

# EAA MILE HIGH CHAPTER



PRESIDENT  
KIRBY WHITE  
423-5134

VICE PRESIDENT  
FRED SEAL  
659-1589

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423-5134

TREASURER  
CATHY SHEEON  
232-9535

NEWSLETTER  
KIRBY WHITE  
423-5134

VOLUME 10, ISSUE 4, APRIL, 1987

THIS MONTH: This month's meeting will be held on Saturday, April 11, 1987 at the Rocky Mountain Energy Center at 7:30 P.M. The program will be a talk on the construction of an all wood aircraft by Rich Clements, who is a Chapter 301 member. Rich is well along in the building of a Falco, and will bring some of the parts that he has built and will also display the excellent plans.

LAST MONTH: With 70 members and guests in attendance, the meeting of March 14, 1987 was called to order at 7:50 P.M. by President Kirby White at the Rocky Mountain Energy Center. The minutes of the February meeting were approved as published in the Newsletter.

Guests: Guests present were George Barnum of Brighton, Gary Nutter of Thornton, Bill Wager of Aurora, Joe Pyles of Lakewood, Tom Lewis of Wheat Ridge -- who is Treasurer Cathy Sheeon's brother, Melissa Thompson -- who is the daughter of Jim Thompson, Jerry & Cheryl Fogg -- who have built a Pietenpol and are now building an Emeraude and are former Chapter 43 members, and five members of the Colorado University Flying Club -- Paul Benfield (who is also a Chapter 43 member) and Cindy Loy and Chris Karandyszowski and Doug Taylor and Mike Horner.

Treasurer's Report: There was none given.

Old Business: Kirby reminded everyone that Treasurer Cathy Sheeon's husband was collecting the 1987 dues, and said that there were still a few calendars for sale.

New Business: Kirby said that he had talked to the people at Pizza Hut in Broomfield, and they assured him that they would not close early on our meeting nights in the future, as they did in January. They apologized for not remembering that we would be coming in, and said that we are very welcome there. Kirby had a number of Wag-Aero catalogues that were free for the taking for anyone interested. Tom Lewis showed three framed lithographs of antique-type airplanes that he no longer had wall space for and he said he would entertain offers for them. Kirby said that he had found a small piece of paper with the name Kelly and a phone number on it in the auditorium a couple of meetings ago, and asked if anyone could claim it. Larry Peake showed a set of temporary tie-downs that he was selling. They were very easy to install, but were very sturdy. Kirby mentioned that he had received a call that morning from Ted Wilkinson, who was going to give a slide presentation as the program for the evening. He had unexpectedly gotten called out of town on business, and had to cancel out on the program. He apologized for the inconvenience, and said he would like to schedule another program with us. Kirby said that a videotape would be shown for the program. Chuck

New Business cont: Ogden talked about a short trip that he and Jim Anderson and Aaron Schomberg took to the Colorado Springs area to see the scaled P-40 that Dick Rowley has designed and built. Chuck said that it uses several different construction methods, and is very realistic looking. Chuck had a brochure on the P-40 with him that anyone interested was welcome to look at. He also talked a little about Dick's altitude and distance records that he set in a Mitchell Wing. Paul Benfield, with the Colorado University Flying Club, said the Club is very interested in getting an airplane, and asked if anyone knew of the best way to go about getting financing and setting everything up. He also was interested in finding someone with a hot air balloon. Dean Cochran said he would talk to Paul about the balloon during the break. Guy Clark talked about meeting the new FAA Flight Surgeon in Oklahoma City to see about getting his medical. Guy said he would keep us posted on how it all turns out and whether he feels the new Surgeon is on the side of the pilots and will try to help them in getting or keeping their medicals. Bill Landers said that Western Flyer reported that 190 pilots have been fined for TCA violations on the West Coast already. It also had an article on the BD-10 supersonic jet. Kirby reminded everyone of the Fly-In Pancake Breakfast at the Weld County Airport on March 29, 1987 from 7:00 A.M. to 2:00 P.M.

Gene's Corner: Gene Horsman read a couple of articles about the plans that Porsche has of seriously competing in the aircraft engine marketplace. They are planning to buy used Cessna Skyhawks and Skylanes, put new Porsche engines in them, and totally refurbish them with new interiors and avionics. The first Porsche Cessnas are expected to be delivered late this year. Also, Mooney plans to offer a model with a Porsche engine and interior and call it the Pegasus. Pilots flying pre-1978 Bonanzas and Cessnas (both singles and twins) with Continental IO-520 and TSIO-520 engines should be aware of a potentially dangerous flaw in the crankshaft. The NTSB has flagged an "alarming" number of crankshaft failures in these aircraft with engines installed between 1965 through 1978. The lightplane industry closed out the year 1986 with a whimper, not a bang. With the bottom apparently nowhere in sight, aircraft shipments dropped yet another 26.3 % from the previous year's 2,029 to a low of 1,495. Both Piper and Cessna are uncertain what their respective parent companies are planning to do with them. Gene read a short article on the way the writer felt was the best way to safely hand-prop an airplane. Dr. Frank H. Austin Jr., the FAA Federal Air Surgeon, has been reassigned to the FAA's Office of Aviation Safety. Austin asked to be moved out of the Federal Air Surgeon's post "in an effort to end the polarization in the aviation community over the medical certification process." Dr. Jon L. Jordan, Deputy Federal Air Surgeon, has been named acting Federal Air Surgeon until a permanent appointment is named sometime in the future. Gene read two editorials which criticized the justice system in general and overly aggressive attorneys in particular. In another development on the medical front, several parties have recommended mandatory drug and alcohol testing for pilots. The FAA (in an advanced notice of proposed rule making), Congress (via Senator Ernest H. Hollings of the Senate Commerce Committee), and Department of Transportation Secretary Elizabeth H. Dole (in a recent public statement) believe that such testing is justified in order to eliminate a

Gene's Corner cont: perceived problem of drug and alcohol abuse among pilots and other aviation personnel. Another initiative goes a step further. Representative Cardiss Collins has submitted a bill that would allow the FAA to use the National Driver Register to determine if a pilot has a history of driving an automobile while intoxicated. If he does, the bill requires that the FAA either refuse issuance or revoke a pilot's airman certificate. The ramifications of these proposals have not been considered. Gene read two articles concerning the use of autogas in an airplane. Both addressed questions that aircraft owners asked, and cleared up several misconceptions and rumors that are quite common. Of importance to all civil pilots is a change in FAR 61.57, which now requires a biennial flight review every 24 calendar months rather than every 24 months. In other words, a logbook endorsement for a biennial flight review does not expire until the end of the month in which the two year anniversary occurs. The U.S. Department of Transportation, which is the parent agency of the FAA, has accelerated by a year the implementation of a requirement that all aircraft operating in terminal control areas (TCA's) be equipped with Mode C pressure altitude reporting transponders. Originally, the requirement was scheduled to become effective on December 1, 1988. The new date is December 1, 1987. The same rule-making requires that after January 1, 1992, all transponders installed in aircraft must be compatible with Mode S, a new air traffic control radar surveillance system that will interrogate aircraft individually. However, Mode C transponders cannot be manufactured after December 31, 1989. Gene read an editorial written by the Senior Editor of The Aviation Consumer which heralded the accomplishments of the flight of the Voyager.

Progress Reports: Glen Counts announced that he had recently purchased a 1965 Piper Aztec. He says he likes it very much, and has made a comfortable flight to California already, with many more trips planned.

A&P: The business portion of the meeting adjourned for coffee at 8:35 P.M. After the break, Gene Horsman showed a videotape on the final miles that the Voyager flew. Dick Rutan and Jeana Yeager circled the landing field and attendant crowd about five times before they finally decided to land. The videotape had a quick interview with the two, and then they got into an ambulance for a ride to the hospital for a normal after-flight check-up. The shots of the Voyager in flight were very nice.

DUES: This will be a final reminder for those of you who have not yet paid your 1987 dues. The yearly Roster will come out in next month's Newsletter, so this will be the last Newsletter that you will receive. We hope that you will choose to stay with us. We really do need your support, both for the sake of this Chapter and for the advancement of sport aviation in general. Thank you.

POPE PAUL: The letter which was written by EAA President Paul Pober-  
ezny and is published in this Newsletter is in response to the letter that Mike Ryer wrote concerning the EAA in general and the insurance problem in particular. Mike's letter was printed in the December, 1986 Chapter 43 Newsletter. Paul's response is well worth reading, and gives a perspective on the issue from another angle.

# LOWRY SUPERFORT PROGRESS



The B-29 Superfortress bomber is being brought back to its original condition by the Lowry Superfortress Project.

**T**he first Boeing B-29 Superfortress to land at Lowry Air Force Base in thirty years arrived tail first. The tail section of the United States' last available B-29 was the first part to arrive for the Lowry Heritage Museum's most ambitious and significant static display to date. The plane, a derelict but the last of its kind available, rested in an aircraft graveyard near China Lake, California.

The first piece was a long section of the fuselage from a pressure bulkhead, just behind the wings, back to

the tail cone. This section took up the entire length of a 40-foot flatbed trailer and overlapped its sides.

A second shipment three days later brought the engines, propellers and assorted small parts. Other sections, most notably the wings and the impressive front half of the fuselage, will arrive as soon as volunteers in China Lake disassemble the plane and truck them in.

The arrival is a milestone for the restoration crew, most notably former B-29 flight engineer Mel Blanscett, who will command the work; former bomber pilot Dick Field, who is amassing the plane's history; and Lowry museum curator Steve Draper, who worked with the Air Force Museum to get the plane.

Blanscett was into B-29s on the ground floor. As a flight engineer at Wright-Patterson AFB during the war, he worked out the bugs on the then-new bomber. Although away from B-29s for awhile, the chief of the restoration work has been on aircraft battle damage repair teams for the past twenty years and has rebuilt another B-29 for display at Hill AFB, Utah.

He faces a monumental task on Lowry's plane. Once-available parts have disappeared for salvage and other restorations. Even after picking out every available part from the China Lake remnants, Mel and his crew will have to manufacture parts as large as the gun turrets and as complex as the compound-curve nose panels and porthole bubbles.

"I spent four months on Hill's plane, working six days per week," he said. Blanscett hopes to complete the exterior of Lowry's plane in six months, with the help of other volunteers, and all of the work before Lowry's 50th anniversary on 1 October 1987.

Field flew with the 73rd Bomb Wing, one of the units this plane served, in the days when the B-29 was the newest bomber around and the most advanced of World War Two. He says a computer coupled the gun turrets to moveable sights, meaning the gunner could simply follow his target with the sight and fire any turret instead of horsing around the heavy guns themselves.

"It was the first pressurized military plane," explains Field. "We could cruise along at 32,000 feet, just like airliners today." Pressurization, firepower, huge bomb loads and powerful engines made it a formidable foe when hitting the Japanese mainland.

## Lowry AFB's Boeing B-29 Superfortress has arrived and restoration work has begun

By TSgt. Chuck Kubin

While the B-29 was the best of its time, Field's first experience was less than perfect. An engine quit on his first flight in the pilot's seat.

As museum curator, Steve Draper sees great significance to the project. During and after the war Lowry trained flight crews and engineers, powered gun turret mechanics and bombardiers and taught B-29 aerial reconnaissance photography. Other technicians fitted the planes for radar and fueled them for transcontinental and orientation flights.

The project is growing as restoration begins. Blanscett seeks helpers and donations of materials. Field has amassed a 3-inch binder of information and has found a past pilot of the plane, called *T Square 54* for its position in formation while flying from Saipan. Draper notes that the museum foundation has raised about one-fourth of the \$100,000 needed to finish the plane. Workers and donors can contact the museum at Project B-29 Lowry Heritage Museum, Lowry AFB, CO 80230 or call (303) 370-3028. **APWI**



Dick Field and Mel Blanscett, former B-29 pilot and flight engineer, begin an inventory of work to be done in the tail of Lowry's AFB's recent acquisition. As principles of the restoration effort, they hope to have the bomber restored and on display by the base's 50th anniversary on 1 October 1987. (USAF/Fred Hartwell)



# THE FAR SIDE

By GARY LARSON

3-15-2000





# EXPERIMENTAL AIRCRAFT ASSOCIATION

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

December 3, 1986

Mr. Mike Ryer  
Vice President and Editor  
IAC Chapter 16  
Post Office Box 421  
Kiowa, Colorado 80117

Dear Mike:

I read your editorial in the November 1986 issue of EAA Chapter 660's newsletter. I must admit that I was a bit disappointed in your presentation, as well as in its lack of accuracy. Speaking of accuracy, I was surprised that you twice referred to "Hales Corners". I think you know that we moved EAA Headquarters to Oshkosh nearly four years ago.

Judging by your editorial, you do not live in today's very real world of enormous risks and a highly litigious society. Apparently, you have never had to sit before a board of lawyers who are attempting to bleed your personal assets and the assets of your organization, EAA and its chapters, to death, as a result of a fatality or injury. Unfortunately, I personally have been in that position. Today, even minor injuries can result in suits which will attack your bank account, your home and your automobile.

I have sadly noted that you and the other Officers of IAC Chapter 16 have apparently chosen to put the assets of your chapter and the assets of your chapter members on the line in the event of a mishap...since you did not participate in the very reasonably priced Chapter Liability Insurance program last year. Although IAC Chapter 16 has completed its 1987 Status Report, it again has failed to participate in the mandatory insurance program. In the event of a lawsuit, you have willingly sacrificed the financial security of all of the chapter members. I cannot understand this attitude. I also don't understand your opposition to the Fly-In Insurance programs we have worked so long and hard to establish. Mike, if you can find more effective and less expensive insurance, buy it. But, I am sure that if you investigate the market, you will find that your Headquarters staff has put together an excellent package of protection which is available at rates unobtainable on the open market.

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Speaking of insurance, as you know, IAC lost its major insurance carrier recently because of the high accident rate involving aerobatics. Sources within that insurance company have told me that they were simply paying out more in damages than they took in in premiums.

It is hardly fair to blame EAA for high insurance rates or for what the insurance companies will or won't insure. This is a modern problem that exists across the entire country and one that we must solve together. I am also a bit disappointed to see that you seem to blame me for this problem. I have publicly spoken out in promotion of common sense tort reform for several years. EAA has written a series of in-depth articles on this critically important subject, we have made our position known to the general public and the media and we have testified before both the United States Senate and the House of Representatives. We have also asked all EAA members to support us in our quest to change many of the unfair tort laws that have resulted in the insurance and liability crisis by writing to their Senators and Congressmen. Unfortunately, very, very few of you have responded.

Your comments relative to my stop at Gillette, Wyoming and my talk with Chapter President Dan Crov are certainly completely different from what actually happened. Nevertheless, you were right in at least one issue. Your fly-in insurance policy must name EAA as an additional insured. Obviously, this simple fact disturbs you but, you don't seem to understand the reason for its necessity. In the event of an accident, you will be sued, your chapter will be sued and EAA International will be sued! It is common practice to go after the deep pocket these days. Obviously, no matter what the limits of the policies that you and your Chapter carry, EAA will be sued. This is a fact. We have already been named in several lawsuits which have arisen from chapter activities with which EAA International had no involvement! That is one of the reasons we require the insurance.

Under these circumstances, it is imprudent to ignore this crisis. If we do not take a direct and positive action on these matters, in the event of a major lawsuit our EAA Chapters and our EAA members could well ask, "Why didn't Paul warn us? Why didn't Paul do something before we were sued?" Those, for good or ill, are the responsibilities of those of us who sit at the "end of the line" in any organization. I hope that you can appreciate the fact that I cannot jeopardize our members' interests by shirking my responsibility to them, to our chapters and to EAA itself.

I have tried, very hard, to bring these matters to the attention of



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Chapter Officers and members through my correspondence with them. I have often written about the insurance and liability crisis as well as the many other challenges aviation faces today. In the past two years I have written hundreds of individual letters to Chapter Officers and twenty-five issue oriented letters that were sent to each and every Chapter President in the country. That amounts to over 17,500 separate pieces of correspondence in the last twenty-four months. Yet, I constantly hear from chapter members who tell me that their Presidents and Officers have not kept them informed...have not discussed the letters at chapter meetings ...have not even told them that I have been regularly writing to the chapter leadership on issues of grave importance.

In regard to the insurance premiums which you discussed in your editorial, we must, unfortunately, live within the boundaries of what we can afford. Of course, if we don't own any assets, who needs insurance? Your editorial indicates that my "song has changed over the last few years". This is certainly not the case. The challenges EAA and I face today are greater than we have ever seen before. Since you are not involved in our day to day operations of EAA Headquarters and since you are not in constant correspondence with over seven-hundred chapters, our Washington representatives and the hundreds of aviation enthusiasts who ask us for help each and every week, you may not realize it, but, just keeping you fellas in the air is a challenge...one that keeps me from being able to spend time in enjoying my own airplanes like I should.

We'll prepare something for your chapter newsletter that I hope will be of interest to many of the members. During the past thirty-five years I have devoted a great amount of my time and energy to our organization. I've worked with many wonderful people who have devoted their time, energy and money to EAA. As a result of their work, we have built a wonderful organization which has been successful enough to establish a fine museum and educational facility and the world's most significant aviation event. I cannot permit a few individuals to jeopardize what so many EAA members have worked so hard to accomplish. I have attended many Chapter Officers' meetings and worked with them in good times and in bad. I have seen the joy in their faces and I have also seen the sorrow, the fright and the anguish caused by fatalities and lawsuits. One unfortunate accident can make a big difference in all of our lives. Just look at all the challenges that have arisen out of the recent midair collision in California. The full impact of that tragedy has yet to be felt by the sport and general aviation community. Since that accident, not a day has gone by that your Headquarters staff has not worked with FAA, the media or our Federal elected representatives in an effort to bring some common

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sense to bear on the issue of collision avoidance. Many of our friends and neighbors want to put a fence around the sky and post a sign proclaiming, "Little airplanes keep out". Your Headquarters staff is working very hard, on all fronts, to preserve our precious freedom of personal flight. It may be easy to criticize a program you chose not to understand, but it is far tougher to dedicate yourself to working for the good of the entire aviation community.

Yours sincerely,

EXPERIMENTAL AIRCRAFT ASSOCIATION

*Paul H. Poberezny*

Paul H. Poberezny  
President

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cc: Loren Gamet, President/EAA Chapter 660  
Bill Schneider, V-P & Editor/EAA Chapter 660  
Jim Leiker, Secretary/EAA Chapter 660  
Art Wilson, Treasurer/EAA Chapter 660  
David Moll, President/IAC Chapter 16  
Dan Croy, President/EAA Chapter 767



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



Gene Horsman  
210 Lookout View Ct.  
Golden, CO 80401