

# EAA MILE HIGH CHAPTER 43

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## THIS MONTH'S MEETING:

The next EAA Mile High Chapter 43 regular meeting will be held on Saturday, June 14, at 7:00 p.m. at the National Aeronautics Co. in Arvada. Take Wadsworth Blvd to Grandview Ave; go east on Grandview Ave to Lamar St; go south on Lamar St one block to 56th Ave; go east one block to Kendall Court. Address is 5611 Kendall Court #4. We will be the guest of Ib Hansen, famous Reno Air Racer!

## LAST MONTH'S MEETING:

The May meeting was held in the Jeffco Airport new terminal building. Guests included Doug Sykes of Boulder, Mark Phillips of Broomfield, and Steve Heistuman of Longmont.

### Old Business

Sport Aviation magazine is now distributed to 21 local high school libraries. Phil Hughes read a letter to the high school librarians from Chapter 43. The matter of Sport Aviation for junior high schools was tabled due to Jim Ernst's absence.

Phil Hughes read the letter, written by Ron Denight, nominating Brad Davenport for the 1994 EAA Major Achievement Award.

June 11th is the National Day for giving rides to young people. The active participation is scheduled for Centennial, Tri-County, and Longmont airports. Ground volunteers, pilots, and airplanes are needed prior to scheduling the riders. Glenn Grove, 424-4210 (home) or 271-

5665 (work) is Chapter 43's coordinator. Please contact him if you can participate. If you cannot participate on June 11th, you can always give rides on your own schedule with your own designated young people.

Bill Mitchell reported on the status of the Regional Fly-in at Greeley (June 25-26). A judges training session will be held on June 12 at 1 p.m. Reservations for the June 25 banquet must be in by 1 p.m. on that day. Volunteers are needed to the with the soft drink stand, as well as in many other areas. **CAUTION:** A right-hand pattern will be used during the fly-in for traffic landing Runway 9. The standard left-hand pattern is reserved for "fly-bys" only. A lengthy discussion about the merits of this procedure was held. It was agreed that, since the procedure has been decided and published, we would live with it. Use your head and keep your eyes open!

The 1994 Membership Roster was distributed after the meeting. No mailing of the roster is planned, so please pick up your copy at an upcoming meeting. Phil Hughes was able to have the rosters printed for us at his workplace free of charge! This was due to a "minimum work" contract with an outside reproduction contractor who had some unused volume remaining last month. These rosters are a special treat with a special listing by aircraft model and manufacturer, as well as a list of aircraft kits, avionics, instruments, etc.

### Progress Reports

Mas Yoshida had 53 hours on his RV-6. He

seems to finally have conquered his oil cooler problems.

Jay Johnson is ready to close the wings on his KIS, but wanted a Tech Councilor to check it first.

Brad Shaw has moved out of state and has his RV-6 empennage kit for sale.

#### New Business

A recent accident at the Black Forest Glider Port was attributed to low level aerobatics and, perhaps, an aft CG. Doug Bloomberg gave a short dissertation imploring all pilots to use more caution (don't do anything stupid!).

Chapter officers were asked to attend a meeting at the Oshkosh convention on Saturday. Doug Bloomberg reported he had attended in the past, and found it to be very helpful and informative.

Emily Griffith has advertised for students to attend Aviation Training classes.

The Chapter has ordered a video tape on FAA ramp checks and Form 277. It will be presented as a future meeting program.

Members were reminded of the AOPA Town Meeting held on May 31st at the Radisson Hotel.

The Yuma, Colorado open-house celebration of their new runway was the location for the last "CAFE 43" flight.

#### Horsman's Corner

The Dimona Katina DV20 has been certified in the US and Canada in the JAR/VLA (Joint Airworthiness Regulations/Very Light Aircraft) Category. It is an Austrian design that will be built in Canada. Power is a Rotax 912A giving a cruise of 110 Kts and a useful load of 520 lbs. Basic equipped price is \$89,500.

The Zenith CH2000 trainer is very near type certification under the JAR/VLA Category. It now has a 140 HP Lycoming O-320 to improve performance. Basic equipped price is \$59,900 without avionics.

The small Quonset Air Museum in North Kingston, Rhode Island recovered an F6F-5

Hellcat from under 16 feet of water a few miles off Martha's Vineyard, Mass. The Coast Guard had declared the aircraft, which crashed in 1945, to be a hazard to shipping.

Innocently enough, the museum sent a letter to the Naval Air Systems Command, asking to retain the airplane on permanent loan. In response, two investigators from the Naval Investigative Service visited the museum to determine if the museum should be charged with Criminal Larceny! The museum then received a letter from Director of Naval History, Dean Allard, who warned that the museum faced "serious legal consequences" for disturbing "Naval property." The museum was ordered to ship the aircraft at once, at their own expense, to the National Museum of Naval Aviation in Pensacola, Fl. The Navy then referred the matter to the Federal Justice Department.

Franklin PZL of Reszeow, Poland expects to put the Franklin engine back into production this year. It was certified in the US until production was stopped in 1972. Atlas Motors in Winchester, VA said 22 engines have been ordered or delivered. Poland expects to build 100 engines this year. Eighty of these will be the 6-cylinder GA-350-C1 producing 220 HP at 2800 RPM.

#### Safety Corner

Brad Davenport presented the Safety Report. A C-145 inhaled a venturi. Brad circulated some typical venturis at the meeting. Repair kits are available as required.

Brad circulated examples of magneto coils relative to a current AD. He noted that dark red coils are OK, but those that are light beige need to be replaced. Slick mags are running well - some making it to engine TBO and beyond.

Selected precision brass carburetor floats (10-91 batch) need to be replaced. Gas tank sloshing compounds are breaking down in the presence of fuels containing alcohol.

The recent failure of a Glasair retractable nose gear was attributed to grass contamination of the micro-switch (squat switch). The recent jamming of a landing gear in the gear well was attributed to using a recapped tire which jammed in the gear well.

Brad cautioned that engines should never be run without their harmonic balancers. They are critical parts. Certain designated Continental engines with less than 475 hours SNEW or SMOH need to have an inspection of the rocker arm bosses.

As a follow-up to the "hit and run" mid-air between a Piper and a Cessna in April, the Piper aircraft was located in Longmont. The Cessna's elevator was nearly cut off in the collision!

#### The Program

This month's program was a very informative video tape on LORAN and GPS navigation systems provided by Gene Milligan. Thanks Gene!

#### **THE PRESIDENT'S CORNER:**

The roster was distributed at the last meeting and as expected there are some errors and omissions. Bob Price's phone number, 772-4524, was left out. Add it to your copy on page 3 of the phone number section as well as page 8 of the address section. The phone number of the Activities Information Line on Page 16 of the Resources Directory, under Service, should be 303-766-3596 not 3597 as printed. If you find other errors let me know and I'll put it in the news letter as we find them. To save money, we will not distribute the rosters by mail but ask that you attend the meetings and pick them up.

One of our members made a good suggestion at the last meeting, to publish a joint directory of the chapters in the metropolitan area. In addition to being useful to us in finding other members in the area we could give copies to FBO's in the area. Many times I've heard of pilots stopping and wanting to contact fellow EAA'ers. I've contacted both 301 and 660 about it and they are in favor of it. Mark Brown, newsletter editor for 301 and Bill Schneider editor for 660 are waiting for Bill Wright to contact them. My thinking is to start now with the target for publication to be about the first of the year.

We have been requested to supply EAA-National with a roster of members complete with EAA number and expiration date. Oshkosh is thinking about the possibility of printing chapter rosters as a service to the chapters. Being the lazy sole I

am, I called Bob Mackey asking if we couldn't just send them a copy of our hot-off-the-press roster without numbers and dates. It turns out they are trying to find out who are EAA members, not associated with chapters. Please jot down your number and expiration date if you are a member of EAA and bring it to the next meeting. We will collect them then. While you are at it, jot down spouses name as well as the year you became a chapter member and turn that in too. The other chapters have this information in their rosters and it is a help. We should add it next time.

There was some discussion a couple of months ago about manning a Young Eagles booth at the Jeffco air show that will take place during Oshkosh. I got a call from Mary Hammack wanting to know if our chapter would be participating. Mary and her husband are putting the show together. She said that a limited number of tickets would be available for EAA'ers staffing the booth. Get with Glen Grove to get your name on the list.

Interesting conversation; Last week end Cherrill and I met Hugh Beckman who operates Creativity in Wood, a shop dealing in wood carvings and supplies, located in the Old Church Shops in Estes Park. On a pillar in his shop there is a framed newspaper article showing him in what appears to be a "Goodyear racer" Underneath the article on the wall is an EAA Major Achievement Award. Although he is too young to be a contemporary of Ron Denight's father, he was familiar with him. He said he has been working for 15 years on a 3 year project. That is designing a cross that uses the best features of a Teal and Molt Taylor's Mini-Imp. He attends meetings at chapter 515 in Ft. Collins. Hugh, come visit chapter 43 some time when you are in the area.

#### **FOR SALE:**

Chrome-moly steel gear legs and tail kit for Steen Skybolt. Call Ace Avakian at 688-3852.

Vintage electro-mechanical video arcade game, "Sonic Fighter." No reasonable offer refused! Call Gary Ludeke at 460-7456.

**WANTED:** Riders to share trip to Oshkosh in my van/camper trailer. Lv 7/27 (eve), rtn 8/2/94.

EAA Chapter 43 Newsletter  
c/o Gary Ludeke  
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**CALL ALL  
CHAPTER MEMBERS!**

**TO ALL Chapter Presidents,  
Vice Presidents, and Newsletter Editors**

*This just in (May 17, 1994).....*The Phillips 66 Company has offered their support to the Young Eagles Program by making available discounted AVGAS for flights between May 20, 1994 through July 17, 1994.

1. EAA members throughout the USA will implement a major effort to fly as many Young Eagles (young people 8 to 18) as possible in the time frame of May 20 through July 17, 1994.
2. EAA Chapters, members and aviation organizations (International Flying Farmers, Ninety Nines, Inc., American Bonanza Society, etc.) authorized by the EAA Aviation Foundation to participate in the Young Eagles Program will organize and carry out this program.
3. Phillips 66 Company will provide a \$1 (one dollar) per gallon AVGAS discount credit for this program with fuel purchased for this effort through Phillips 66 FBO fuel dealers with Phillips 66 Company credit cards. This offer does not include auto or jet fuel.
4. Phillips 66 Company credit cards, if not currently held by the aircraft owner/pilot, are available in 7 to 10 days by application through Phillips 66 at (800) 362-7759, 8:00 am to 4:40 pm, Central time, Monday through Friday.
5. The customer receipt copy (or copies thereof) of the Phillips 66 Company credit card charge must be transmitted by mail to: Susan Wetherington, Phillips 66 Company, 6C-11 Adams Building, Bartlesville, OK 74004. The customer charge card receipt copies of AVGAS purchased for this Young Eagles effort will be used as a source document to credit the individual customer account with a \$1.00 per gallon AVGAS discount on a future Phillips 66 billing cycle. Please note: *the charge card MUST BE A PHILLIPS 66 COMPANY CREDIT CARD; other cards, Visa, Mastercard, etc., are not eligible under this program.* Participants must submit all credit card charge copies for discount credits no later than July 31, 1994. For validation purposes, each pilot submitting copies for discount credits must write the following statement with your signature:

**"I attest this fuel purchase was in support of the  
EAA Young Eagles Program."**

\_\_\_\_\_  
Pilot's Signature

6. This is a program for the EAA Young Eagles Program exclusively (for the dates listed above). It is for the discounted purchase of Phillips 66 AVGAS only, from Phillips 66 FBO Fuel Dealers only, acquired with a Phillips 66 Company credit card only.
7. ANY QUESTIONS CONCERNING THE PROGRAM SHOULD BE DIRECTED TO: SUSAN WETHERINGTON at (800) 234-6603.

**PLEASE NOTE:** The Phillips 66 FBO may have little or no knowledge of the plan. The discount credit is from Phillips 66 Company through the participant's personal credit card, not from the local FBO.

