

# EAA MILE HIGH CHAPTER



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423-5134

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NEWSLETTER  
KIRBY WHITE  
423-5134

VOLUME 8, ISSUE 9, SEPTEMBER, 1985

THIS MONTH: There will not be a meeting of Chapter 43 in September, as decided by the membership at the August meeting. The Greeley Fly-In was considered to be our gathering for the month.

LAST MONTH: With 46 members and guests in attendance, the meeting of August 10, 1985 was called to order at 7:50 P.M. by President Kirby White at the Rocky Mountain Energy Center. The minutes of the July meeting were approved as published in the Newsletter.

Guests: Guests present were Ken Williams of Arvada -- who is interested in all airplanes, Bob Bruce of Golden, Chuck & Gaberial Spencer of Ft. Lupton (guests of Marvin Wahl) -- who are rebuilding a Bamboo Bomber, Chuck & Bill Ogden of Denver (guests of Dean Cochran), and Aaron Schomberg of Littleton (also a guest of Dean Cochran). And also the wife and son of Dave Krohnfeldt.

Treasurer's Report: There was none given.

Old Business: A discussion was held on the upcoming 7th Annual Rocky Mountain Regional Fly-In which was to be held in Greeley on September 6-8 this year. Bill Marcy (the President of the Fly-In Committee) gave a talk about the Fly-In and told us that the support of everyone was needed to make it a success. He asked all Chapter 43 members to go up for at least one day. Cathy Sheeon mentioned that she needed to have all advertisements by August 18 for the Fly-In Program that she was working on. Chapter 43 member Chuck Sabados (the Chief Judge of the Greeley Fly-In) talked about his plans for organizing the judging and said that he could use a few more judges. He also talked briefly about how judging was carried out at some other Fly-Ins that he had attended this year. Kirby White (the Chairman of the Trophy and Awards Committee) asked those who might be interested in building a trophy to talk to him during the break.

New Business: Bill Marcy, who is an Aeronautical Engineer, told us that he would be retiring from Martin Marietta on October 4, 1985, and would be doing aviation design consulting work on a full time basis. Call Bill at 986-4398 if you'd like to discuss something with him. Chapter 43 member Bill Amos brought in some specification sheets and price lists on the RV-4. Ron Denight brought in some drawings of the pitot tube that he recently built and installed on his Special. He also showed a nosewheel tire that was for sale. Kirby talked about the FLAM-X fire extinguisher that he was sent by Inter-Mountain Machine, Inc. of Loveland, Colorado. It is a very compact unit, and has a shelf life of ten years. The extinguishing agent is



New Business cont: Halon, which is excellent at putting out a fire and doesn't harm avionics or instruments or other interior components (not to mention being safe for the pilot and passengers). It is being sold for \$9.95 each plus shipping. Kirby said to see him for ordering information. Dave Krohnfeldt told us that he had accepted a job with the United States Customs Service as a radar operator and would be moving to Arizona. He asked if anyone had a trailer he could use to transport his Stits Flut-R-Bug. A few suggestions were made of people for him to contact. Everyone wished him well in his new position, and we all hope he will keep in touch with us. In addition to the discussion of the Greeley Fly-In, a few other aviation events were talked about. One of them was an Open House that Colorado Aero Tech was planning for August 18, 1985 from 1:00 P.M. to 4:00 P.M. Guest Charlie Spencer told us that anyone who wanted to show their airplane was welcome to do so. He gave some details of when to take the airplanes to the facility. Those who went to Oshkosh talked about the event at some length. Everyone seemed to have had a great time, and made those of us that couldn't go very envious of them. The Concorde was evidently the hit of the show. There were lots of positive comments about it. Chapter 43 member Ken Lysek read an article from "Western Flyer" that detailed the restrictions in several key areas in the Notice of Proposed Rule Making regarding the recreational pilot's license. There was much discussion on the subject, and it was decided that a letter should be written which would be passed out with every registration at the Greeley Fly-In. Ken Lysek and Bill Amos volunteered to write the letter, Pam Carver said she would type it, and Dean Cochran said he would see that it was copied and delivered to the Fly-In. Several people mentioned problems in getting the local GADO to approve Major Alterations because the FAA has not kept them current on the list of STC's that are being approved and becoming available. The GADO simply doesn't have any paperwork on them. Kirby asked the membership to decide whether to have a Chapter 43 meeting in September or not. The meeting normally falls on the weekend of the Greeley Fly-In, but this year will fall a week later. It was voted that the Fly-In would constitute the September meeting.

Gene's Corner: Gene Horsman was out of town in the 1940 Luscombe 8A for a fun vacation, so was not able to inform us of recent aviation items of interest.

Progress Reports: Guy Sheeon told us about the 1947 Piper PA-12 Super Cruiser that he is working on. He has completely recovered it, and done some modifications along the way. He is installing a Lycoming O-320, and has added a ski tube. He had hoped to have it flying in time for Greeley, but won't quite make it. (Editor's note: I know of several members that are close, but won't quite make it to Greeley, either).

A&P: The business portion of the meeting adjourned for refreshments at 8:40 P.M. After the break, two films were shown. The first was "Mountain Flying," which was filmed in Colorado and showed some spectacular scenery. It stressed safety in flying through the mountains. The other film was "Aeronautical Oddities," which is always fun to see. Many thanks to Herrill Davenport for running the projector.



## THE FUN TRIP!! by GENE HORSMAN

People often seem sceptical when told that a 3,000 mile trip in an old airplane is not difficult.

We old timers, older than the airplane, that is (which is ancient), think nothing of jumping in an antique airplane and zooming off at 90 miles per hour, and using map and compass, navigate across the country.

Pilots who are younger wouldn't consider the trip without dual nav-coms, DME, transponder, and all other modern day gadgets (and they had better be working!).

I just completed such a 3,000 mile, 36 hour flying time trip that started like all others. Got off early! Three quarters of the way to airport, realized I forgot to bring a jacket. Can't fly and camp out without one. Returned home for jacket. Wife wants to know what brings me home so early. Ha Ha!

Back to airport. Load, check everything, and get airborne. Front had passed through early in morning. Headwind already. First stop was Wray, Colorado. Winds gusting to 35 from East, runway runs SE-NW. Uni-com says there is gravel runway into wind. Looks like access road. Quick 270 and plunk. No roll, difficult  $\frac{1}{2}$  mile taxi.

Refuel, off on gravel and on to Nebraska. Sky getting darker. Land at Minden, thank goodness for grass runway into wind. FSS reports tornado alerts across path. Stay in Minden for night. Visit Pioneer Museum (good old aircraft display) and get good nights sleep.

Front passes, beautiful morning. This is what flying is all about. On to Shenandoah, Iowa. Balky engine start wears two of us out before engine running again.

On to destination for day, Blakesburg, Iowa. Home of Antique Airplane Association and 1985 Fly-In and Convention. Already close to 100 old airplanes on field. Make traditional low-level fly by. What is guy doing on corner. Oops, he is video taping. Have to make good landing when I come in. A greaser on the grass. Probably will never see tape but know I looked good.

Get settled in with camping gear and tie downs. Already found by Colorado people. Make plans for side trips on Sunday and Monday. Take first pictures. Find Luscombe built four days before ours. Don't get to talk to owner before he pulls out. Pub opens at 6:00. Beer tastes great!

Sunday four aircraft go to Keosauqua for lunch. Fly down river at low level. Great fun! Back to Blakesburg.

Monday six aircraft head for Amana Colonies. Very strong 90 crosswind on landing. Everybody makes it in. Eleven people enjoy family style lunch and then shop for three hours and back to Blakesburg. Monday evening strong wind and rains. Pretty little restored Champ pulls tiedowns and flies over into trees totally destroying aircraft. Everyone sad. Only aircraft damaged.

Tuesday morning. Pulling out for Ohio. Ground fog delays departure. Have breakfast and pack up. Finally get out at 8:30.

Good flight until Ohio-Indiana state line. Heavy showers but visibility still good. Break out into sunshine and on to Toledo.

Family waiting in Toledo. Refuel and tie down. Enjoy visit. Take relatives for ride. Niece and Nephew really like flying. Nephew will ultimately be aviation buff.

Heavy rain on Thursday night. Friday flight shows terribly rough mag on right side. Put in shop. Nice people drop everything and troubleshoot. Wet plug lead finally is cause. Dried out, no more problem. Had two days of Colorado type visability in Ohio. Unbelievable, 50 to 100 miles. Once in a lifetime happening.



Monday morning take off for Denver. All the bad weather is south of me all the way. One fuel stop in Indiana, one in Illinois. Can see Chicago skyline in distance.

Reach Minden, Nebraska again after nine hours in cockpit. Decide that's it for the day. Weather drops in behind me. Early start Tuesday morning goes down tubes. Ground fog and low ceiling hold. Check out of Motel at 10:00. Go to airport and decide to find bottom of ceiling. It's at 400 feet, chop power and land.

Then the hand that always helps aviators showed. Up drives a motorcyclist. Turns out to be a pilot, and member of airport board. After shooting breeze for a while he invites me home for lunch. I accept, of course! Back to airport at 12:30 and ceiling has lifted.

One thousand is possible with three miles and so head west. Follow roads until weather begins to lift. Serious headwinds call for fuel stop at McCook, Nebraska. P-51 being repaired on ramp. New starter being installed. Most of McCook back into sunshine. Still have headwinds. Land at Akron, Colorado for last fuel before Tri-County. Have oil temperature problems after getting airborne. Creep up to 7000 feet to get cooler air. No more headwinds 1 hour and 12 minutes to Tri-County.

A very neat trip. Lots of flying, lots of nice people, easy navigation. Who said old airplanes aren't useful? I'm ready to go again!

ROSTER UPDATE: The following member has a new address:  
Tom Johnson, 4633 E. Garland, Fresno, CA 93726, KR-2

LOSS: Chris Beachner was killed in a crash of his Beachner V8 Special while visiting in Seattle, Washington. That is all I know at this writing, but will pass on anything more I can find out.

PLANS: Burt Rutan has announced that, for several reasons, he will no longer sell plans for any of his RAF aircraft. This makes one wonder what the rest of the industry will do. Also, Burt has the new title of Vice President of Beech Aircraft.

LETTER: The front page of this Newsletter is the letter that was mentioned in the New Business section of the August meeting minutes. It concerns the NPRN regarding the recreational pilot's license. An overview of the NPRN is printed elsewhere in this Newsletter. If you are in agreement with the letter, please send it in. Or write your own.

GLOSSARY: From "I'd Rather Be Flying" by Donna Vasco  
Icing: a sticky confection not easily removed from boom mikes.  
IFR: affliction of pilots who get vertigo when they watch where they are going.  
IFR Traffic: a heavy concentration of aircraft over a given point, each demanding the same route and altitude and each having special priority.

RECOMMENDED: The Antiquers Newsletter of September, 1985 included the following paragraph: Pinedale, Wyoming has a nice airport very close to the Wind River mountain range. It will soon have car gas. It has courtesy cars, rental cars, hangars & tiedowns, and the operators are extremely friendly and helpful. This is a recommended stop.





August 23, 1985

Dear Chapter President:

Please excuse me for not personalizing this letter. However, time is of the essence and we must respond, rapidly, to an NPRM which will have a negative effect on the holders of private pilot's licenses and far-reaching implications for the future of the aviation community.

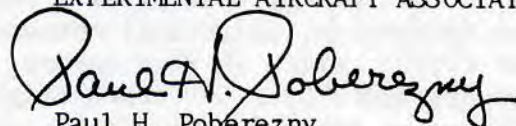
I am speaking of the Notice of Proposed Rule Making regarding the recreational pilot's license. I have enclosed a copy of the NPRM and an analysis and comment prepared by your Headquarter's staff. I believe the analysis clarifies this complex and confusing NPRM and clearly explains EAA's opposition to several of the key points of this proposal. We have also enclosed an agenda to help you plan your next chapter meeting or, if necessary, special meeting. I urge you to discuss the NPRM at that meeting. Although we have asked for a 60-day extension on the comment period, the deadline for comment, as now scheduled, is September 24, 1985. I am personally disappointed that FAA does not choose to provide the public with a sufficient opportunity to comment on this proposal. In fact, even though we requested copies of the NPRM back in early June, we did not receive them until mid-August. This certainly indicates a lack of attention on the part of FAA.

If you do not have a scheduled chapter meeting between now and the deadline, I urge you to schedule a special emergency meeting. I believe you should also invite non-chapter members to attend that meeting. Our goal is to generate a large volume of carefully thought out and knowledgeably written comments on this NPRM.

This is our only opportunity to have FAA make changes in this proposed rule based upon our input. Let's not permit this opportunity to slip through our fingers. If this NPRM passes, as it is now written, we will have no one to blame but ourselves.

Yours sincerely,

EXPERIMENTAL AIRCRAFT ASSOCIATION

  
Paul H. Poberezny  
President

cg

Encl.

EAA® ... the sport aviation association





# EXPERIMENTAL AIRCRAFT ASSOCIATION

WITTMAN AIRFIELD, OSHKOSH, WI 54903-3086  
PHONE: 414/426-4800

August 23, 1985

## EAA'S ANALYSIS AND COMMENT ON

### THE PROPOSED RECREATIONAL PILOT'S LICENSE REGULATION

(14 CFR Part 61 -- Docket No. 24695; Notice No. 85-13: Certification of Student Recreational, Recreational, Student, Private and Private Pilots)

#### AN OVERVIEW

While EAA supports the concept of a "simplified" certificate for recreational pilots, and has looked forward to a significant and beneficial regulation on this subject, it cannot approve of the FAA's NPRM on this subject in its present form. EAA is very disappointed in this proposed regulation which was based upon a concept which held great promise for revitalizing aviation.

EAA has always endorsed safety, simplicity and economy in sport and general aviation. This NPRM does not meet the needs of the aviation community by providing a simple, inexpensive, entry-level recreational pilot's certificate. Rather, it proposes a complex regulation which would provide a recreational certificate nearly as expensive and as difficult to obtain as a private pilot's license, without the utility afforded by the private pilot's license. EAA feels that this Proposed Rule Making will result in greater confusion and complexity without making any real contribution to improving the safety or economy of aviation.

EAA is very concerned that this NPRM does not address the process of an orderly and logical transition from recreation pilot to private pilot. There are no provisions for recreational pilots who intend to use their initial certificate as an inexpensive stepping stone to a private pilot's license. The historical precedent for adding ratings or "building blocks" to one's pilot's certificate should be reflected in the recreational pilot's certificate. As a recreational pilot gains experience and demonstrates greater skills, a CFI should be able to endorse the recreational pilot's certificate for radio communication, radio navigation, additional meteorology, limited instrument capability, night flight, etc. In this manner, after a prescribed number and types of endorsements by a Certified Flight Instructor, the recreational pilot could become ready for his or her written exam and flight check leading to a private pilot license.



EAA'S ANALYSIS AND COMMENT ON  
THE PROPOSED RECREATIONAL PILOT'S LICENSE REGULATION  
August 23, 1985  
Page 2

THE FOLLOWING KEY POINTS OF NPRM DOCKET NO. 24695; NOTICE NO. 85-13  
SHOULD BE OF CONCERN TO ANYONE INTENDING TO COMMENT ON IT.

NEW REQUIREMENTS FOR PRIVATE PILOTS

EAA opposes the inclusion of additional restrictions on current private pilots in this NPRM. If the provisions relating to current private pilots are not removed from this NPRM, EAA is opposed to the entire proposal. FAA is seeking to amend Part 61 to introduce an annual flight review for all non-instrument rated private pilots and recreational private pilots with less than 400 hours of flight time. FAA would also require flight instruction for any pilot with less than 400 hours of flight time who has not flown as pilot-in-command during the preceding 180 days. This NPRM also requires all private pilots and recreational pilots to undergo two hours of recurrent training annually. EAA believes that these provisions have no place in a document which was intended to provide a simplified entry-level certification process for recreational pilots.

THIRD-CLASS MEDICAL CERTIFICATE SHOULD NOT BE NEEDED  
FOR RECREATIONAL PILOT'S CERTIFICATE

FAA has not yet decided whether to require a third-class medical certificate or a "self-certification of no known medical defect" for the recreational pilot. EAA sees no reason for a recreational pilot to be covered by a third-class medical certificate and notes that a third-class medical certificate is not, quite correctly and logically, required of glider pilots. This privilege must be extended to the recreational pilot if the certificate is to retain any of its intended simplicity or economy.

FIFTY-MILE RADIUS LIMIT

EAA finds limiting a recreational pilot to a 50-nautical mile radius from the departure airport unacceptable. If the recreational pilot's certificate is to retain even its minimal intended level of utility, this provision cannot remain part of the NPRM. In some areas of this country, this provision would restrict a recreational pilot to his home airport. If this restriction is based upon the assumption that a pilot cannot navigate his aircraft without radios, it must be noted that prior to the 1960's, pilotage and dead reckoning were the primary techniques of navigation for all private pilots. Today, tens of thousands of private pilots who fly simple, non-radio, aircraft have demonstrated the ability to fly cross-country effectively, efficiently and safely. If FAA believes that it is necessary for a recreational pilot to land frequently in order to receive weather updates, it must be noted that it is currently very difficult for a private pilot to obtain an adequate weather briefing from the already overburdened FAA in many areas of this country. This is simply not a reasonable, practical or logical solution to weather-related accidents.



RECREATIONAL PILOTS WOULD NOT BE PERMITTED  
TO FLY FROM CONTROLLED AIRFIELDS

EAA feels that it is unreasonable to restrict recreational pilots to airports without operating control towers. This severely limits the utility of the recreational pilot's certificate. Again, EAA believes in the "stepping stone" theory of aeronautical training and believes that the recreational pilot should be eligible for a "radio endorsement". Existing FARs would keep non-radio aircraft out of controlled air space.

CONFUSING "FLIGHT TRAINING" PROPOSALS

Under this proposed rule, FAA intends to eliminate the "flight hour requirement" for the private pilot's certificate and for the recreational pilot's certificate. Instead of 40 hours' of training, FAA proposes logging "15 flights of instruction".

EAA reserves judgment on this provision until FAA finalizes its proposal. At this point, four separate proposals are under consideration. EAA believes that FAA should define its position prior to asking comment on this portion of the proposed rules.

Generally, EAA prefers the logical simplification of providing a requirement of a set number of hours for the recreational pilot's license. Perhaps a minimum of 20 hours should be used as a benchmark. The CFI would have the authority, of course, to lengthen this period to insure that the recreational pilot possesses the appropriate skills and knowledge.

AGE LIMITATIONS

FAA has decided, in this NPRM, to retain the minimum age requirement at 16 years.

EAA believes that 14 years of age should be the minimum age requirement in the student recreational pilot's certificate. FAA's experience with 14-year-old student pilots who participate in gliding does not indicate any particular problems or limitations encountered with 14-year-old students.



Federal Aviation Administration  
Office of Chief Counsel  
800 Independence Avenue, SW  
Washington, D.C. 20591

ATTN: Rules Docket (AGC-204)  
Docket No. 24695, Notice #85-13

Dear Sirs:

This letter is in response to your proposed NPRM notice #85-13, Certification of Student Recreational, Recreational, Student Private and Private Pilot. I feel that this amendment does not address fairly the issue the committee showed concerns about.

The amendment as written, in my opinion, seems biased toward providing increased revenues for Flight Instructors instead of increasing safety. To increase safety you should be concerned with the number of recent flying hours within a fixed time period, rather than the total number of flying hours. This would insure a higher level of proficiency due to currency.

I therefore oppose this amendment due to the fact that the FAA will not be able to enforce the proposal as well as it should. The amendment will also further burden the general aviation sector with higher cost and will not enhance safety.

Respectfully,



FROM THE PRESIDENT: I had the pleasure of flying with Mike Cochran during the fly-by over the Louisville Parade on Labor Day morning, September 2, 1985. There was a really good turnout of aircraft. Thanks to Roy Maneely for arranging everything. Listed below (in alphabetical order of aircraft) are those who met at Fri-County. Please excuse me if I have left anyone out.

Aeronca L3B -- Roy Maneely & Dean Smith  
Bartonaude "Sylkie I" -- Wayne Barton  
Jodel F-12 -- Jim Douglass  
Luscombe 8A -- Mike Cochran & Kirby White  
Luscombe 8A -- Phil Henninger  
Nugget BD-2 -- Herrill Davenport  
Stinson 108 -- Ron Benell  
Stinson 108 -- Michael Pratt  
Thorp T-18 -- Dean & Dave Cochran  
Wittman Tailwind -- Bob Johnson  
Wittman Tailwind -- Nels Rennerfeldt

I have heard, Mr. Editor, that the article in this Newsletter that Gene Horsman wrote had to be typed by you. Is that true? I feel that Gene should have delivered a nicely typed and copy ready account of his trip for you to put in your Newsletter. Gene knows how to type. What's his excuse?

FROM THE EDITOR: Thanks for the concern, Mr. President, but it is not warranted. That really wasn't a very nice thing for you to say about Gene. I welcome any and all articles from members to put in this Newsletter. If they are not typed, I will gladly do so. Many people do not have access to a typewriter, or don't have the time if a typewriter is available. So please leave Gene out of this. I am thankful for his article.

AVIATION HAPPENINGS: September 28 & 29, 1985 Colorado International Airshow, Pueblo

MARKETPLACE: For Sale: 1947 Lycoming O-235C, 100 HP, 1200 SMOH, with prop and muffler, from Piper PA-12, Guy Sheeon 232-9535

For Sale: 12 qts. Aeroshell W, \$1.50 each, Jack Pinover 288-7520

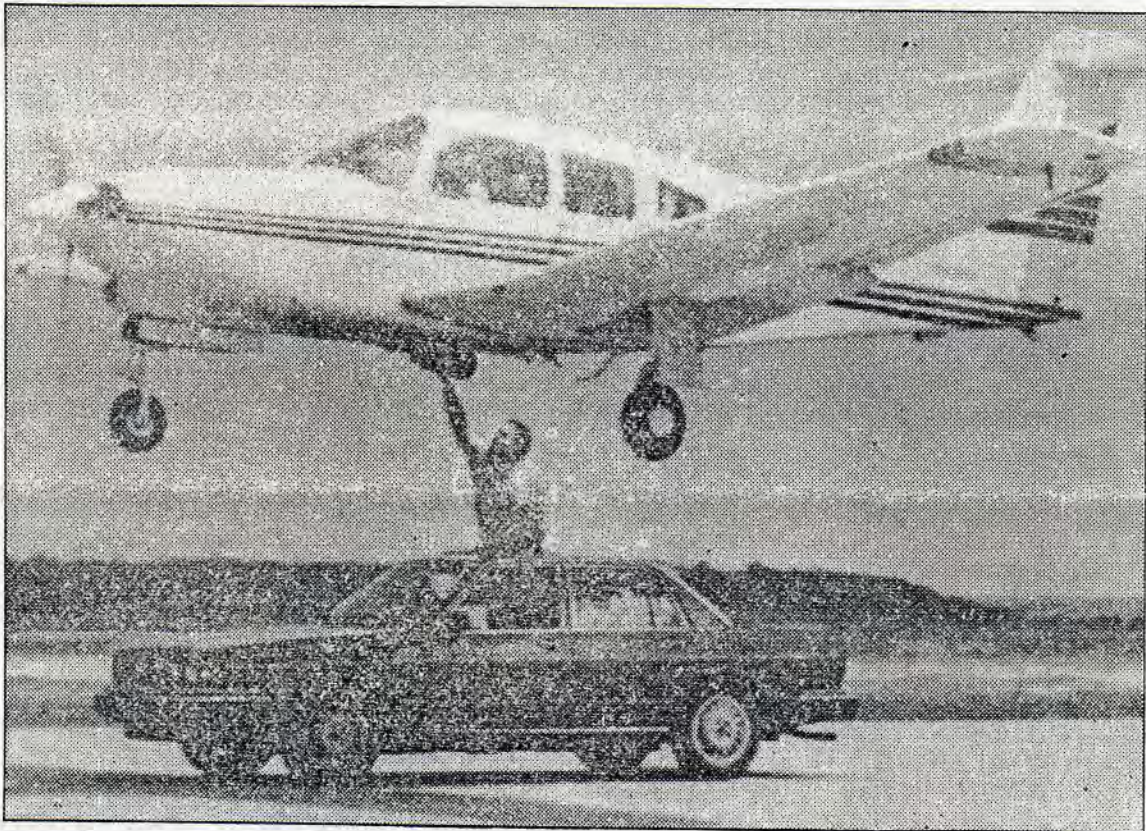
For Sale: Waco YKS-7 biplane, with spare engine, \$22,500, Jack Greiner 444-7389

For Rent: Workshop areas for aircraft projects, located on Boulder Airport, Bobby Ward 442-8767

### MOTHER GOOSE & GRIMM







Associated Press

## No, he's not holding it up

Airplane mechanic Joe Lippo stood on the seat of an Audi traveling at 90 mph Tuesday, his body sticking out the sunroof, and yanked into place the jammed landing gear of the airplane flying just above. The plane landed safely at the St. Au-

gustine, Fla., Airport after Lippo pulled its retractable right wheel, which had not fully extended from its position in the wing, into landing position. Jim Moser, a stunt pilot for 15 years, drove the speeding car down the runway.



Chapter 43 Newsletter  
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