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EAA MILE HIGH CHAPTER 43

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MILE HIGH FLYER

The Official Monthly Newsletter of EAA Chapter 43

Scott Serani Bio

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Born and raised in Chicago in the 50's and 60's, about a mile and a half off the end of 32L at O'Hare Int'l., my fondness for aviation began as a kid watching and admiring those big 747's as they lumbered off that 13,000' runway seemingly headed right for our kitchen window. (My parents, however, weren't very fond of that same runway when the winds favored 16R and those same 747's were dumping their fuel all over their cars and lawns.) The airport itself was our "mall" where we hung out for endless hours growing up.

I attended the University of Dayton, majoring in Computer Science and Business Administration graduating in 1972 upon which I accepted a job in the Chicago area as a data processing manager (back in the days when a 1.2 million dollar computer was housed behind the glass walls like an art exhibit – that same computer has less muscle than today's watch). Two jobs later, having honed some of my business skills, I got the entrepreneurial bug and loving to ski, I bought into a wholesale/retail garden center business in Loveland, CO and moved to the Front Range in the spring of 1978.

On June 29, 1980, I married my lovely wife Jill (also a Chicago native and only child of Ron Cothorn a long time Chapter 43 member). That kept that flame for aviation flickering having flown with Ron on every chance I could. Trips back to Chicago primarily consisted of endless hours at Clow Field sanding that Long EZ of Ron's and performing maintenance work on that same 1946 Aeronca Champ you can find in my hangar today.

When Ron moved to Broomfield in the early 90's and thus out to Erie Airport, the interest was maintained. Flying whenever time would permit and honing some building skills with the likes of Ron Denight and Mark Yelich (hangar mates of Ron's) that little flame for aviation continued flickering, but my priorities were all out of whack. I was one of those 80 hour a week guys focused solely on building the business I still have today. It wasn't until the early 2000's, when Ron Cothorn started to decline in health that I came to the realization that life is not all about work – I needed a release and that welcome release came in the form of building and flying.

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The next Chapter 43 meeting will be at Metro Airport in the Mt Evans Room at 7:00 PM on April 10th. Program will be The Helios Team from CU.

EAA 43 Meeting Minutes March 13, 2010

Scott called the meeting to order at the hanger of *Dan Murray* in Longmont.

Visitors: *Jesse Aden* of Fort Lupton, *Matt Aden* of Fort Lupton, *Neal Andersen* of Longmont, *Tim Drnec* of Denver, *Tyler Garrod* of Brighton, *Jeremy Heide*, *Tom Kreil* of Frederick, *Channing Lovely* of Westminster, *Howard Morgan* of Longmont and *David Shenk* of Longmont. Welcome all.

Scott read a letter about a person named *Crock O. Schitt*.

March meeting minutes accepted.

Progress Reports: *Greg Hall* is working on engine baffling on his Fisher Horizon. *Georg Grell* did test flight on his Skybolt and is looking for engine parts for an IO-360. *Miles Lee* discovered a plug in the prop governor while getting his RV-10 ready for paint. When *Scott* heard about it, he removed his prop gov. and out fell the plug. Both planes run fine now.

Trip Reports: *Brian Cabebe* shared about his second attempt to fly his dad's Maule into Mexico. Cities: Started at Kerrville, TX to Monterrey, Nuevo Leon, to Celaya, Guanajuato, drove to San Miguel de Allende, Guanajuato. Flew to Morelia, Michoacan then to Oaxaca de Juarez, Oaxaca then to San Cristobal de Las Casas, Chiapas. Drove to Chiapa de Corzo, Chiapas and back to take a boat trip up the river to see Playa del Carmen, Quintana Roo.

George Hayes flew his Piper Cherokee 140 to Santa Rosa NM for a visit and had a delay coming back because of snow.

Safety Report: *Stephanie Wells* shared about "Crosswind Landings". See section in newsletter.

Budget Report: *Roxie Juul* gave us the numbers. (These figures will soon be available to registered members on the chapter website) *Brian Cabebe* also said the chapter has \$710 in credits for Young Eagle activities.

Scholarships Report: *Lynn Miller* & committee (*Steve Beach* / *Gene Horsman*) selected *Destiney Krell* as the candidate for the 2010 scholarship to EAA Air Academy this summer. She is a 14 year old young lady that has a high level of enthusiasm and passion for aviation.

Newsletter Report: *Bob Young* needs all info by last week in month.

Website Report: *Brian Cabebe* is working on the new chapter website. Check updates at eaa43.org.

Young Eagles: *Miles Lee* shared about the last event with Legacy High School. See column. *Scott* mentioned a benefactor is so impressed at what the chapter does with Y.E. that he will match the first \$1000 raised for the program.

Snowbusters: *Tom Tomlin* shared about the upcoming event on April 24. Plenty of ramp space will be available for planes. See column.

Calendar: *Greg Hall* is getting pictures for our 2011 calendar and gave us a photo tip.

Old Business: *Brian* had some chapter business cards to hand out. A place is available on the back for a name and phone number to hand out to interested parties. *Bill Murphy* completed a Fisher Tiger Moth R-80. *Bill Mitchell* made the first flight and the plane survived.

New Business: *Scott* took some time to share about the Erie Airport dilemma about Runway 9/27 and the current Town of Erie administration. A meeting has been set up with the current mayor to share the different views. Adjournment motion by *Dean Cochran*.

Program: *Herrill Davenport* introduced *Dan Murray*. He shared about a very colorful life and had many pictures to document his experiences. *Dan* is currently in the process of selling his hanger and many of its contents. Check *Barnstormers*. *Dan*, the chapter greatly appreciated you hosting our meeting.

Dan Murray



Lynn Miller and Destiney Krell



After Ron's passing in early 2005, the family decided to sell the Long EZ and embark on building N816RC, our prized RV10. My son Eric and I could have never scripted a better bonding between father and son than those two years (while he was a junior/senior in high school) working every available hour on the 10. The whole family got involved and had a vision of what life outside the business could be like. Eric and my daughter Megan earned their tickets and the old man followed in 2006.

Today, that passion for aviation is about the level of a blast furnace. I'd rather be out at the hangers building or flying than just about anything else. It is never too late to alter one's priorities in life - a very valuable lesson I am very proud to say I learned in the nick of time.



You Need A Laugh

You're a real recreational pilot if:

- You've drunk so much airport coffee, the stuff served at Starbucks tastes weak.
- You love golf courses for their potential as off-airport landing sites.
- You hear an aircraft overhead, you look up and identify it, whether you know what it is or not.
- Your first solo flight came before your first date.
- You remember your first solo flight better than your first date.
- You were married during the week so you wouldn't miss flying on the weekend.
- Your wedding cake had wings.
- You plan your vacations around visits to aviation events and air museums.
- Your favorite smell is 100 octane fuel.
- Your computer automatically boots up to the radar weather.
- You are the only one on the escalator whose ears don't pop.
- Your hanger is outfitted as your home away from home.

Diagnosing Engine Problems

Dick Koehler, Technical Counselor #3023, EAA

Member #161427

I had an interesting call a couple of weeks ago from a fellow EAA Chapter 186 member concerning a mag drop problem he was having. What follows is the troubleshooting process we went through to isolate the problem.

He was experiencing a drop of 225 to 250 rpm on both magnetos during the run-up at 2000 rpm. The normal limit for this engine is a 175 rpm drop. The engine also showed signs of having a rich fuel/air mixture, and the EGT probes on each cylinder had burned off. The problem showed up after about 100 hours of operation on a Lycoming 10-320 engine installed in a Lancair. If the owner tried to fly the plane, on the take-off roll the engine would sputter and run rough until about 50 to 60 knots when it would smooth out and perform normally. A respected mechanic said the engine was "normal" and safe to fly, but a pilot with a lot of Lancair experience refused to fly the plane, claiming it was unsafe!

Thinking the apparent rich fuel/air mixture was pointing to a misadjusted fuel injection unit, the owner had removed the metering unit, and sent it to a repair facility for a complete check. They said it was working normally. He had an A&P mechanic check the timing of the magnetos. They were found to be about 3 degrees early, but correcting the timing did not solve the mag drop problem. (Note that initial break-in wear of this amount on magnetos is fairly normal.) Thinking that the problem could be not enough air instead of too much fuel, the owner first cleaned the air filter and then removed it completely, but there was no change in the mag drop.

At this point the owner called me, and I suggested a Coke bottle test on the injectors. I'll explain the test in a bit, but first some background on how the injection system on the Lycoming engine works. The fuel injection system on a Lycoming is the Bendix RSA unit. The fuel metering unit measures the incoming static and dynamic air pressure and uses this data to calculate the amount of fuel needed. It then adjusts the fuel pressure output accordingly. The pressurized fuel is sent to a flow-divider on the top of the engine, then through small diameter tubes to fuel injector bodies at each cylinder. The fuel injector bodies have a fixed orifice size that does not change, so more pressure produces more fuel flow, and less pressure results in less fuel flow. The fuel control unit varies the pressure into the fixed orifice size of, in this case, the four injectors. (This is why a fuel injected Lycoming can have a cockpit gauge that reads in fuel flow but is really a pressure gauge.)

The fuel control unit sends the required amount of fuel for the four cylinders, but if one of the injectors is partially or fully clogged less fuel will go to that cylinder and the excess will go to the other three cylinders. The result is three rich cylinders and one lean, but because the fuel control unit is set to be somewhat rich at take-off power, the three rich cylinders end up being very rich, and the lean cylinder may not be too bad, depending on how restricted the injector is. An overly rich cylinder will tend to show high EGT because the mixture is still burning when it comes out the exhaust valve and down the exhaust pipe. Also, the excessive richness can cause the high mag drop.

Cliff Hanger

Submitted by Dave Bieseimer
Continued next month

**EAA Chapter 43 Snowbusters Pancake Breakfast
Saturday, April 24, 2010 7AM / 11AM at Erie Municipal Airport.**

Welcome! Come one, come all. Please join us as we attempt to put old man winter back to bed. Let's celebrate spring as we push 'em out, fire 'em up, and watch as the warm magic of aviation smiles upon us again. Contact Tom Tomlin Phone 970-330-1214

Young Eagle Report

Upcoming Young Eagle Rally's

**May 15 Erie Town Fair EIK (walk in)
June 19 EIK (pre-registration)
July 17 EIK (pre-registration)
August 21 EIK (pre-registration)
September 18 EIK (pre-registration)
October ? EIK (Legacy High School)**

Hello to all the volunteers. We again want to thank all those who helped out with our March 6th event. We want to encourage everyone to attend the Snow Busters Breakfast on April 24th. Tom would love your help with the cooking and serving and transportation of supplies and equipment . Our next Young Eagles rally is May 15th. That is the Erie Town Fair. We will be flying kids that day. I will write you again as that day gets closer

Thanks, Art and Myles.

The legacy High School Aeronautics class would like to thank the volunteers who made their flights possible on Saturday March 6th. All the students had a great time and really enjoyed experiencing the topics they are studying. Thanks go out to *Steve Beach, Mike Powell, Jean-Pierre Verdier, Lothar Klingmuller, Dave Johnson, Bill Mitchell, Rod Lueck, Stan Specht, George Grell, Dallas Toon, Dave Matus, Herrill Davenport, Paul Hahn, Al Godman, John Rueterskiold, Brian Cabebe, Chuck Custer, Don Smith, Scott Serani, Michael Maya Charles, Joe Burke, Lynn Miller, Myles and Nila Lee and Karen Schwarz* for providing their time and equipment to get the kids in the air. Thanks again for all you do to promote aviation.

Al Godman 720-972-6840

Legacy High School Science Teacher

Pilot's Tip of the Month

From Pilot Workshops

Fighting Pilot Fatigue

If you're flying high a lot of people think IFR flying just means slogging along in the clouds. It's flying along in bright blue sky, bright sun. You're high. You're above the tops. So you've been sitting up there in bright sunshine up at altitude, which certainly contributes to dehydrating. If it's a long flight, perhaps your last meal wasn't even a meal, but something that you grabbed out of the snack machine at the airport. So you've had your pack of sugar loaded crackers or cookies, you've been dehydrated by your environment, and now you're no longer able to make those good decisions, hard decisions, that need to be made. I always recommend for everyone about 40 minutes prior to having to shoot the approach to drink some water and eat some kind of energy food - not sugar, but some kind of an energy bar. It will really have you much better prepared for flying an approach at the end of a long, hard flight. Doug Stewart

Roger Standard is selling his 1/4 share of this RV-6A N167CS w/ O-360 hangered at Vance Brand in Longmont. Contact: n5773a@hotmail.com



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Support Your Local FBO

Vector FBO and Flight Training. Jason Hurd runs a first class business at Erie Airport.
 Contact him at 303-664-0633 or www.vectorair.net

Chapter 43 has a preferred corporate rate at the Comfort Suites Hotel @ 120th & I-25 in the amount of \$74.99. This rate is for all members and their families. For reservations, call the hotel @ 303-429-5500, mention Chapter 43 and your preferred rate of \$74.99. The computer will pull up all the necessary Set up by Sandi Young



Comfort Suites
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International Learn To Fly Day

May 15

Share the Spirit — Take Someone Flying

May 15th is the first ever International Learn to Fly Day - a day about sharing the joy of flight with everyone around the world. We know that EAA members are the world's best ambassadors for general aviation and we hope that your chapter will be planning an event.

(Learn more at www.learnstofly.org)

Colorado pilot builds Lancair 360 in 10 years

Pilot Jack Dysart of Steamboat Springs, CO spent about 4000 hours building an airplane over the past decade. Dysart's two person Lancair 360 won a workmanship award at the EAA event. "There's a lot of little details that you sometimes spent hours working out," said Dysart. "It's a very creative process." (submitted by Gene Horsman)

J-3 Cub For Sale

Pristine 1946 J3C/PA-11 (C-90) for sale in Boulder/Jeffco. 185 hours since complete restoration. Cub yellow with radio and intercom. Reluctantly selling to buy Super Cub on floats. Financing available to qualified buyers. Would like to see it go to the right new home. None nicer. Mark, 303-785-5531. Fresh Annual with sale.

Safety Tips

(Stephanie Wells)

Crosswind Landing Tips

- ◆ **Practice, Practice, Practice:** Confidence in crosswind landings will come only through repetition. Take advantage of a windy day and go up with your CFI to get as comfortable with crosswinds as you are with headwinds.
- ◆ **Keep Your Speed Up:** Carry a few extra knots on final to ensure that you maintain full control authority throughout the landing.
- ◆ **Don't Stop Flying The Airplane:** Once you are on the ground, you need to continue to fly the airplane until you have parked the airplane, Utilize proper flight control inputs on the ground to prevent a loss of control.
- ◆ **Get Lined Up Early:** You may have heard the old aviation adage "A great landing starts 10 miles out." What that really means is that a great landing usually follows a great approach.
- ◆ **Stay On The Centerline:** Don't let the airplane drift. If you cannot maintain centerline alignment, immediately go around.

EAA Mile High Chapter 43

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| Vice President | Kyle Heckman | 303-926-4431 |
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Mile High Flyer
EAA Mile High Chapter 43
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FIRST CLASS



The next Chapter 43 meeting will be at Metro Airport in the Mt Evans Room at 7:00 PM on April 10th. Program will be The Helios Team from CU.