

# EAA MILE HIGH CHAPTER



PRESIDENT  
KIRBY WHITE  
423-5134

VICE PRESIDENT  
FRED SEAL  
457-1890

SECRETARY  
KIRBY WHITE  
423-5134

TREASURER  
BILL DAVIS  
651-2342

NEWSLETTER  
KIRBY WHITE  
423-5134

VOLUME 8, ISSUE 7, JULY, 1985

THIS MONTH: This month's meeting will be held on Saturday, July 13, 1985 at Rocky Mountain Energy at 7:30 P.M. The program will consist of two separate presentations. New member Bill Amos will show his videotape on the construction of an RV-4, a two-place tandem all-metal airplane with aerobatic capability. Also, member Jack Fick will show a movie about the Confederate Air Force and then answer questions about the organization afterward.

LAST MONTH: With 55 members and guests in attendance, the meeting of June 8, 1985 was called to order at 7:55 P.M. by President Kirby White at Colorado Aero Tech. The minutes of the May meeting were approved as published in the Newsletter.

Guests: Guests present were Tim Landers -- the Son of member Bill Landers, Jim Thompson of Aurora -- a Chapter 301 member who owns a Cessna 170, Bill Amos of Conifer -- another Chapter 301 member who is building an RV-4, Larry Wright -- who is building an RV-3, Larry Wayne of Louisville -- who is building a Long-Eze, and Greg Antener of Boulder -- who was not an actual guest but a member attending a meeting for the first time. Greg is an instructor at Colorado Aero Tech, and arranged for us to meet there.

Treasurer's Report: There was none given.

Old Business: It was reported that the Parkland Estates runway has been paved, and is very smooth. It is 50 feet by 4,200 feet. It will be lighted in the near future. Several Chapter members saw the segment on Channel 7's show "On The Lookout" about Home-built and Antique/Classic aircraft which was aired at 5:30 P.M. on Sunday, May 12, 1985. They all agreed that it turned out quite well, and was professionally done.

New Business: Lee and Carolyn Dimmick brought in one of the small wood biplanes that a friend of theirs builds. They sell for \$25.00, and are beautifully hand-crafted and stained. Kirby had coupons available for those who were interested in winning a Piper Tomahawk through the EAA Aviation Foundation Sweepstakes. The drawing will be held in Oshkosh on August 2, 1985. Literature on the Kit Fox was passed around for everyone to look at. Kirby read a letter from Headquarters concerning a "local" flight from Oshkosh on the Concorde. The flight will last between 45 minutes and one hour, and will cost \$400.00 per seat. Vice President Fred Seal gave us some information on the Reno Air Races -- prices, pit passes, etc. He also talked about recent propeller failure problems. Several reports were given on Fly-Ins that Chapter members had attended, and up-coming aviation events were announced.

New Business cont: Lee Dimmick brought up a proposal that he wanted the Chapter members to consider and comment on. It seems that one of his friends needed some emergency transportation one evening and was unable to get an airline reservation. Lee called around and found someone who was willing to fly his Cessna 172 from Evansville, Indiana to Denver to fly Lee's friend where he was needed. Lee wondered if something could be set up locally whereby pilots with airplanes could be on call to fly for such emergencies. The idea sounded very good, but some negative points to consider were brought up. First, airplanes that are licensed in the Experimental category are not allowed to carry passengers for hire. Secondly, how would it be decided how much financial retribution would be in order, allowing the pilot was Commercially rated and flying a certificated airplane? And, of course, liability considerations would have to be deeply thought out. Lee asked that everyone continue to think this over, and he would bring it up for further discussion at the July meeting.

Gene's Corner: Gene Horsman read an article on the new General Electric Unducted Fan (UDF) engine. The fuel consumption should be significantly lower than modern high bypass turbofan engines. It will be flight tested on a Boeing 727. An exact replica of the Spitfire K5054 (the prototype) is being built to put in the RAF Museum. The design will be 50 years old in March of 1986. Almost seems hard to believe. The U.S. Senate recently approved the promotion of Lt. General Jimmy Doolittle to Four-Star rank. Gene read some figures from April, 1985 and year to date totals of the number of aircraft sold by various manufacturers. They were very low. Another flying replica of the Travel Air Mystery Ship is being built. Molt Taylor is recovering rapidly from his stroke a year ago, and will be bringing his new two-place "Bullet" to Oshkosh this year. It should be flying by now. Gene read the following humorous article from the column "The Medical Examiner," which was published in "Aviation Safety" on June 1, 1985. BROWNOUT Q. Whenever pilots get together and talk about hairy experiences, you hear the term "pucker factor." Clearly, this must refer to a tightening of the anal sphincter muscle when a person is frightened. Then again, there's always a joke about dirty laundry after a thrill-filled flight, suggesting the opposite -- a loosening of the sphincter muscle. Which is correct? A. Let's hope you never have a chance to find out! Really frightened people are somewhat unpredictable in their responses -- oral, anal, and other. Things which are normally under control can become uncontrollable as the body responds to a sudden rush of electrical and chemical signals telling it things aren't going too well. It's entirely possible for the body to have a first response to fright which includes a tightening of almost all the muscles, including the anal sphincter. This could then be followed, when the fear response was a bit further down the road, by an involuntary loosening of muscles. Such a condition is both medically and socially undesirable, and I strongly urge you to avoid such circumstances. Keep the shiny side up, the pointy side forward, and your openings will take care of themselves.

Progress Reports: Earl Ellis told us that he is 95% done with his Vari-Eze, with about 75% to go! Guest Jim Thompson is doing a major overhaul on the Continental O-300 in his Cessna 170. He found four hairline cracks in his crankshaft, and discovered that Continental is asking \$5,844 for a new one! He came across a used one with a yellow tag for \$650.00 in Trade-A-Plane, and bought it.

A&P: The business portion of the meeting adjourned for coffee at 8:32 P.M. After the break, member Mark Yelich gave us a fine slide presentation and talk about the building of his biplane "Mark's Mixture," which is a combination EAA Biplane and Pitts Special and Mark's own design. He took pictures throughout most of the building process; and also showed some slides of a Taylorcraft that he used to own. He had his airplane at the meeting for us to look at during the presentation. Thanks, Mark!

ROSTER UPDATE: Please add the following new members to your Roster:  
Bill Amos, 26664 Gardner St., Conifer, CO 80433 H. 838-2366  
W. 398-4463, RV-4  
Michael Goodman, 7995 Xavier, Westminster, CO 80030 H. 429-0421  
W. 750-3432, Piper Tri-Pacer

CONGRATULATIONS: Roy Maneely has recently gotten both his Instrument and CFI ratings! He already had his Commercial. Also, congratulations are in order to member Dean Smith for purchasing  $\frac{1}{2}$  interest in Roy's 1942 Aeronca L3B. Many happy flying hours to you, Dean!

CAUTION: Member Dave Biese-meier has had a serious problem using auto fuel in his Sidewinder. The Randolph Sloshing Compound #802 that he used in his fiberglass tank has turned into a maple syrup-like substance which has worked its way through his fuel system. He had been using Phillips 66 auto fuel. Needless to say, his engine won't run on Sloshing Compound. Luckily, he was on the ground when his engine quit (just getting ready to start his takeoff roll, as a matter of fact). A few seconds later, and he would have gotten real busy real quick when he heard that loud silence just after liftoff! Dave will go into more detail at the meeting, and will bring a sample of the dissolved Sloshing Compound and some fuel system parts.

GLOSSARY: From "I'd Rather Be Flying" by Donna Vasco  
Gear: motivation -- as in "Get your ass in ...."  
Gliding Distance: one-half the distance from an airplane to the nearest landing area at the time of engine failure.  
Gross Weight: maximum permissible takeoff weight, plus two suitcases, 10 cans of oil, four rifles, four sleeping bags, and a box of groceries.  
Ground Loop: arresting wire used by cheaters to assure a perfect spot landing.  
Ground Speed: mileage from home to the airport divided by elapsed time.

EQUIPMENT LIST: The page included with this Newsletter regarding the Issuance of Field Equipment to Army Personnel was written in jest by my Father on 15 Jan 1945. I came across it and got a kick out of it and thought some of the readers of this Newsletter might enjoy it, also. It only makes one reference to anything aeronautical, but what should one expect from someone stationed at Fort Logan, Colorado? Just for the record, the Captain Robert E. Link mentioned in this list and I are very good friends.

OSHKOSH: Chapter 43 member Mike Goodman is in need of a ride to a very special place that my employer will not give me time off to attend -- namely Oshkosh. I'm not sure if Mike cares whether he rides in airplane or a car. Give him a call at 429-0421 if you are looking for someone to share expenses.

FROM THE PRESIDENT: The 7th Annual Rocky Mountain Regional Fly-In which will be held in Greeley on September 6-8 this year should be another success. We will need to enlist the help of a number of Chapter 43 members in the areas of Aircraft Judging, Trophy Building, and Advertisements for the Program. Chuck Sabados and Marilyn Schneider will be holding a Judging Clinic on Saturday, August 17, 1985 at 9:30 A.M. at Marilyn's home. Please consider putting your expertise to work at the Fly-In for a couple of hours and fill out the form at the front of this Newsletter. Either give it to Chuck or Marilyn at the July Chapter 43 meeting or mail it to Marilyn. I will be heading up the Trophy Committee again this year and will be asking for a few people to build trophies. I'll go into more detail at the meeting. If you would like to place an Advertisement in the Program, talk to Cathy Sheen. Also, there will be a manned Fly Market tent at the Fly-In. So start thinking about items that you have that you might want to sell or swap.

I received a call from a man in Waco, Texas by the name of Noah McCullough in the latter part of June. He was interested in spending a few days in Lakewood, and wanted to know the particulars of flying a homebuilt into Jeffco Airport. All I could really tell him was to make sure that he tied it down real well! He said he would be flying an RV-4, and I told him that there were several being built and also some enthusiasts in the area. He said that if time permitted, he would be glad to meet with them to show his project. Guy Clark arranged the meeting on pretty short notice on Monday evening, June 24, 1985. I happened to be off work, so I drove to Jeffco to see what was going on. Quite a few people were able to make it, including Bill Amos, who will be showing his RV-4 tape at the July Chapter 43 meeting. I was very impressed with the airplane. He and his partner did a very nice job building it. In checking into the design since that Monday, I have found that the kit is very complete, yet reasonably priced. The specifications on the airplane are quite good, both on the top and low end. Who knows, maybe someday I will build an RV-4. Only time will tell.

FROM THE EDITOR: Maybe someday, huh? Why don't you start thinking realistically for a change and take a look at what you already have? There is a 1956 Cessna 172 in your garage at home that you have very little time to work on. It should be a nice airplane when you finish it, but the only way you are going to get it flying is by working on it. If you start another project before your C-172 is done, then it will be a very long time until either one is flyable. Granted, some members of this Chapter can work on two or more projects at the same time and be successful at it. But I personally don't think that you can. Do us all a favor and get your C-172 flying first. Then look around and find a design that you like and go to work on it.

MARKETPLACE: For Sale: 1/3 share in 1959 Cessna 172, aircraft is in excellent condition interior and exterior, VFR equipped, IFR equipped except for glideslope, share \$4,000, \$20.00 per hour to fly (\$10.00 toward maintenance fund), based at Boulder. Call 497-3424 days or 447-2653 evenings

For Sale: Complete RV-3 plans. \$50.00; also old style (large type) AN Gyro and Artificial Horizon. Bill Amos H. 838-2366 Conifer or 398-4463 at work in Denver

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\* Judges \*  
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We will need judges for our Rocky Mountain Fly-In this year at Greeley, Co. on September 6, 7, and 8.

If you are willing to participate in the great service of being a judge and have a hand in deciding the trophy winners---please fill out the form and categories that you would like to judge.

- Antique \_\_\_\_\_
- Classic \_\_\_\_\_
- Homebuilt \_\_\_\_\_
- Ultralight \_\_\_\_\_
- Factory \_\_\_\_\_

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
Phone ( ) \_\_\_\_\_ - \_\_\_\_\_

Please return this form to Marilyn Schneider, or call 750-5535.  
All of our help is needed to have a successful Fly-In.

Please fold, seal, and mail.  
Thank you.



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From:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Marilyn Schneider  
2463 S. Laredo  
Aurora, Co. 80013

ARMY SERVICE FORCES  
1770 SCU War Department Personnel Center  
Armed Forces Induction Station  
Fort Logan, Colorado

OLO'L/kw  
15 Jan 1945

SUBJECT: Field Equipment, Issuance of  
TO : Personnel, This Station

1. Full field equipment will be issued to Army personnel of this station within the next few days as follows:

a. Two (2) shelter halves, one half to be kept at home for picnics and the other half to be kept at the station.

b. One (1) can-opener, to be used on c. in emergencies.

c. One (1) General Sherman tank to each four men, to be kept in AFIS storeroom when not in use.

d. One (1) crock to serve as receptacle for everything referred to in this letter.

e. One (1) sack, sad.

f. One (1) pick, for teeth.

g. One (1) shovel, for dumping contents of this directive into d.

h. Two (2) portable ponton bridges to each man.

i. One (1) life raft, collapsible.

j. One (1) parachute, plus one (1) spare in case of emergency.

k. One (1) jeep to each man who has garage space available in town.

l. One (1) gallon of kerosene and one (1) box of matches (safety) for use in setting fire to the whole goddam place.

2. Applications for transfer to the Navy and USMC will be received by Capt Robert E. Link, this sta, beginning 16 Jan 1945.

*O. Lee O'Lahey*  
O. LEE O'LAHEY  
Warrant Officer JG  
Special Service O

MARKETPLACE cont: For Sale: BD-4 plans and fuselage kit; also rotary engine. Don Mobley 666-6092

Wanted: Propeller for Lycoming O-320, 74x58 or 74x60. A. Krumins 665-3154

Wanted: Connecting rods for Continental 85, 90, or O-200 engines; also need a variety of Long-Eze or Vari-Eze parts. Larry Wayne 666-8593

Wanted: Engine for Tri Pacer -- Lycoming O-320 or Lycoming 135 HP or parts for Lycoming 135 HP. Mike Goodman 429-0421

AVIATION HAPPENINGS: July 14, 1985 Antiquers breakfast, Boulder Airport, 8:00 A.M. to 11:00 A.M., \$3.00 per person  
July 21, 1985 Chapter 72 Poker Rally and Pot Luck Picnic at Meadow Lake Airport, Rally registration and drawing at 8:30 A.M. with spot landing and bomb drop contests to follow, Pot luck lunch finale  
July 25-28, 1985 Tri-State Antique Engine and Threshers Show, Bird City, Kansas. Call Ed Pruss for details, 499-4070  
July 26-August 2, 1985 Wittman Field, Oshkosh, Wisconsin, 33rd Annual EAA Fly-In and Convention  
August 10-11, 1985 Loveland/Ft. Collins General Interest Airshow. Jointly sponsored by the Airport Authority, Loveland/Ft. Collins Aviation Service, and the Loveland Sertoma Club  
August 10-16, 1985 33rd Annual Antique Fly-In at Antique Airfield in Blakesburg, Iowa. You must be a member of the National AAA to attend. Call 515-938-2773 for details  
August 24-25, 1985 Chapter 72 Meadow Lake Airport Fly-In  
September 7-8, 1985 Chapter 806 Fly-In and Airshow, Black Hills Airport, Spearfish, South Dakota. See Kirby for details  
September 6-8, 1985 Greeley, Colorado, 7th Annual Rocky Mountain Regional Fly-In



Chapter 43 Newsletter  
c/o Kirby White  
8780 West 90th Place  
Westminster, CO 80020



Gene Horsman  
210 Lookout View Ct.  
Golden, CO 80401