

EAA MILE HIGH CHAPTER



PRESIDENT
KIRBY WHITE
423-5134

VICE PRESIDENT
FRED SEAL
457-1890

SECRETARY
KIRBY WHITE
423-5134

TREASURER
BILL DAVIS
651-2342

NEWSLETTER
KIRBY WHITE
423-5134

VOLUME 8, ISSUE 8, AUGUST, 1985

THIS MONTH: This month's meeting will be held on Saturday, August 10, 1985 at 7:30 P.M. It will not be held at the home of Jim Ernst as mentioned at the July Chapter 43 meeting. It will be held at the Rocky Mountain Energy Center. The program hasn't been finalized as of this writing, but a program is guaranteed.

LAST MONTH: With 54 members and guests in attendance, the meeting of July 13, 1985 was called to order at 7:50 P.M. by President Kirby White at the Rocky Mountain Energy Center. The minutes of the June meeting were approved as published in the Newsletter.

Guests: Guests present were Phil Henninger of Boulder -- a member of Chapters 301 and 648 and now 43 (as of the July 13th meeting) who owns a Luscombe 8A and is building a KR-1, Dan Cooper of Parker -- a member of Chapter 301 who owns an ultralight and will be starting an RV-4 project in the near future, Loran Constable of Lakewood -- the Father of Chapter 43 member Larry Constable, Lou Peterson of Longmont -- a Chapter 648 member who is building a Glasair, Dennis Martin of Aurora -- a Chapter 301 member who is building an RV-4, and Darrell & Jean Miller of Durban, South Africa -- who were in the United States to go to Oshkosh. They came early and were visiting a number of cities, including Denver. They were staying with Bill and Marilyn Schneider, whom they had known along with Roy and Denise Maneely for about four years. Darrell is a member of Chapter 645 in South Africa, and owns a Thorp T-18.

Treasurer's Report: There was none given.

Old Business: Roy Maneely talked about his plans for the fly-by over the Louisville Parade on Labor Day morning, Monday, September 2, 1985. He felt that three speed ranges would be best, with the slower airplanes first. Everyone should meet at Tri-County and make one pass over the Parade. Roy had a sheet at the meeting for those who were interested in participating to sign. He wants the people who were not at the meeting but would still like to fly to give him a call at 696-1725. He will be in contact with everyone to make the final arrangements. Marilyn Schneider announced that sixteen year old Ericka Larson (who was present and whose Father - Glen Larson - is a Chapter 43 member) had been accepted as one of the participants of the EAA Air Academy at Oshkosh this summer. Marilyn was pretty sure that Ericka was the first person to be chosen from Colorado. Congratulations, Ericka! We will want to hear all about it when you return.

Kirby still had coupons available for those who were interested in winning a Piper Tomahawk through the EAA Aviation Foundation Sweepstakes.

New Business: Dean Cochran showed a handheld 720 channel radio that he had recently purchased. He talked about its features, but couldn't comment on whether it worked very well or not, as he hadn't had a chance to try it out. The manufacturer was STS, and it cost \$299.50. He will give a performance report at a meeting in the future. Marilyn Schneider asked for judges for the 7th Annual Rocky Mountain Regional Fly-In which will be held in Greeley on September 6-8 this year. She and Chuck Sabados will be holding a Judging Clinic on Saturday, August 17, 1985 at her home at 9:30 A.M. Mike Cochran announced that a friend of his was in need of transportation to Oshkosh. Dave Biese-meier talked about the serious problem he had using auto fuel in his Sidewinder. The Phillips 66 fuel has partially dissolved the Randolph Sloshing Compound #802 that he used in his fiberglass tanks. The maple syrup-like substance has worked its way through the fuel system and caused his engine to quit (luckily, while he was still on the ground). He brought in some samples of the dissolved Sloshing Compound. Dave told us that he will have to build new tanks, and will probably not slosh them at all. He is seriously considering going back to avgas with the new tanks. Lou Peterson of Chapter 648 told us about a new aviation service he is starting where he will list available used aircraft parts for individuals (not companies). The service will be computerized and will match a needed part with one that is for sale. He is encouraging people to take advantage of this and start listing with him. Lou has typed up a detailed description of his service and a listing form which will be published in the August Chapter 43 Newsletter. John Filipi brought in a big box of old aviation magazines for everyone to help themselves to. Kirby White brought in a complete Univair catalog and two recent price lists that were sent to him free of charge. It was decided by the membership that the catalog should be considered part of the Chapter Library and checked out from the Librarian Cathy Sheeon. Bud Aumann read a short article on a new Jim Bede design -- a jet. The kit price will be \$95,000. He also told us about the Dyna Cam (sp) engine and briefly explained how it works. The engine develops 210 HP while weighing only 260 pounds. A few up-coming aviation events were discussed, and everyone was encouraged to attend. Kirby said that Parkland Estates resident Jim Ernst (who was unable to attend the July meeting) was considering hosting the August meeting. Everyone agreed that it would be a nice change to meet at his home. (Editor's note: Jim is sorry to say that things have not worked out for him and he will not be able to host this year. Maybe we can work it out next year).

Gene's Corner: Gene Horsman read an article on the Allison geared counterrotation pusher propfan engine concept. He also read some figures on the decline of new aircraft sales and the closure of several factories, which, of course meant laid off workers. Things just keep getting worse. Gene informed us that Beech aircraft has acquired Rutan's Scaled Composites company, with Burt as President. Burt recently married the Daughter of Chet Rembleske, Beech's longtime Chief Engineer, who not long ago announced his retirement from the company. Gene wondered about the direction Beech might take if Burt Rutan became the new Chief Engineer! Gene told us about a group of former Piper employees who have moved back into the abandoned Lock Haven, Pennsylvania factory and are remanufacturing elderly Pipers to like-new condition.

Gene's Corner cont: Gene read a humorous article which was published in "The Aviation Consumer" on July 15, 1985. The following are excerpts from the article: Cruising along on a night flight, a full moon is a beautiful sight. But some people take exception when a moon is hanging out the window of an airplane taxiing down a ramp. A young air cargo pilot who recently let it all hang out -- that is, hang out the window of his DC-3 -- is now facing loss-of-license proceedings that could spell the end of his career in aviation. While taxiing a DC-3 in from the runway at Charleston, W. Va.'s Kanawha County Airport in July, 1984, his accusers say, the pilot dropped his pants, slid back the left-side cockpit window, then turned and crouched on the cockpit seat and presented his derriere to the world for all to see. His intended audience was a group of nearby Cub Scouts who were then touring the airport. His inadvertant audience was a woman escorting the tour, a woman who just happened to be armed with a portable video camera, and who acted quickly to preserve the view of his posterior for posterity. She also acted quickly in concert with FAA officials, who brought several charges against the pilot, including careless and reckless operation of the aircraft, and abandoning the controls, as well as violation of FAR 61.151(b), that section of the general eligibility requirements for airline transport pilots requiring "good moral character." "This is so bizarre," said attorney Harry L. Riggs of Erlanger, Ky., who is defending the pilot. "I cannot wait to try this. I'm going to sell the transcript as a book. The FAA is on a hopped-up enforcement binge. There are more enforcements going on, and FAA is fighting harder on them. But if this is the best they have to do, we're all in trouble." Commenting on possible outcomes of the attempted ATP revocation, Riggs said, "Kidding aside, it's a very serious violation. He (his client) is a very serious pilot and he realizes he made a mistake." Riggs feels the additional charges of reckless operation and abandoning the controls are meaningless, maintaining that the DC-3 was under the control of a co-pilot with both an ATP and DC-3 type rating at the time of the incident. The issue will be heard before an administrative law judge sometime in the coming month, with Cincinnati set as the hearing sight. And, yes, that woman's videotape is slated to be introduced as evidence.

Progress Reports: Ron Denight reported that he had built an aluminum version of the Glasair design of pitot tube. It mounts under the wing rather than on the leading edge, and did not have to be calibrated. Ron is very happy with it, and will provide copies of the blueprint to those who are interested.

A&P: The business portion of the meeting adjourned for coffee at 8:35 P.M. After the break, member Bill Amos showed his videotape on the RV-4, a two-place tandem all-metal airplane with aerobatic capability. He brought in some of the parts for everyone to look at, and also had some literature there. Then member Jack Fick, who is a member of the Confederate Air Force, showed an excellent film on the organization. He answered questions afterward, and offered calendars and information booklets for sale to help the cause of the Confederate Air Force. Thanks to both Bill and Jack!

ROSTER UPDATE: Please add the following new members to your Roster:
Roy Clark, 1924 S. Bryant St., Denver, CO 80219 H. 936-7664, KR-2
Phil Henninger, 1561 S. Foothills Hwy. #A-2, Boulder, CO 80303
H. 494-2081 W. 444-5710, KR-1

AIR-TO-AIR: Reports are still being received that some pilots continue to use 122.9 MHz for air-to-air communications. The correct frequency for this activity is now 122.75 MHz. The 122.9 MHz frequency is reserved for airports that have no control tower, no FSS, and no Unicom on the field. It has been designated a Common Traffic Advisory Frequency (CTAF) for position reports in the traffic pattern.

GLOSSARY: From "I'd Rather Be Flying" by Donna Vasco
Hangar: home for anything that flies -- mostly birds.
Heading: a complicated calculation requiring the calculus function; using bearing, wind direction and speed, relative accuracy of VOR, and thickness of pencil line on chart.
Holding Pattern: the term applied to the dogfight in progress over any radio facility serving a terminal airport.
Homing: as in "pigeon." An instinct to reach home by sundown.

OUTRAGEOUS: The western slope EAA Chapter 800 reported in their August Newsletter that there is a FIFTY DOLLAR landing fee at Crested Butte!

GREELEY FLY-IN: The 7th Annual Rocky Mountain Regional Fly-In Airshow which will be held in Greeley will be here before we know it. September 6-8, 1985, to be exact. Please plan to attend. We need everyone there to make a good Fly-In. On Friday night, the 6th, there will be a Pig Roast. And on Saturday night, the 7th, there will be a Steak Fry. Lots of activities are planned during the day, too. There will be a manned Fly Market tent. Bring any and all items that you have that you might want to sell or swap. And several forums are planned, too. Chuck Sabados and Marilyn Schneider are still in need of Aircraft Judges. Contact either one of them to sign up. There will be a Judging Clinic on Saturday, August 17, 1985 at 9:30 A.M. at Marilyn's home. Cathy Sheeon is putting out the Program, so talk to her if you would like to place an Advertisement. See the full page Poster in this Newsletter. Hope to see everyone there!

FROM THE PRESIDENT: The title of the block of instruction that I am presently taking at Colorado Aero Tech is "Systems." So far, we have covered combustion heaters, air conditioners, air cycle machines, and pressurization. All of these systems make for a very pleasant cabin, but I'm glad that my Cessna 172 won't have any of them when it's flying. They can get somewhat complex, and require power to operate that I couldn't afford to lose. They can be difficult to get to for inspections, and quite expensive to repair when new parts are needed. Thanks, but I'll stick with what both Murphy's Law states and the KISS philosophy.

FROM THE EDITOR: I'll keep in mind what you just said, but I'll sure bring it to your attention if you ever make a comment to the contrary! Like on a very hot, humid, muggy day flying to Oshkosh. You might welcome air conditioning. Or flying at altitude on a winter day when your heat muff won't put out much. A combustion heater would sure be nice, don't you think? At those times, some environmental systems might seem worth the added expense and various inconveniences that they would create.

ROCKY MOUNTAIN



SEPTEMBER 6-7-8, 1985

**GREAT AMERICAN FLYING CIRCUS
AIRSHOW 3 - 5 PM SAT. & SUN.**

AIRPORT CLOSED 3-5

\$4/Person or \$7/Vehicle up to 6

OPEN TO THE PUBLIC

GREELEY, COLO. - GXY.
WELD COUNTY MUNICIPAL
2 MI. EAST OF TOWN
ON 8th ST. COLO. 263

FORUMS

ULTRALIGHTS

WARBIRDS

CONTESTS

HOMEBUILTS

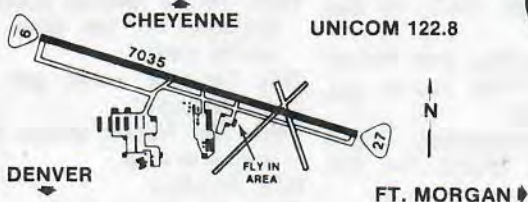
DON'T MISS THIS ONE!

DISPLAYS

FLY-MARKET

CLASSICS-ANTIQUES

Registration open noon Fri.
Special Shoulder patch for volunteers



**Bring Your Own Tiedowns
Some Hangar Space Available**

For More Information Contact

Bill Marcy (303) 986-4398 — DENVER
Bob Kelly (303) 353-5514 — GREELEY
EAA Chapters 43, 72, 301, 515, 648, 649, 660,
720, 764, 808.

Colorado 99's
Antique Airplane Assoc. of Colo.

- Free Transportation To & From Motel Holiday Inn — (303) 356-3000
- Free Primitive Camp Area
- Food Service:
Breakfast and Lunch All Day
Pig Roast Friday Night
Steak Fry Saturday Night



Ten-Four, Good Buddy, You're Cleared To Land

Whazzat????

James R. Walters and Joseph T. Walters

The recent onslaught of the CB radios in the trucking industry has had visible effects on mass transportation in the U.S. Virtually every truck on the interstate "has got his ears on," and the fad is spreading daily to all kinds of cars and trucks across the country. Who knows where it will end?

Some of the unique phraseology born in the CB radio craze has already spread over into other phases of radio communication. For example, here is a transcript of a conversation overheard at Elsewhere International Airport, outside of Shapeless, Massachusetts.

The aircraft involved are N2406S, a light single; Iron Horse Airlines flight 555, a B747; and Hot Rocks 01, a flight of four military jet fighters. APC refers to Elsewhere Approach Control, and TWR refers to Elsewhere Tower.

06S: Break, one-twenty-six two, for the Scope Dope.

APR: You got the Scope Dope, breaker, come on.

06S: This here's the Six Shooter, zero six, out for kicks.

APR: Ten-four, Six Shooter, what's your twenty?

06S: We're over the road, with a load, coming in to your place.

APR: Okay, Six Shooter, how about

giving me a flash on your black box?

06S: For sure, for sure, you've got your flash.

APR: We've got your dots now, good buddy, and you got the green light, straight up the chute.

06S: Ten-four on that green light, Scope Dope, and mercy sakes alive, good buddy, we've got your airfield in the windshield.

APR: Well ten-four, Six-Shooter, why don't you just ten-twenty-seven over to that man in the glass house, on 118.3.

06S: Ten-four, good buddy, we'll be seeing you on the flip-flop. Six Shooter here, going over to the Birdwatcher.

* * *

06S: Break-break, on 118.3, for the Birdwatcher.

TWR: Breaker, standby. Iron Horse Heavy, Five-fifty Five, you've got the nod, hit the sod.

555: Ten-four, Birdwatcher, Triple Nickel flight is bound for the ground.

TWR: Breaker for the Birdwatcher, come on now.

06S: You've got the Six Shooter, shooting up the chute.

TWR: Ten-four, Six Shooter, you're number two, follow that eighteen wheeler on a short final.

06S: For sure, for sure, we've got Dumbo the Jumbo in sight.

H/R: Break-break for the Birdwatcher. Hot Rocks 01, convoy of four, looking for a place to light.

TWR: Ten-four, Hot Rocks, what's your twenty?

H/R: Just five miles down the road, good buddy, but we're running short of that motion lotion. Are we number one for the strip?

TWR: Negatory, Hot Rocks, follow that bug-smasher up the chute.

H/R: Ten-four, Birdwatcher, we're smoking up behind him now.

TWR: Six Shooter, you've got four smokies closing up your back door.

06S: Ten-four, Birdwatcher, we're definitely going to put that hammer down.

TWR: You're looking good now, Six Shooter, hit the gear and then you're clear.

06S: Ten-four, we've got the boots on and laced.

TWR: Hot Rocks, you're cleared to drop and stop.

H/R: Ten-four.

TWR: Six Shooter, when you yearn to turn, go ten-twenty-seven to 121.9.

06S: Ten-four, Birdwatcher, this here's the Six Shooter, putting our ears down, we're gone, we're clear, bye-bye. □

1 July 1985

As a homebuilder and pilot, you have probably wondered, on at least one occasion, where to buy a particular part (or to whom you might sell it if you happen to have a surplus). It may have been a good, mid-time engine, a nav-com or some replacement part for your "out of production" aircraft. Whatever it was, you probably discovered that buying and selling used aircraft parts can be frustrating. If you're like me, you would rather be building than out scrounging up parts.

I think I can help this situation. I have put my home computer to work doing the searching. I have set up a system to match buyers and sellers. I can tell the computer to search its memory for whatever is needed and if anyone has it for sale the computer will find it. For example, if I needed a pair of Cleveland 5.00 X 5 wheels and brakes, I could enter this information and list every pair in the memory. Also, I can sort by any of several categories such as condition, price, where the seller lives, etc., just as you would if you were searching the classified section. However, the ads must be stored in memory before I can find them. I am asking you to give me all your ads to list, both for sale and wanted. Eventually, I plan to reach all E.A.A. members. If there is a large number of ads, there is a better chance of matching buyers and sellers.

There is no charge for this at the present time. However, there may be a modest charge beginning with ads taken after 30 Sept. 85. Since were off the sectional, (in nautical terms that's "in uncharted water") I hesitate to set a fixed charge now. It will, most likely compare to advertising in the newspaper but only in cost. I will carry a for sale ad until the item is sold and make no charge to the buyer unless I can match him/her with a seller.

For sale ads are listed in the terms given by the seller, as much as possible. The computer likes key words which it recognizes readily such as "airplane". It ain't very smart. So, give enough details to make your item easily identified. Also, let me know when you sell it so I can delete your ad. That way you wont get any late phone calls. In the case of wanted items, I set up a buyer profile which details what is wanted. Then a search is made for that item. All the matching for sale ads are printed out along with name, address and phone numbers. The list is then mailed to the buyer.

I do not list catalog items, only items offered by private individuals, and then, only if they advertise with me. In other words, I dont list items taken from publications. All ads are confidential. Buyers names will not be supplied to sellers unless the buyer requests it. I hope this answers any questions you may have, or if you need additional information, please call me.

Louis Peterson
1332 S. Lincoln
Longmont, Co. 80501

E.A.A. 168824 ph.303/772-8809
Chapter 648

AD-MATCH

Use this form to submit ads. Ads will remain in the computer until withdrawn or item is sold.

Please send completed forms to:

Louis Peterson
1332 S. Lincoln
Longmont Co. 80501

* The following item is:--FOR SALE__WANTED__(check one)

* The general category of this item is: (check one)

AIRCRAFT_ ENGINE & ACC._ AIRFRAME COMPONENTS_
INSTRUMENTS_ CONSTRUCTION MATERIAL_ OTHER.....
AVIONICS_ AN/MS HARDWARE & TOOLS_

* MAKE/MODEL

* DESCRIPTION.....

.....
.....
.....

* PRICE \$.....

* NAME

* ADDRESS.....

* CITY ST ZIP.....

* PHONE HOME area code ___ local_____

 WORK area code ___ local_____ ext.____

Note: Sellers will be sent a confirmation notice only.
Buyers will be sent complete ad information of all matches found.

The Dangers of the Midday Sun

BY DODI SCHULTZ

Sunlight is a necessary element in the life of the human race. The sun created life on our planet and is vitally necessary to its maintenance. But, as anyone who has experienced a severe case of sunburn knows, sunlight has its inimical effects as well. And inimical they are. Dermatologists are in agreement that, fashion aside, most people would do well to avoid extensive exposure to sunlight. Some people, if they are very smart, will shield themselves entirely from the sun's rays.

Why? For one thing, there's cancer. Skin cancer, with 120,000 new cases in the United States each year, is the most prevalent malignancy in existence. (It rarely kills, but why ask for trouble?) The relationship between chronic, cumulative exposure to the sun and cancerous skin growths has been irrefutably documented. Dr. Alvin E. Friedman-Kien, Associate Professor of Dermatology at New York University School of Medicine, who daily sees the results of overzealous sun worshipping, points out: "Many people simply do not realize the damage the sun can do until it's too late. We aren't yet sure of the precise way in which ultraviolet rays can trigger changes in the skin that set off a malignant process. If skin cancer appears, it generally will not do so until the forties or fifties or even later—but it results from much earlier overexposure, in the teens, twenties and thirties."

"Further," he adds, "I think if most of the women—and men, for that matter—who bask in the sun until they've achieved that chic toasty color could get a good look at the skin of longtime seamen, they'd change their ways in a great hurry. Sailors must spend their time in the sun, and rarely bother to take precautions; the result is not only the very high incidence of skin cancer we see among them—as well as in others who work outdoors, such as ranchers and farmers—but a characteristic appearance of the skin: leathery, deeply wrinkled, almost prunelike."

"The reason this happens," Dr. Friedman-Kien explains, "is that the sun's rays actually damage collagen tissue—a major component of the elastic connective fibers that normally keep the skin soft and flexible. Once that destructive process has been initiated and permitted to continue, it is not reversible. The degree of damage is directly related both to the amount of pigment, called melanin, naturally present in the skin, and to the cumulative amount of exposure. This applies to cancer risk as well as texture change. It's not a question of natural skin color. Too much sun is bad for anyone, no matter how dark his complexion."

Melanin responds to the sun's rays essentially by rising to the surface, increasing its concentration—hence, protection. Thus a naturally acquired tan is, itself, protective, despite the damage that may have already been done during its acquisition.

What precautions does prudence dictate?

They may vary with age, life-style and individual medical history. First, a brief word about small children. They do need a certain amount of sunshine to obtain vitamin D, necessary for the development of sturdy bones and teeth. But, because most youngsters are relatively light-skinned, they do not need a great deal. As Dr. Virginia E. Pomeranz, Associate Professor of Pediatrics at Cornell University Medical College, warns, "Infants have extremely thin skin and should be exposed to direct sunlight, at the start, only for periods of five to ten minutes at a time—and that before 10 A.M. or after 4 P.M. A very light child should be protected from direct sunlight entirely until the age of at least two years; even after that, it is unwise to expose a fair-skinned or light-eyed child to the midday sun."

Another point, emphasized by Dr. Friedman-Kien and others, is that caution should not be restricted to beaches, poolsides, and other clearly sun-drenched situations. Unless you are fully covered from head to toe (there is something to recommend traditional Arab garb), any exposed part of your body is receiving sunlight. "Most people are unaware of—or just don't stop to think about—the way light rays behave," observes Dr. Friedman-Kien. "Some are aware that sand reflects sunlight, but any relatively light-colored surface does the same: a city sidewalk, for example. And light travels with astonishing ease through water, as many a snorkeler has discovered to his pain and dismay." Just as pool or sea water transmits those burning rays efficiently, so does suspended moisture. Hazy days are no safer than others.

It's not always possible, obviously, either to stay indoors or to go about garbed in a bur-noose. A host of products promise to guard you from the sun's ill effects in locales from Boise to Bali. But do they? Many do not. Unless the label carries other key phrases, no product that merely "promotes tan" is a good choice. Oil, baby or other, is certainly not (oil, remember, is used for frying). While oil is fine for smoothing dry skin, it's hardly a protection against heat and light. The same goes for tanning "butters" containing mineral oil, coconut oil and the like. The "instant tans"? Again, no—with exceptions. Aside from aesthetic considerations, they are—unless they are combination products incorporating protective agents as well—simply cosmetics, and the hue they furnish does *not* protect as does a natural tan.

Basically, there are two types of true protection from burns and other sun-perpetrated damage. One is a sun-block—a substance that is completely opaque, totally blocking light rays. This is the sort of screen you see on life-guards' noses; it's unsightly, but as the life-guards know, it's thoroughly dependable. These physical sunscreens contain, typically, either zinc oxide or titanium dioxide.

The second type, a *chemical* sunscreen, works by filtering out certain of the sun's rays, those most likely to cause serious trouble. These preparations will permit a certain

amount of gradual tanning (which the physical screens, as complete light-blocks, will not). Most reliable of the chemicals are para-aminobenzoic acid (often called PABA for short, and probably the most effective such agent known), p-dimethylaminoethyl p-aminobenzoate, and glyceryl para-aminobenzoate. Also deemed effective, but slightly less so, are dioxybenzone, oxybenzone, and sulisobenzonate, which tend to be more readily removed in swimming. These are the key words to look for on labels. Products which medical authorities are inclined to recommend most enthusiastically include (in alphabetical order) A-Fil, Pabafilm, PreSun, Solbar, Sungard, and Uval.

There are also preparations combining physical blocks and chemical filters—prominently, Solar Cream and Sun Sensitive Creme, both of which combine titanium dioxide and PABA. These are typically more water-repellent than the chemical screens alone, and their makers claim that they are completely so.

Cancer and aging effects aside, what if you've failed to take any of the foregoing precautions and are reading this not in anticipation, but in agony? The remedy depends on the severity of the burn.

What *not* to use: any of the widely advertised over-the-counter burn "remedies." The reason is that, with few exceptions, they are multi-ingredient products; some of those ingredients are not only ineffective, but may actually aggravate matters. The thing to remember is that sunburn is a *burn*—usually, a first-degree or fairly mild burn, as burns go, but a burn nevertheless. The best first aid for a first-degree burn is cold compresses—doubly helpful in that they draw out heat and simultaneously numb or "anesthetize" the painful area. Beyond cool compresses, the only thing that should be applied to mildly sunburned skin is a simple emollient—petroleum jelly, or a dry-skin lotion such as Alpha-Keri or Lubriderm—that will serve to keep the skin soft and supple and relieve tautness.

If these measures fail to effect any improvement; if the burn itself is more severe, involving swelling, blistering, marked discoloration, or broken skin (it is then a second or third-degree burn, and the injury has gone beyond the surface layer to underlying tissues); if there are accompanying symptoms such as an eruption of one sort or another—professional help is needed. If you are able, run—do not walk—to the nearest dermatologist. ■

MARKETPLACE: For Sale: 1968 Cessna 150-150, MASA conversion, 2,140 TT, 1,010 SMOH, dual nav comms, transponder, ELT, factory long range tanks, NDH, never a trainer, \$15,000 CBO. Phil Young 665-5773

Wanted: Scorpion airframe parts or kit. Bob 527-4740 Paonia

For Sale: Marvel Schebler MA4STA carburetor. Bill Anderson 652-2395 Niwot

For Sale: Pterodactyl ultralight, car topable, new reduction drive with 3 hours, Cuyuna engine with 100 hours and needing work. Dan Lawry 499-3833

Wanted: To rent working space in the Boulder area for several months to continue progress on a KR-1. The space needs to be large enough for a small aircraft. Phil Henninger 494-2081

Wanted: Building an original design and need the following for my Lycoming O-290 engine. Carburetor, generator, exhaust system, and engine & flight instruments. Al Mullan 936-1683

AVIATION HAPPENINGS: August 10-16, 1985 33rd Annual Antique Fly-In at Antique Airfield in Blakesburg, Iowa. You must be a member of the National AAA to attend. Call 515-938-2773 for details

August 24-25, 1985 Chapter 72 Meadow Lake Airport Fly-In

September 7-8, 1985 Chapter 806 Fly-In and Airshow, Black Hills Airport, Spearfish, South Dakota. See Kirby for details

September 6-8, 1985 Greeley, Colorado, 7th Annual Rocky Mountain Regional Fly-In



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



Gene Horsman
210 Lookout View Ct.
Golden, CO 80401