

**FEBRUARY
2005**

Volume 32
Issue 2
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EAA MILE HIGH CHAPTER 43

Founded 1957

MILE HIGH FLYER

The Official Monthly Newsletter of EAA Chapter 43

HAPPY VALENTINE'S DAY



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Suggested Aircraft Gifts

1. Chocolate covered synthetic oil candy.
2. Fur covered engine warmers.
3. Red rose decals.
4. (Don't forget to kiss your spinner.)

**NEXT MEETING FOR CHAPTER 43 IS ON
FEBRUARY 12TH. AT 6:00PM.
LOCATION IS AT BRENT HAUGEN'S SHOP
AT 9725 DEL CAMINO LANE IN LONGMONT**

Just a preview of some chapter events: February: Brent Haugen--at his shop in Firestone.
 March: Mike Jensen April: Dean Beard will do a program for us. He'll need a slide carousel
 & screen. May: Picnic at Don's.

UPCOMING ON A NATIONAL LEVEL

- Feb. 15 AOPA Seminar (Weather Wise) at AIMS College Corp in Greeley and
 Feb 16 Radisson Inn & Suites COS Airport Co Springs (both 7-9PM) 1-800-638-3101
 Feb 26-27 NW Aviation Conference & Trade Show Puyallup, WA 866-922-7469
 March 3-5 Montana Aviation Conference Butte, MT 406-444-2506
 March 5-5 Arizona Antique A/C Cactus Fly-In Casa Grande, AZ 520-426-3616
 April 12-18 EAA Sun 'n Fun Lakeland, FL 863-644-2431
 June 3-4 Biplane Expo 2005 Bartlesville, OK 918-622-8400
 June 11-12 Stearman Fly-In St. Francis, KS 785-332-2251
 June 25-26 High Country War birds Fly-In Valle-Williams, AR 909-597-3722
 June 25-26 Rocky Mountain Regional Fly-In Denver Front RANGE 303-452-9757
 July 6-10 Northwest Fly-In Arlington, WA 360-435-5857
 July 15-17 Mooney Pilots Proficiency Program Jeffco Airport 210-525-8008
 July 16-17 Dayton Airshow Dayton, OH 937-898-5307
 July 25-31 Oshkosh AirVenture 2005 Oshkosh, WI 920-426-6523
 Aug 26-28 EAA Mid-Eastern Fly-In Marion, OH 440-352-1781
 Sept 15-18 Reno Air Races Reno, NV 775-972-6663
 Sept 16-17 Tulsa Regional Fly-In Bartlesville, OK 918-622-8400
 Oct 6-9 Copperstate Regional Fly-In Phoenix, AZ 520-760-7770
 Oct 7-9 EAA Southeast Regional Fly-In Evergreen, AL 850-862-0652
 Oct 8-9 Antique & Classic Aircraft Fly-In Valle-Williams, AZ 909-597-3722
 Nov 3-5 AOPA Expo Tampa, FL 888-462-3976

ROSTER CUTOFF

If we haven't received your 2005 membership form and dues by the March Chapter meeting (Mar. 12th.) you will be dropped from the rolls and will not be included in the 2005 membership roster. **IF THIS SOUNDS LIKE A THREAT, IT IS!!!**

For many years now, we have carried everyone over to the roster cutoff date, even though we should make January 1 the real deadline date. So please take heed and reup right now if you haven't already. Thanks, Gene Horsman, EAA Chapter 43 Data Base Editor

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February Chapter 43 Meeting

A place to go when the Laws of Physics are broken, no two objects can occupy the same place at the same time. 6:00PM on Feb. 12th. See you there.

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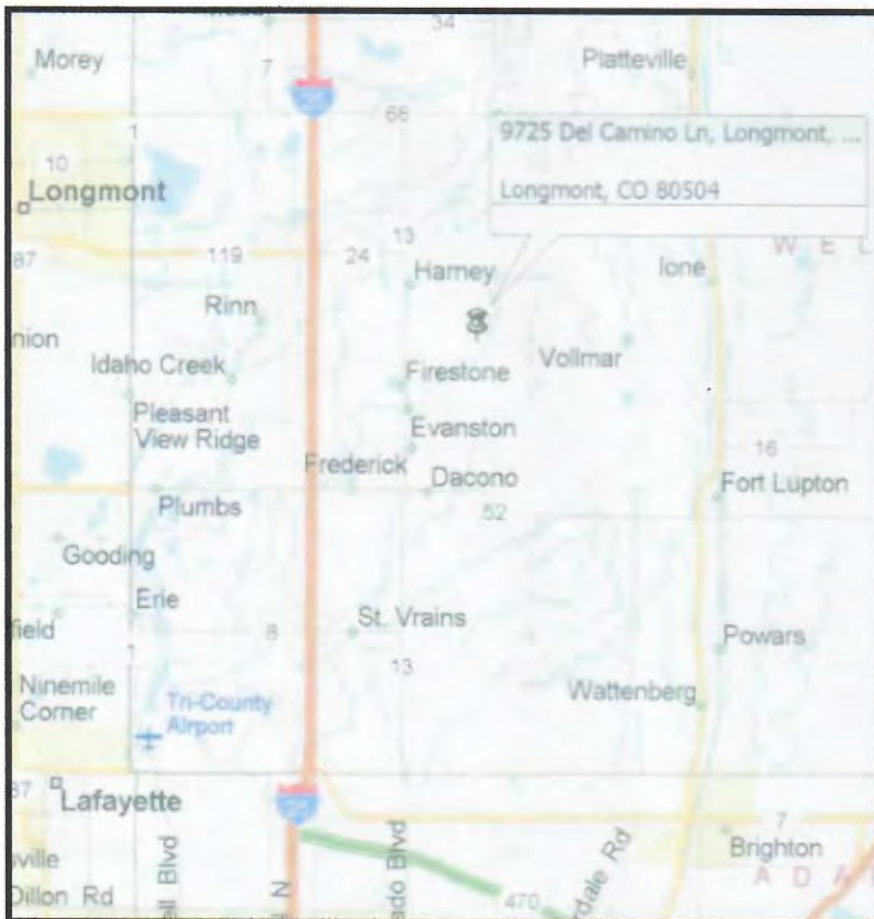
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2005 Membership Information
(Needed for 2005 Roster)

DATE: _____

Name: _____

Spouse: _____

Street: _____

National EAA Membership #: _____

City, State, Zip: _____

Membership Renewal Date: _____

Home Phone: _____ - _____ - _____

**E-Mail Address: _____

****We can now send you our monthly newsletter on E-Mail. It will come to you in a form that has a brief message and a link to our website, where you can then bring the newsletter up in color in PDF format. We also send out periodic news items by e-mail also. The newsletter will be sent to you automatically this way, unless you prefer to receive it by Snail Mail. If so check here. _____**

AIRCRAFT INFORMATION:

Note: Category - Standard, Experimental, Ultralight, WarBird, etc.
 Status: ---Built, Building, Restoring, Considering, etc

<u>Make, Model, etc.</u>	<u>Category</u>	<u>Since (Yr)</u>	<u>Status</u>	<u>Based At</u>
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

Tools and Skills: (Would you be willing to help others or to loan tools? (Yes ___ No ___))

HOW WOULD YOU LIKE TO BE INVOLVED DURING 2005 - 2006?

Would you?

- Run for a Chapter Officer Post For 2005 -2006? -----Yes ___ No ___
- Arrange, Or Be, The Program For One Of Our Meetings?----- Yes ___ No ___
- Host A Chapter Meeting At Your Project?----- Yes ___ No ___
- Volunteer To Serve On the Rocky Mountain Regional Fly-In
 Planning Committee? -----Yes ___ No ___
- Volunteer For The 26th (2004) Annual Rocky Mountain EAA
 Regional fly-In?----- Yes ___ No ___
- Participate in Young Eagles functions, either as pilot
 or volunteer?----- Pilot Yes ___ No ___
 Volunteer Yes ___ No ___

Annual Dues for 2005 are \$20.00. Please make check payable to EAA Chapter 43, C/O Bob Wilson, 1818 Sunlight Drive, Longmont, CO 80501 (Phone 303-682-1857) E-Mail: raw737dro@aol.com

The article about hand propping in the July issue of "Sport Pilot" used the term "good safety practices" in its opening paragraph but didn't describe those "good safety practices". This article describes my attempts to create a FAILSAFE condition when you are tangling belly to belly with a pair of sword blades swung by the power of a herd of horses. Some info I consider important was cut out of the SP issue. This is the complete article.

The "Failsafe" process can start in the building stage of the starterless project. The builder can consider one or all of these three items: [1] If the builder is planning to prop his engine from the rear and that puts him in a position where he is unable to reach the mag or engine cutoff switches in the cockpit, he should consider adding a secondary cutoff switch within reach on the front side (under a cover) of the cowling. [2] The addition of a parking brake valve in the plane's hydraulic brake system is fairly cheap and easy to install. [3] Seriously consider the installation of a sailplane type release hook at the tail wheel mount. It is my favorite hop-stopper and will be on any airplane I build.

The hook is attached to the tail wheel mounting bolts. A 3/32" cable or parachute cord is run forward into the cockpit so the pilot can tug on it to release the hook. I keep several 6 foot lengths of cheap but strong rope that has a loop (bowline type please) in one end. The loop goes into the hook and the other end is tied SECURELY to something the airplane can't move at full throttle: telephone poles, pickup trucks, large farm tractors, the rear wall of the hangar, etc. If you don't want to install a release at least tie the tail down until the engine is running at idle then untie the tether rope. The rope should be hauled up tight to its anchor.

CHOCKS should NEVER be the SOLE method of immobilizing a hand propped airplane!!!!!! During my fifty plus years of aviating I have yanked all kinds of props as different as toothpick racing sticks on Formula 1 racers to the 8 foot planks on the old WW I rotaries. I have witnessed at least ten **chock jumping** events and I have heard dozens of stories about **chock jumpers**. A few incidents were funny, but most were expensive, seriously nasty or tragic.

I had my own memorable **chock jumping** 'incident' that confirmed my distrust of chocks. My 14 year old daughter, Susan, was strapped into the front cockpit of my 'Spezio Twoholer'. My starter motor was being rebuilt so I had to hand-crank the engine. It was a chilly fall day so Susan was wearing her puffy down jacket. After completing our pre-propping checklist, I grasped the prop and made what I call my "kick-pull- step" yank. At the same time Susan twisted to her right. Her left jacket sleeve caught on the throttle and slammed it full forward. The engine roared and the plane instantly hopped over the 4"X4" chocks and headed the Bonanza across the way. It rolled about a foot before my **tail tether** brought it to a roaring halt. I galloped around the wing to the rear cockpit, killed the engine and tried to sooth my slightly terrified daughter.

Even when chocks do hold a runaway engine they can cause lots of trouble. Not very long ago a small biplane rotated right over its well chocked

wheels and ended up on its nose chewing and spewing large chunks of asphalt and wood when its new owner used the wrong starting procedure.

My experiences have taught me to:

(1) Tether the tail **tightly**.

(2) Follow my starting and stopping procedures consistently and completely. If the procedure is interrupted, I repeat it from the beginning **every time!** My **starting and stopping checklists** are mounted on my instrument panel so I never have to rely on my memory. MY 'Stopping' checklist includes a magneto check.

(3) Prepare my passengers thoroughly as to what, when and how I want them to act and react to the various situations that occur during a typical hand-propping situation. When I prop, whoever is in the cockpit holds the throttle in whatever position I place it. He/she places their other hand on or near the mag switch.

Hand signals are described and understood. The major one being the international "stop signal" the horizontal palm rapidly whipped across the propper's throat.

The passenger is to focus his/her attention on the propper continually.

All oral communications are loud and clear. No mumbling is allowed.

Confusion, however slight, stops the procedure until the confusion is erased.

I don't want the passenger holding the aircraft by jamming on the brakes unless that passenger is familiar with aircraft braking systems in general and the propped aircraft's in particular. I've seen rudder pedals bent and/or broken, Cable fittings torn from the pedals and push-pull tubes bent by strong but ignorant passengers.

I don't want my passenger or anyone else touching my propeller without my permission because I don't trust magneto fired ignitions. There are a dozen conditions that can cause the magneto to malfunction and stay **on** (hot) rather than **off** (cold) even when the ignition switch is turned to the 'off' position. I believe most hand propping accidents have been, are and will be caused by **HOT mags** that should have been **COLD!** I ALWAYS treat my magnetos as if they are HOT.

It has taken a bunch of words to finally bring us to the point of standing nose to nose with our airplane. The prop position should be set just before a compression stroke of the engine and at a comfortable angle for the propper. The prop on a tall plane like a Stearman or WACO might be set almost horizontal while the prop for a Hummel Bird could be almost vertical.

The trailing edge of the prop blade should be grasped in the creases between the tip and middle joints of the fingers. I use golf gloves or archery pads for props that have very sharp trailing edges.

DO NOT WIGGLE THE PROP!!!! Some magnetos have a device called an IMPULSE COUPLER that quickly rotates the ignition points and causes the mag to fire with very little movement of the prop.

Now the propper is ready to perform the **kick-pull-step** maneuver. The propper shifts his weight onto his left leg and kicks his right leg to the left in front

of his left one (Never into the prop's arc.) He then simultaneously pulls down on the prop blade as he swings his right leg to his right and rear in a long step. This maneuver adds the force of the moving propper's body and the right lunge to the arm's yank. It also moves the propper's body away and to the side of the propeller arc. Practice hand propping (COLD mags please) until you are comfortable doing it.

If the engine doesn't start, do your 'stop engine' checklist and analyze the situation. When you think you have solved the problem, repeat your 'start engine checklist from the beginning. SP article end.

Tailhook release:

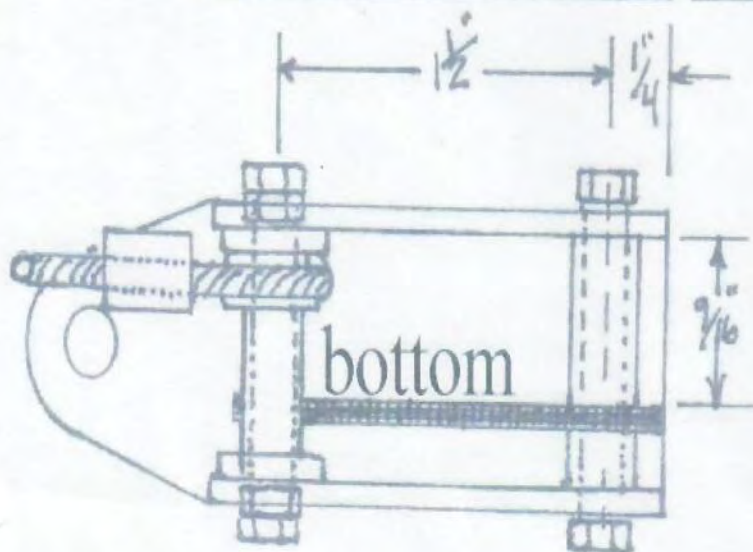
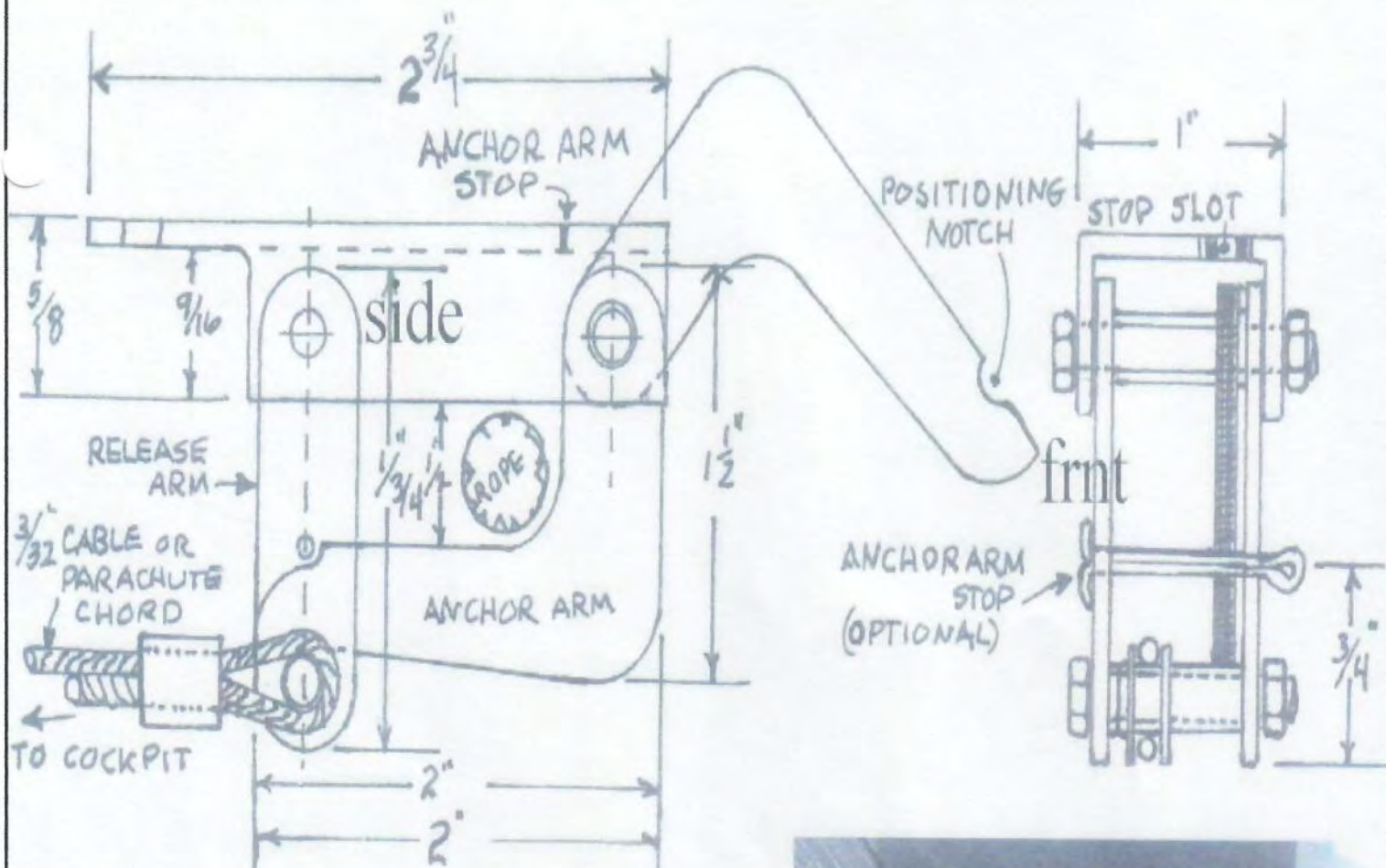
I cobbled up the tailhook release shown in the drawings and photos that accompany this news letter article many years ago. Several release designs have appeared in EAA and SSA mags over the years but I like this one because it does not need any welding and is easily mounted to the tailwheel spring. I made the one shown in the photos in an afternoon. I spent more time collecting the materials than cutting and assembling the pieces.

PS: I want to thank Ron Denight and Don Coleman for proof-reading and improving this article.

I also want to thank Jerry Zimmerman for joining me in our program about the B-47 Stratojet. His clear and detailed descriptions of the various aspects of flying the B-47 made his great knowledge obvious. His recounting of his flying experiences made the presentation very satisfying and enjoyable for me.

TAILHOOK RELEASE

1. Front tang usually attached to front tailspring anchor bolt. It should be offset so spring doesn't limit anchor arm rotation.
2. Front tang may be lengthened and/or bent to better position tailhook release.
3. Use a piece of 1" to 1 1/2" mild square steel tubing of suitable length and wall of .090"-.125".
4. Drill and cut tube according to drawings.
- 5 Use steel, brass or copper tubing as spacers on 3/16" bolts.
- 6 Washers can be used as spacers. Solder or glue them together.
7. Run cable thru 16" curved and flanged tube (Al, Copper, Plastic) into fuselage.
- 8 Run cable thru several guides to handle in cockpit.



Many members and families enjoyed the annual banquet at Cinzetti's. The Chicken Cacciatore, Lasagna Bolognese, Pizza Margherita were consumed by the plateful. And who ate all those Garlic Mashed Potatoes? The pan was always empty when I walked by. Several awards were handed out for outstanding dedication. A note from Ron.

Dear folks, it was a real surprise to receive the Life Time award at the Dinner meeting. I want to thank the officers and the board of directors for even considering me for this very fine thing , the wood plaque is absolutely beautiful (it will never be fire wood). I usually do not attend the dinner meeting, however several people pestered me about going this time, now I know why.

Not being a man of many words : Thank You just does not say enough.
Again Thank You Ron Denight

Take a moment and remember the passing of a friend and fellow pilot, Ron Cothorn. The memorial service was held on January 7th. at the Broomfield United Methodist Church. A 3 plane missing man formation passed over. Any memorials are to be sent to EAA Chapter 43 in care of Bob Wilson.

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Mile High Flyer
EAA Mile High Chapter 43
 Gene Horsman
 Data Base Editor
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