Kirby White asked to be relieved of his position as Secretary and Newsletter Editor so he could attend to all of the things that he has fallen behind on during the past years. Mark Graf volunteered to work on the Newsletter, and ended up being elected as the new Secretary, too. Thanks Mark! This month, Mark and Kirby are doing the Newsletter together so that Mark can get a running start for

Good Bye cont: the coming months. I know that many of us (particularly me) bugged Kirby about the timing of the Newsletter. That, along with other non-EAA reasons, is why he chose to resign. Although it wasn't the result we were after, it was Kirby's choice. In the months since I have been President, I have continually encouraged Kirby to start enjoying the Chapter meetings and other aviation activities. Now that he has made the decision to take a well deserved rest from the Chapter responsibilities, I hope that you, too, will try to encourage him to participate as a member. Thanks for all of the years of hard work, Kirby!

Safety Officer

Responding to the suggestions of a number of members, especially Chuck Ogden, I would like to know your thoughts on the creation of a Safety Officer position within our Chapter. Doug Bloomberg, on behalf of EAA Chapter 301, Pat Fedorowicz, on behalf of EAA Chapter 660, and I plan to write a letter to EAA Headquarters and suggest such a position for other Chapters. Bill Amos' accident points out the need for continuing attention to things you just cannot ignore. The position will need to be held by someone who has significant flying/building experience. The idea would be to spend a little time during each meeting reviewing safety-related topics that apply to both flying and building. Please give Doug and me your ideas about this. (Editor's Note: Just as the Secretary and Newsletter Editor positions go hand-in-hand, isn't this a position that might fit right in with the Chapter's EAA Designee?)

1992 Regional Fly-In June 27-28th

Bill Mitchell will be asking for volunteers very soon to help with our responsibilities during the Fly-In.

CAFE 43

The weather did not cooperate on April 18th. However, it was noted that three T-18s and the Denight Special made a trip to Pueblo on the 25th. This month's CAFE 43 is scheduled for May 16, with a Fly-Out to Platte Valley Airpark. A Fly Market will be held there the same day. This may be a good opportunity to pick up some odds and ends for your project, or perhaps sell a few things that you no longer need.

Front Range Airshow June 5, 6, & 7th

The complete information on this event is detailed in the Old Business section of this Newsletter, so I won't repeat it here. We have a good sampling of various types of homebuilts signed up so far, so things are moving along well. Our goal is to talk to people about the EAA and our aircraft, in order to interest them in joining the EAA. We still need volunteers to man the booth on Saturday and Sunday, so if you attend, please stop in and spend a little time talking to people about the EAA.

Mark Yelich, President

THE EDITOR'S CORNER

I would like to thank you in advance for having some patience with me during my first few months of Newsletter editing. I want to apologize for any inconvenience that was caused by the delay in the meeting on Bill Amos' accident. Once we complete the Membership Roster, we can call you about any changes without delay. Thanks. Recently, four Rotax aircraft engines were stolen from Leading Edge Airfoils of Colorado Springs. The two 503s were Serial Numbers 3985472 & 3985555, and the two 582s were Serial Numbers 4015545 & 4015292. If you come across these engines, please contact Detective Chuck Ackerman of the Colorado Springs Police Department at (719) 578-6229.

NOW THAT IS A TRULY UNIQUE IDEA IN LANDING GEAR DESIGN!!

WELL YEARS OF TRAINING IN AERODYNAMICS WERE FOLLOWED BY



A GREAT DEAL OF RESEARCH AND TESTING AS WELL AS, ETC.....



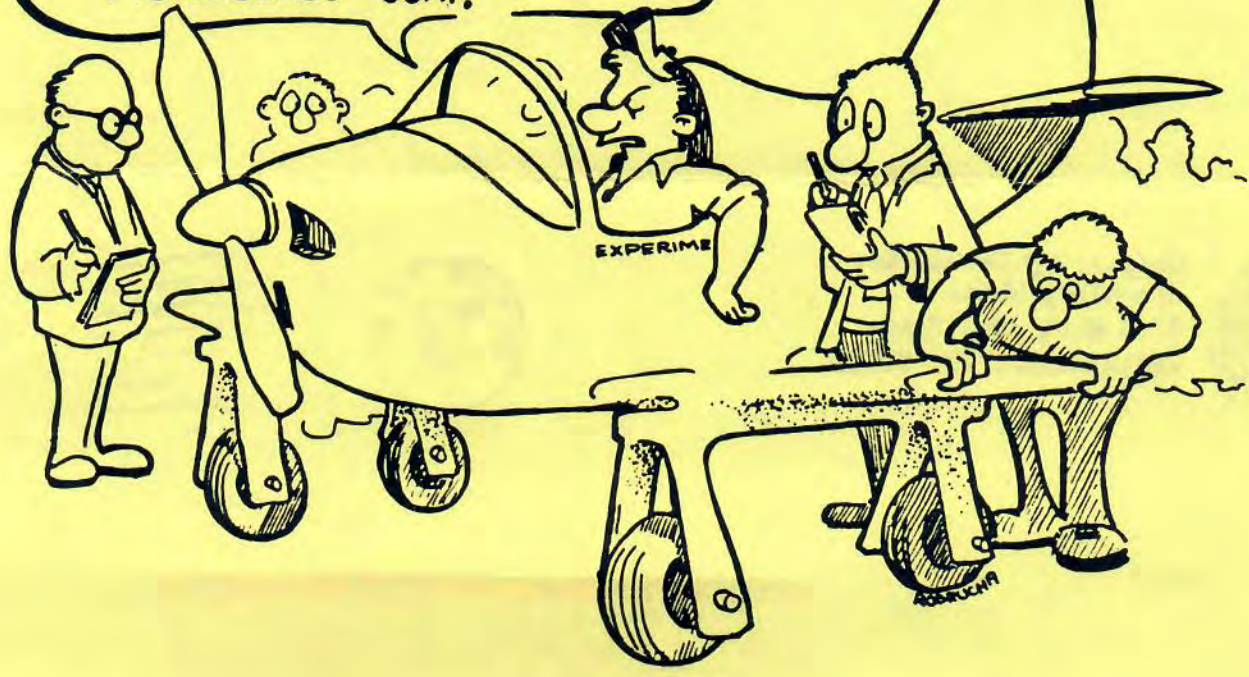
WHAT WAS IT THAT INSPIRED YOU?

HOW DID IT COME ABOUT?



WHAT IS YOUR SECRET?

WELL.... TO BE HONEST... IT ALL HAPPENED UNINTENTIONALLY WHEN I WAS SPRAYING THE FIBREGLASS COAT!



EXPERIMENT

BRUCHA

MARKETPLACE: For Sale: BD-5A project, 85-90% finished, Includes plans and drivetrain and propeller, No engine, \$1,000 negotiable. Rick Levine 986-4382

For Sale: B-29 Bombardier's stick (sometimes called formation stick). These sticks are WWII fighter style, and have a mic button and trigger switch. \$40.00 each - have several. Dean Cochran 466-3472

For Sale: RT-7AC recording tachometer. John Evens 420-2724

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

For Sale: Scott 6" and Maule 6" hard rubber tailwheels, Propeller extension for Lycoming O-235 -- O-320 engines, Make offer on all. Mark Yelich 469-0557

For Sale: U.S. Flags, Right and left, Ultraviolet stable, Vinyl adhesive backside, 9"x16" are \$9.50 per pair, 12"x18" are \$12.50 per pair. Ron Espejo 666-8252

Wanted: Hangar space for 1959 Cessna 150, Would like to share with someone who has an opening, Jeffco preferred. Bob Campbell 425-1384

For Sale: Continental A-65-8, running when removed, 2273 TT, 1189 SMOH, 575 STOH, tapered shaft complete with tapered shaft hub, \$1500.00; Fuel pump for C85/C90 series, \$50.00; Automotive style push/pull control, \$5.00; Three way fuel valve, can be locked to two way, \$10.00; Lunkenhiemer primer with lock, \$15.00; One pair 6:00 x 6 inner tubes, good condition, \$10.00. Gene Horsman 279-5782 after 6:00

For Sale: Loran preamps for communications antennas. \$65.00. Ron Denight 452-0458.

For Sale: Bucker -- 8/10ths scale, Pool Bucker design, Completed 1974, 400TT, Lycoming O2906 - 135HP, 50 hours since top overhaul, No electrics, Fuselage fabric new, Wings original fabric, 12/91 Annual, New 5:00 x 5 tires, Always hangared, Ready to fly, Currently based at Tri-County, asking \$8000.00. Craig Nahring H. 666-5211 W. 666-4350



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