

EAA MILE HIGH CHAPTER



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NEWSLETTER
KIRBY WHITE
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VOLUME 9, ISSUE 10, OCTOBER, 1986

THIS MONTH: This month's meeting will be held on Saturday, October 11, 1986 at the Rocky Mountain Energy Center at 7:30 P.M. The main part of the business meeting will be the annual election of officers and volunteers. The President, Vice President, Secretary, Treasurer, Newsletter Editor, Chapter Designee, Historian, Fly-In Representative, and Board of Directors have all decided to serve another year, with the approval of the membership. We will need to elect a new Librarian, as Cathy Sheeon is running out of room and has to give up the position. We have a volunteer for this already. We will also need to elect someone for possibly the most important position of all, the Grand Keeper of the Coffee Pot. Gene Horsman has been doing this for several years, and would like to turn it over to someone else. We are still in need of a volunteer, so please at least think about it. All of the offices and volunteer positions are up for re-election, so any member is free to volunteer or nominate from the floor if the candidate has given advance permission to be nominated. The program will be another slide presentation by Bob Greeno on helicopters, with more time allotted this time to go through the ones he wasn't able to show. Also, Herrill Davenport may have a few slides of the summer's flying activities.

LAST MONTH: There was not an official meeting of Chapter 43 in September. The Greeley Fly-In was the gathering for the month, as decided by the membership at the August 9, 1986 meeting. Bill Marcy has written a report on the Fly-In, which is included in this Newsletter.

ROSTER UPDATE: Please add the following new members to your Roster:
Gale Abels, 3100 6th St., Boulder, CO 80302, H. 443-5585, Greenapples AT-19
Bud Calder, 303 Glen Ayre, Dacono, CO 80514, H. 833-2610, 1964 Cessna 182
Don Evezich, P.O. Box 415, Frederick, CO 80530, H. 833-2400 W. 833-2502, 1943 Stinson L-5E, 1964 Cessna 182
Phil Todd, 825 S. Broadway, Ft. Lupton, CO 80621, H. 857-4561
The following members have a new address:
Roy & Shirley Clark, 5580 N. Federal Blvd. #18, Denver, CO 80221 H. 477-8894, KR-2
Ken Williams, 1353 Xavier, Denver, CO 80204, H. 892-9219, KR-2

GLOSSARY: From "I'd Rather Be Flying" by Donna Vasko
Useful Load: the number of cokes you can drink without having to insist on an unscheduled stop.

BAD NEWS: I would like to extend sincere condolences from myself and all of the members of Chapter 43 to Don Evezich and his family for the loss of their son, Ronald Joseph Evezich. Ron was riding a ten-speed bicycle on a county road near Lafayette on Saturday afternoon, August 16, 1986, and was struck by a moving vehicle. Ron was only 22, and had already made many accomplishments in the field of electronics, with many more achievements to look forward to in a bright future....

MORE BAD NEWS: On the way back from Oshkosh, Chapter 43 member Jim Douglass had a link pin in his Jacobs 330 fail, which necessitated the choice of a landing spot for his Cessna 195 rather quickly. He chose a field that was fine, except for the dirt that was piled up along a fence row that he had to go through. The dirt sheared some rivets in the landing gear box area when the airplane hit it, but didn't hurt the gear box itself. There was some skin damage, too. Everything is repairable except for the engine, which will have to be replaced. None of the four aboard - Jim and his son Brant, Ron Benell, and Larry Constable - were injured. The accident happened near Clarion, Iowa, and the people from the airport there brought a trailer to the field and took the 195 back to the airport. They are doing the repair work, and Jim is very pleased so far with the way they are treating him and his airplane. They are finding the parts fairly easy to come by, which Jim was somewhat surprised about.

CONGRATULATIONS: Earl Ellis had a first flight in his Vari-Eze on Thursday, August 28, 1986. He had to make a couple of minor adjustments after the flight, but there were no major problems. He has borrowed a propeller of different pitch, and is going to see if it will help his performance. As of this writing, Earl has two hours and three landings on it, and will be able to sign off the test period after a total of forty hours. Many of you know that Earl had quite an allergic reaction to the epoxy that he had to use, so it is a great tribute to Earl's perseverance and commitment that he went ahead and finished it and has now flown it. Congratulations, Earl!

MORE CONGRATULATIONS: Chapter 43 member Phil Hughes got his Private Pilot License on August 21, 1986. He did the training in a Cessna 172, and now grins every time he talks about his accomplishment. Congratulations, Phil!

BD-4: Chapter 43 is now in possession of the BD-4 fuselage kit and complete set of plans that was donated by Don Mobley at the August 16, 1986 meeting. I would like to get some input from those of you who have an idea about what would be the best way to handle this project. Thanks again to Don.

BOULDER AIRPORT: On Saturday, November 1, 1986, the Boulder Airport is planning an Open House and Ribbon Cutting for all of the work that has been done this past year. In conjunction with this, the Greeley Fly-In Committee is planning a Fly-In Breakfast in order to try to recoup some of the money that was lost due to the lousy weather. The Breakfast will start at 8:00 A.M., and includes pancakes, eggs, and sausage for \$3.50. Later on in the day, there will be hamburgers for sale. This is going to be an event that the Boulder press will cover (the Open House and Ribbon Cutting, that is), so a really good turnout of airplanes would show the media that there are a lot of pilots and aircraft around the area. A storm day of Sunday, November 2, 1986 has been set.

FROM THE PRESIDENT: On Sunday, August 24, 1986, I was fortunate enough to ride in the right seat of Dean Cochran's Thorp T-18 as he flew to the Cheyenne Aero Tech Open House. We started out as a flight of four, with Roger Klemm and Larry Nagele in their Vari-Ezes and Dave Ebershoff in his Skybolt. Dave wanted to stay in the general area of Jeffco Airport as he only had a few hours on the airplane, so he left us after a little while. The flight was very enjoyable, and only took about 35 minutes. The weather was good while we were at Cheyenne, except for some dark clouds in the distance which left us alone. The return trip was equally as nice, with a couple of rolls along the way to complete the flight. Most of the airplanes that were there were from the Denver area. Specifically from Chapter 43 were Jim Thompson in his 1950 Cessna 170-A, Dean Cochran in his Thorp T-18, Bobby Green in his Fober Pixie, Jerry Van Heeswyk in Jim Douglass' Jodel F-12, and Ron Benell in his Mooney M20-E, all in no particular order. There were also members of Chapter 301 and the Colorado Antiquers at the Open House. Everyone enjoyed the day.

Quite recently, Fred Seal and I happened to be in the area of Ron Denight's house, and decided to stop by to see if he was working on his Denight Special. Sure enough he was, and he gladly gave us a tour of what he has been doing to it. He was working on a new sliding canopy when we showed up, and has already installed a new fuel tank and instrument panel. Much of the empennage has been changed, to accept the canopy and to prevent oilcanning on the sides and to hopefully gain some miles per hour. All of the bulkheads in this section are new. When this modification is completed, Ron will have had three dramatically different variations of the Pazmany PL-4, all stemming from the same basic airframe. Ron hopes to have it flying yet this month. He already has plans to make more modifications later on, mainly to the wings. Good going, Ron!

FROM THE EDITOR: It's commendable that you have gotten around to a couple of places, Mr. President. But the one major event that you should not have missed was the Greeley Fly-In. Lousy weather and no airshow either day was no reason to stay at home. In your position, you should have at least made an appearance. I was there all three days, and I fully expected to see you there. In Bill Marcy's report on the Fly-In, which is included in this Newsletter, he mentioned some of the negative aspects of the miserable weather at Greeley. But there was also a positive side to it all. This was all the time we had to sit down and chat with members of Chapter 43 and other Chapters as well and have a very enjoyable, relaxed time. It was very nice to get to know some new people.

AVIATION HAPPENINGS: October 18-19, 1986 Annual Copperstate Fly-In at Casa Grande, Arizona. Contact Kirby for details.
November 1, 1986 Fly-In Breakfast and Ribbon Cutting Ceremony at Boulder Airport. Starts at 8:00 A.M. Storm day of November 2, 1986.

MARKETPLACE: For Sale: 1959 Cessna 150, Straight back and straight tail, 450 SMCH, Cruise 109 Knots, Recent white & red & black paint, King nav-comm, EGT & CHT, Rates a "9", Can deliver, \$6,900.00. Paul Hoverter, P.O. Box 267, Lordsburg, NM 88045, 505-542-3705
For Sale: "Jane's All The World's Aircraft" for 1981-1982, \$50.00; Quixie I plans, \$30.00; Stewart Headwind plans, \$30.00; Heath V Parasol plans, \$20.00; FRED plans, \$30.00. Bill Landers 429-2284
Wanted: Small or low wing airplane to share enclosed hangar at Tri-County. Guy Sheeon 232-9535

FLY IN REPORT

The 8th annual regional fly-in this year was a nearly complete bust. Low clouds and light rain most of both days kept almost everyone from flying in and caused us to cancel the airshows except for a brief demonstration by the radio control team on Saturday afternoon.

Due to the low attendance, the judges decided that it would dilute the value of our trophies to make awards, so only the long distance trophies were awarded, plus a special award to Mike Ryer and the Great American Flying Circus for their outstanding performances over the years. Mike and company flew in on Friday afternoon and were ready to go either day if the weather had cleared up a little.

The long distance trophy went to Mr. Alvin Schubert of Wisconsin, who flew a highly modified Jodel with his own VW engine conversion and modified propeller. Some of you have probably seen Alvin at Oshkosh over the years; he has been there many times. This was Alvin's second visit to our fly-in; he was here four years ago (when it started raining on Friday night but quit on Saturday). Incidentally, Alvin would be a winner in the oldest pilot category, also. He is 74 years old.

The ultralight long distance trophy went, I think, to Don South, who flew in on Friday afternoon and departed Sunday after the weather lifted to better than it had been all weekend. This was the only ultralight that flew in until Sunday afternoon.

Several aircraft showed up on Sunday afternoon, but by then we had canceled the airshow and all judging and events. I did not keep a count of all the aircraft that came in.

Naturally, the entire treasury, and then some, of the fly-in committee was wiped out, and we will be holding some fund-raisers between now and next year's fly-in.

Currently, we are planning an open house and fly-in breakfast at Boulder Airport on Saturday, November 1, with the next day as a storm date.

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TIPS ON WINTER FLYING

Most pilots are, of course, familiar with winter conditions in their particular area. But a flight distance of relatively few miles may change the environment enough to present new problems to the inexperienced pilot.

There are certain precautions pilots can take to make their winter flying safer and more enjoyable. Flight planning during winter months requires special knowledge if the pilot is to protect his aircraft, himself and passengers.

A good place to open a discussion on winter flying tips is to review the pilot's operating handbook for the model of aircraft being flown. Many handbooks contain a wealth of useful information about winter operations. Aircraft manufacturers generally can predict their product's performance in temperature extremes and outline precautions to be taken to prevent premature failures.

For example, some manufacturers recommend the use of various baffles, winter fronts, and winterization plates, such as oil cooler covers. FAA approval is required for installation of these devices, unless the aircraft manufacturer has provided the approval. When baffles are installed on an aircraft, a cylinder-head temperature gauge is recommended, particularly if wide temperature differences are to be encountered.

Be sure to check the pilot's operating handbook for the proper weight oil to be used in low temperature ranges. The crankcase breather deserves special consideration in cold weather preparation. A number of engine failures have resulted from a frozen crankcase breather line, which caused pressure to build up, sometimes blowing the oil filler cap off or rupturing a case seal, causing loss of oil supply.

The water that causes breather line freezing is a natural by-product of heating and cooling of engine parts. When the crankcase vapor cools, it condenses in the breather line, subsequently freezing it closed. Special care is recommended during preflight to assure that the breather system is ice-free.

Check all hose lines, flexible tubing and seals for deterioration. Make a thorough inspection, too, of the heater system to avoid the possibility of deadly carbon



Conducting a thorough preflight and readying the aircraft for a flight can be a time-consuming and laborious job during winter, as illustrated by the photo above.

monoxide gas entering the cabin.

Because of contraction and expansion caused by temperature changes, control cables should be properly adjusted to compensate for the temperature changes encountered.

Propeller control difficulties can be experienced due to congealed oil. Caution should be taken when intentionally feathering propellers, for whatever purpose, to assure that the propeller is unfeathered before the oil in the system becomes congealed.

Wet-cell batteries require special consideration during cold weather. It is recommended that they be kept fully charged or be removed from aircraft parked outside to prevent loss of power caused by cold temperatures and the possibility of freezing.

During thawing conditions, mud and slush can be thrown into the wheel wells during taxiing and takeoff. If frozen during flight, this mud and slush could create landing gear problems. Pilots may wish to consider removing the wheel pants of fixed-gear aircraft to prevent the possibility of frozen substances locking the wheels or brakes.

Fuel contamination is always a possibility in cold climates. Even with the best of fuel and delivery precautions, if the aircraft has been warm and then is parked with half-empty tanks in the cold, the possibility of condensation of water in the tanks exists.

It may be advisable to preheat the aircraft engine and cockpit before attempting a winter start. Extreme caution should be used at all times when preheating an aircraft; manufacturer's recommendations should be followed to the letter. Use only heaters that are in good conditions and do not place heat ducting so it will blow hot air directly onto parts such as flexible fuel, oil and hydraulic lines.

If attempting a start without preheat, be careful not to overprime the engine. Overpriming may result in washed-down cylinder walls, possible scouring of the walls, poor compression and, consequently, harder starting. Aircraft fires have been started by

overpriming, when the engine fires and the exhaust system contains raw fuel.

Radios should not be tuned prior to starting. Indeed, they shouldn't even be turned on until the aircraft has been permitted to warm up for a few minutes.

Don't try to take off with even the most minute dusting of frost on the wing surface. And don't count on the takeoff roll to blow snow off the wings. All snow, ice and frost must be removed from the aircraft prior to flight because if it is left on, it can seriously affect lift.

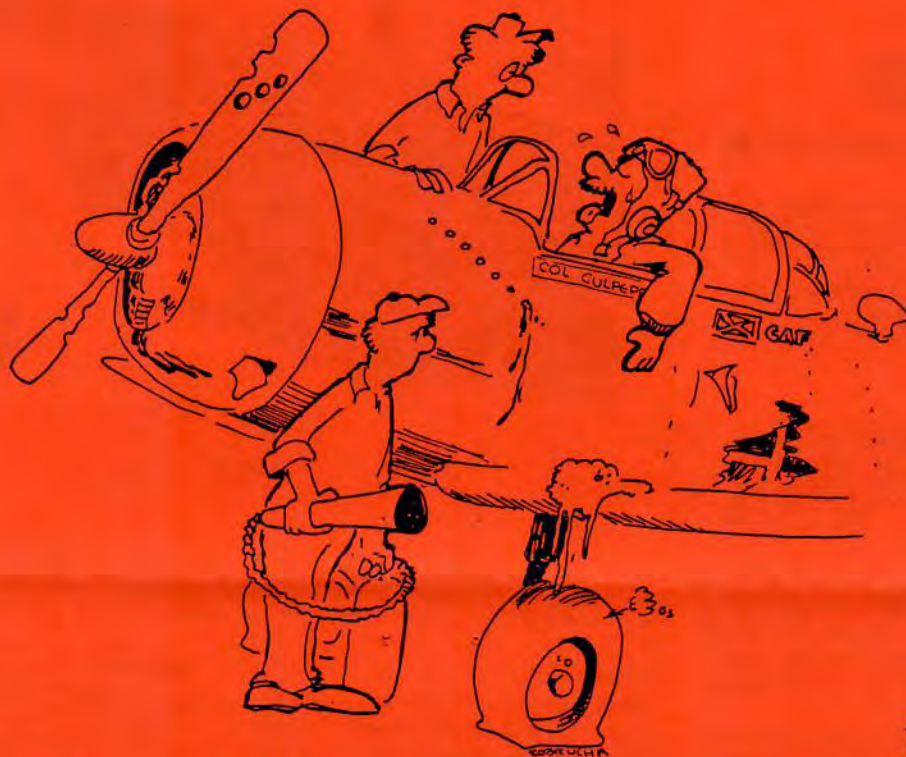
If the aircraft is placed in a heated hangar to melt off the snow and ice, make sure the water does not run into the control surface hinges or crevices and freeze when the aircraft is taken outside.

If an aircraft is parked in an area of blowing snow, special attention should be given to openings in the aircraft where snow can enter, freeze solid, and obstruct operation. These openings should be free of snow and ice before flight. A few such areas include the pitot tube, heater intake, carburetor intake, elevator controls, and main wheel and tail wheel wells, where snow can freeze around elevator and rudder controls.

Fuel tank vents also should be checked before each flight. A vent plugged by ice or snow can cause engine stoppage, collapse of the tank, and possibly result in expensive damage.

Cold weather is hard on all of us, unless we take precautions to protect ourselves. An aircraft is no different. Conducting a thorough preflight — even when the cold makes you want to hurry through the job — is an absolute necessity. From that point on, it's just a question of common sense and applying safety precautions gleaned from your experience and that of other pilots.

These articles are purely advisory in nature. Your own certified flight instructor, the FARs, pilot's operating handbook and various updated transmittals from the FAA or your aircraft manufacturer may alter or affect the information published. AVEMCO neither assumes any responsibility for the accuracy of these articles, nor any liability arising out of reliance upon these articles.



Robrucha

"It's even worse than we suspected . . . The Yankee Air Force is flying F-15s."

STAPLETON: DOES THE BUCK START HERE?

by George D. Kane

In 1949 at Edwards AFB in Muroc, Calif., a then-unknown Air Force Capt. Ed Murphy, a developmental engineer working on secret AFF Project MX981 (which dealt with crash research), watched a transducer malfunction occur because a lab technician had wired everything wrong.

To Northrop Aircraft project manager George E. Nichols, under contract for the research testing, Murphy remarked: "If there is any way to do it wrong, he will."

And so was born Murphy's Law ("If anything can go wrong, it will go wrong"), along with the attendant 10 Corollaries, the second and seventh of which seem to apply to Denver's proposed new airport east of the Rocky Mountain Arsenal. The Corollaries? "Everything takes longer than you think," and "Every solution breeds new problems."

The "solution" to Stapleton International Airport's operations, sardine-

canned into a scant 4,860 acres of over-inhabited land, seemed simple enough in January 1985 when Denver Mayor Federico Peña, who had taken office only 18 months before, made a bomb-shell announcement: Denver would build a new airport.

Cost of that new, 21st Century airport which will have to handle an estimated 100 million passengers a year just 25 years from now: \$3 billion, or 1.3 percent of today's \$230 billion national deficit.

As always, there are a few "givens." Stapleton, built on land purchased by the city in 1928 for \$146,020, has outgrown itself. It is the fifth or sixth (depending upon whose figures you use) busiest airport in the world, handling 29.6 million passengers in 1985. This year, the total should top 31 million, and 34 million is a realistic figure for 1987. The consensus is that a new airport is needed.

But can the city afford a new \$3 billion airport? Can it afford the present Stapleton Airport while the new facility is built?

The blunt answer from Stapleton officials and the city is: "It has to." So money is being poured by the hundreds of millions of dollars into 1) an airport that will be abandoned nine years from now, and 2) an airport site whose boundaries have not yet been determined and whose runways are not yet configured.

There are other "givens" which have brought the critics out from every corner of the metro area, including some working in the current administration, who have likened the huge monetary expenditures and the "loosely coordinated" planning to a Chinese fire drill, or worse.

"They're spending money like they had it," said one city official. Well, they *do* have it, but they got it virtually the same way a potential bankrupt goes on a binge with his credit cards before filing a Chapter 7 or 13 petition. They borrowed against the future.

In 1981, the next to last full year of former Mayor William McNichols' final term in office, Stapleton's bonded in-

*Whenever you set out to do something,
something else must be done first.*
—Murphy's Law, Sixth Corollary

debtedness was \$71.3 million. At the end of 1985, that had risen to \$491.2 million. Just before Thanksgiving last year, Denver sold \$254 million in revenue bonds on Wall Street to help finance remodeling at Stapleton and to buy some 22 square miles of mostly private agricultural land in Adams County "in the vicinity" of the proposed airport, although City Aviation Director George Doughty said at that time only "a tentative site, the boundaries of which are vague," had been selected.

According to the city's own figures, \$16.1 million was spent on construction at Stapleton during McNichols' last year, with \$2.8 million additional spent for architects and engineering fees and services. From July 1, 1983, Mayor Peña's inaugural date, through June 30 this year, Stapleton construction totaled just over \$116 million, with architect/engineering fees topping \$19.1 million.

According to Deputy Director of Aviation Richard Boulware, "in the next two to three years, we will spend \$275 million on projects" which already are underway

or firmly imprinted on the present Stapleton's drawing boards. That includes a new, 6,500-foot north-south runway whose start "is imminent," a new E concourse for which ground will be broken in September, and a 12,500-foot "throwaway" east-west runway along the southern edge of adjacent Rocky Mountain Arsenal.

The city already has spent \$4.5 million to relocate Combs-Gates Denver Inc. (FBO) to make way for the \$35 million Concourse E, which City Hall sources say Mayor Peña "wants completed to point to when he runs for re-election" next year; has handed a local ad agency up to \$500,000 to improve the present Stapleton's "image"; and the mayor himself has suggested insulating the homes of residents near Stapleton against noise at a cost of up to \$8,000 a house.

"I can only describe what is happening at the airport as extreme extravagance," said a news source at Stapleton. "It would be a joke how much is being spent if it weren't so serious." Example: Ten "outside" planning/consulting firms have been

hired to plan the new airport and decide the fate of the old. Total tab to date: \$4.99 million as of June 30, 1986, with no estimate on the amount of funds/time charged to planners already on the city payroll. Prior to 1985, absolutely no expenses were incurred for secretarial and professional services and clerk typists. Since Jan. 1, 1985, that bill alone totals \$128,206.

From Jan. 1, 1981, through Dec. 31, 1984, less than three weeks before Mayor Peña announced his "Memo of Understanding" between Adams County and Denver to build a new airport, not a dime of city money was paid out for travel expenses for planners.

In 18 months, \$1.44 million has been spent on travel alone for the dozens of outside planners who work for the 10 engineering/planning firms. Some estimates are that travel costs will top \$2 million, and outside planning/consulting fees \$6 million, by the end of 1986. Many of the firms are located out-of-city and out-of-state.

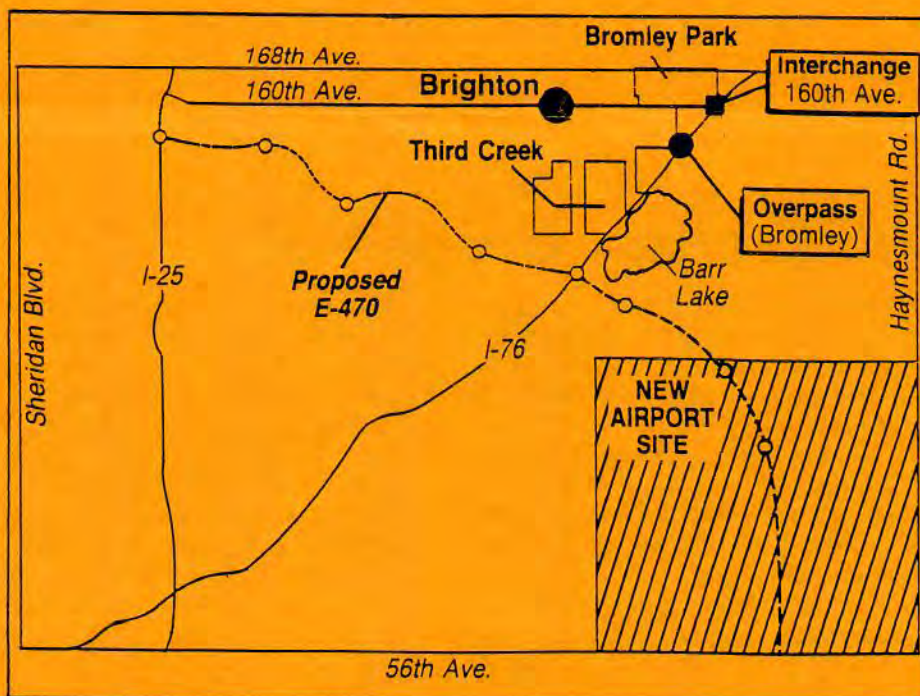
"This is a tremendously large planning project they're undertaking," said Dennis E. Roberts, Air Transportation Planner for the Denver Regional Council of Governments (DRCOG). "A few wrong assumptions based on incomplete information at this stage can result in major miscalculations and cost increases in the future."

He termed the planning alone a "very complicated, very complex, situation. Everything (terminal placement, runway completions, land use, surface transportation, environmental considerations, etc.) has to come together at the same time," he said. "Miscalculating by a few feet where a high-speed taxiway should be located could cost an airline several flight delays an hour."

Mayoral assistant Tom Gougeon, the lead man on airport planning from Peña's office, confirmed that the \$4.9 million expended to date "is in the ball park," with current work "a major component of the new airport." He said planning costs include major environmental studies and airfield simulation and analysis of operations under several conditions and configurations. Gougeon added that the new airport "is on schedule," and that many out-of-state planning firms were employed because of their "specialized expertise. We got the best available."

And is 1995 still a viable date to effect a move to Denver's 21st Century airport on 60 square miles of land in Adams County?

"Yes," said Deputy Director Boulware. "In fact, we are investigating ways to speed up the schedule. We would like to coor-



Map reprinted with permission of the Denver Post/Bruce Gaut

dinate all our programs so that work can be simultaneous instead of like dominoes falling one after another in getting things done." In 1995 or thereabouts, "we'll close Stapleton one day and be operating from a new facility the next."

Roberts, however, termed the 1995 date "optimistic, but achievable. It isn't out of the question that it could be closer to the year 2000."

Both men agree on two points, however. "Initial development of the new airport," said DRCOG's Roberts, "will come in at half the \$3 billion. The Arsenal is not a cheap alternative, even excluding clean-up costs. And clean-up costs are a crap shoot. No one knows what they would be. We're talking about an airport that will have to handle 110 million passengers a year by 2020."

Echoed Boulware: "The \$3 billion is high. It reflects all the private money, too, that would be invested for hangars, etc. The physical plant itself will run between \$1.1 billion and \$1.5 billion." But that is in 1986 dollars.

The other point? "Stapleton will cease to be an aviation facility. There's no hemming and hawing; it's set in concrete," said Boulware. "Stapleton will cease to operate as an airport," said Roberts, "and (planners will) look at redevelopment alternatives. They will have to use that money to help bankroll the new airport."

By Boulware's own reckoning, Stapleton land, if it were bare of all its facilities, would sell for \$365 million, or about

\$75,000 an acre, to developers.

But many questions, and doubts, exist. They began bobbing up like corks 14 months ago when one of the more controversial, although the smallest, of the outside planning contracts was awarded by the city to Frank Gray's WestPlan Partnership over the objection of some elected officials.

Gray's 18-month, \$150,000 contract (awarded without bids taken), with an \$8,000 advance and free city office space for Gray, called for the study of "developmental and land uses" for both the present airport when it is junked, and on properties near the new Adams County airport.

Denver City Auditor Mike Licht, a probable mayoral candidate himself next year, said the contract not only "overlaps" some planning work being done by others, but its award without bids was "improper" but not illegal. The award originated in the office of Denver Planning & Development head William Lamont who, like Gray, earlier had been Boulder City Planning Director.

"Mayor Peña has appointed Cabinet members and department heads who are spendthrifts," said the Stapleton source, "and he has not reined them in."

"I just don't see how they can junk a \$1.5 billion facility (Stapleton) that already exists," said Licht. "We will need a hub operation in addition to the (new) airport."

Even former Mayor McNichols has noted that the debt service alone on the cost of the new airport will amount to some \$580

million or more.

Other critics outside the administration, too, have called into question Peña's leadership after he backed down in mid-July this year from his proposed ban on the number of so-called Stage 2 jets that airlines use at Stapleton, after airline officials threatened a lawsuit over, among other things, restraint of interstate trade.

City Council did, however, in early August impose some tighter controls on aircraft noise at the same time it approved construction of the two new runways at the present Stapleton to keep up with capacity.

Explained DRCOG's Roberts: "The demand now is 92 flights an hour, and there is only capacity for 78 or so. United Airlines (with 41 percent of Denver's traffic) and the other air carriers estimate they lose \$40 million a year from delays. In just five years they will break even, even if the runways cost \$200 million."

There are a couple of other questions being asked, whose answers are in the future: What if Adams County residents refuse to allow Denver to annex the needed 60 square miles for an airport? And what happens to the planned airport should Mayor Peña lose in a second-term bid in the spring of 1987?

"Nobody's thinking about that," said Boulware. "There's no question about the need for a new airport. It will proceed."

Whenever you set out to do something, something else must be done first. — Murphy's Law, Sixth Corollary.

Van-Aire Estates: Grounded?

The residents of Van-Aire Estates, a fashionable community of 80 homes in the \$130,000 to \$500,000 price range east of Brighton, don't drive to work. They fly to work. Or to Aspen for skiing or to Arizona for golf. They may begin driving like the rest of the mortals if "Peña's new airport," as they call it, is built less than six miles to the south.

Van-Aire, with its own 4,000-foot runway and hangars as well as garages at nearly every home, looks for drastic

restrictions of flying rights and air space when Denver's new \$3 billion airport is constructed, possibly as drastic as what occurred more than 15 years ago at Sky Ranch.

A new east-west runway at Stapleton International Airport, just seven miles directly west of Sky Ranch, forced the airport to close. Van-Aire is a mile closer to the new airport.

"It's very possible there will be no interference at all with Van-Aire," said a

Stapleton official. "We won't know until we see the runway configurations in 30 to 60 days." Planning for the new airport has been in progress for 20 months.

Adams County voters probably will have to approve any annexation of property by Denver for the new airport, and Van-Aire homeowners, along with a growing number of county residents, indicate they will organize to defeat the vote at the polls.

— George Kane

Kitstuff

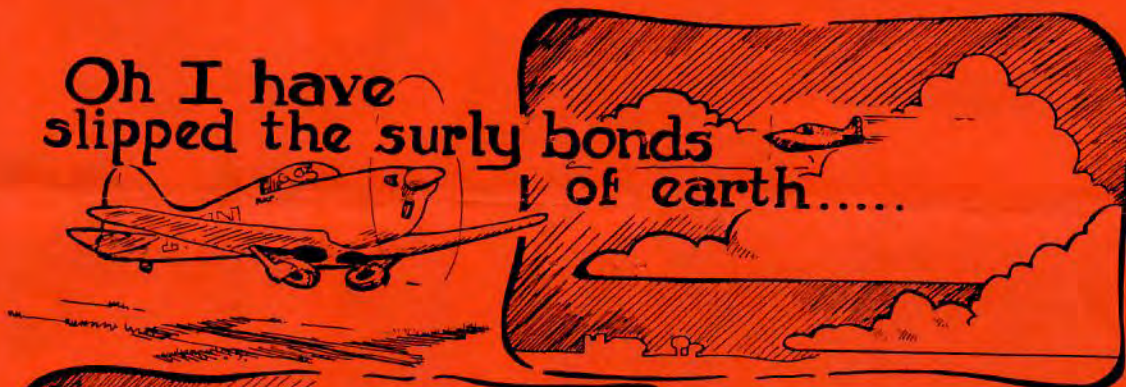
The more we learn about what stuff kitplanes are made of, the more aware we become of the stuff homebuilders are made of. One thing we're sure of is—whether in the workshop or in the flight

pattern—a homebuilder has got to have a funnybone. Day after day, trial after error, the kitplane builder is indeed a special breed.

KITPLANES' special cartoonist,

Robrucha, will be tickling your funnybone each month across two full pages in what we call "Kitstuff" (it's not just for kits!).

Oh I have slipped the surly bonds of earth.....



and danced the skies on laughter silvered wings



....and then there is Oshkosh!





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