

Mile High Flyer

EAA MILE HIGH CHAPTER 43

Founded 1957

MAY 1999

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APRIL MEETING MINUTES:

THE meeting was called to order at 7:15 PM by president George Hayes, and the minutes of the March meeting were adopted as printed.

Visitors included Gary Hinkle; and Doug Willey, interested in the Thunder Mustang.

Progress Reports: Gene Horsman reports that the Luscombe is flying very nicely since the recover/restoration; Tom Melsheimer has purchased a T-18 and has already flown it 100 hours since last October. Bob Johnson is beginning to build flying time in his Kolb, and Cliff and Patty Bergner have purchased a 'ready for flight' Kitfox, and Kelly Smith has completed the center section on his Bradley Aerobat. Chuck Garten has installed the canopy on his RV-6 and is aiming for a Fall '99 completion.

Treasurer's report: Bob Wilson claims we have a balance of \$2689.69 in the bank and I believe him. He left shortly after his report, apparently sensing the discussion to come concerning last month's editorial.

Editorial: There was a lively discussion on whether or not our business meetings should be interesting, and Jim Loyd presented his thoughts on the matter. His rebuttal follows on the next page or so.

Safety Corner: Ron Denight reported on an in-flight fire experienced by an Extra 300, the gear collapse of a KR-2 during a high speed taxi test, and the loss of a Murphy Rebel on it's first flight due to reversed ailerons (something you might want to check for prior to your first flight!).

May Picnic: This year's annual picnic will again be held at Don Coleman's place at Tri-County Airport on Saturday May 8th. Fly in or drive.

Good job on keeping the meeting moving and a great program George!

MAY PICNIC:

Sat. the 8th, 11:00a.m., Tri-county Airport, Erie Co. Don Coleman's Hangar. Bring your favorite entree to bar-b-que and side dish pot luck. Help set up at 9:00 a.m.

PICNIC DETAILS:

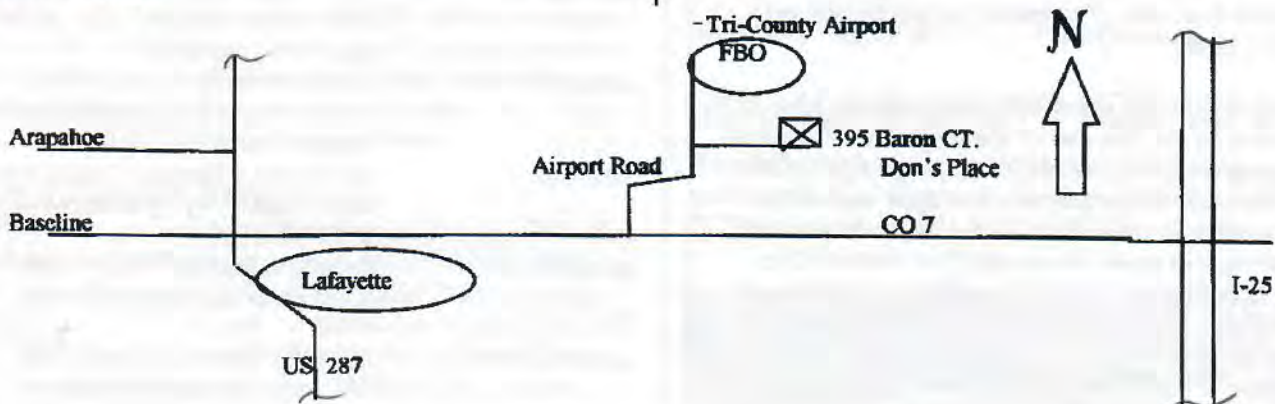
PLAN on bringing your favorite potluck dish, serving hardware, steaks, burgers, hot dogs, etc. Furnished will be cooking utensils, barbecue grills, soft drinks, iced tea, coffee, condiments, pretzels, chips and dip, table, chairs, paper plates, plastic-ware, and tie-down space for up to 8 aircraft. If more than 8 show up, or if it is too muddy at Don's, A/C parking will be available at the south end of the FBO ramp. It would be a good idea to bring your own tie-downs though. Fly in if you can!

The picnic will go on even if inclement weather forces us to stay in the hangar! Folks are welcome to stay 'til 5-6 p.m.

DIRECTIONS:

From I-25 northbound from Denver, exit to Colorado Highway 7 and go west about 4 miles to Erie Tri-County Airport, and turn right onto Airport Road. Follow Airport Rd. to Baron Ct. and turn right to the last house on the left. Or from Lafayette, go to CO 7 (Baseline Road) and proceed east to Tri-County Airport, turn left and proceed as above. Please refer to the map below.

A BIG THANK YOU to Don Coleman for again so generously providing the location and his time and supplies!



STEVE'S CORNER

ROCKY MOUNTAIN REGIONAL:

The work party to prepare for the regional had to be postponed due to the inclement weather we experienced in April. With any luck the concrete tie-down piers should be poured before our next meeting.

The rest of the preparations are progressing nicely. Bob Wilson has been busy getting businesses in Longmont to sign-up for advertising in the program. Gene Horsman is working on the new judging criteria and getting a training session organized for the volunteer judges. If anyone has not signed up to join in the fun the volunteer sign-up sheet will be at the picnic this month. If you can commit to a specific time to help the volunteer coordinators can use the information to get a schedule made up.

The web site for the regional is up and running.
www.greeley.net/eaaregional

YOUNG EAGLES: & CONGRATULATIONS

Chapter 43 has been gaining momentum over the last year on flying Young Eagles. This summer is shaping up to offer even more opportunities for everyone to help with our community relations. On May 15th Tri-County will be host to the Erie Town Fair & Fly-In Breakfast. Michael Maya Charles is organizing a Young Eagle rally for that day and has enlisted the help of Bob Lee (Chp 43's YE coordinator). They will be advertising the event in the local paper and will need all of the help that we can give them.

Bob has started calling the regulars to find out who can fly. If you have not flown before but would like to sign-up, please give Bob a call at 303-456-1268. They will also need plenty of ground crew help so stop out and have a good time giving kids their first ride. The breakfast will be served from a.m.-11a.m..

The second major YE event will take place on June 27th at Longmont on the last day of the Regional. Hopefully enough people will help out at Tri-County to get a little experience on how a larger rally is staged so that this one will go off without a hitch. Bob Lee is also working on organizing this event along with Earl Bolton (Chp 648's YE coordinator). With the promotion that the regional will have in the local area around Longmont we can probably expect a big turnout for this rally. Bigger rallies can be a lot of fun and they give you a real sense of accomplishment. Don't miss your chance on being a part of these community-sharing experiences.

Congratulations also go out to the four members that flew ten in 1998. They were Dean Cochran, Mark Graf, Bill Mitchell and Tom Young. There may be more, but those were the members listed in Sport Aviation. If anyone else flew ten last year please let one of the officers know so you can be recognized.

AIR ACADEMY:

Good news from Oshkosh. Chapter 43's candidate for the Air Academy, Chris Goodholm, has been accepted for a camp in July. Also accepted was Chapter 648's candidate, Taryn Van Deusen. As of this publishing we had not heard about our second candidate, Jean-Pierre Verdier. Maybe this will be a banner year for getting Colorado students to the Academy.

At the meeting in May we need to start getting plans in motion for transporting the campers to OSH. If anyone has a suggestion we are all ears.

EVENTS:

CHAPTER 43 MEETINGS:

- May: Annual Picnic & Auction – Tri-County Airport
- June: Project Visit & ?BBQ? - Tom Young's Phoenix
- July: Tri-County Open Hanger Night & Oshkosh Primer

OTHER REGIONAL EVENTS:

- May 8th Centennial Airport Open House
- May 15th Tri-County Fly-In Breakfast – 7am – 11am
- May 22nd Aurora Airpark Appreciation Day Fly-In - Lunch 11:00am - Bob or Dawn Resling 303-216-0031
- June 12th Taildragger Stampede & Competition - Buena Vista – Dan Bremmer 719-395-2496
- June 19th Gunnison Cnty Airshow – Pancake Brkfst – Airport Closed from 10am – 1pm
- June 19th Air Rodeo – Spanish Peaks Airfield – Many Flying Events – Bob 719-676-3235
- June ??th Big Band Hanger Party – Jeffco Details: Bruce Erley 303-469-7500
- June 19th & 20th 1999 Air Show Colorado – Jeffco No major jet team but plenty of aerobatic talent

MOUNTAIN-GRAM:

FROM ART WILSON

INSURANCE ALERT!

I read with some consternation the article in KITPLANES, April issue, about how AVEMCO refused to pay a claim on a plane it insured. It seems that the pilot had changed the fuel system and did not notify the FAA of the changes, and then to make matters worse, he put it back to the original system. Even though it was now like it was when he certified the plane, it was different! He lost all of his liability and hull coverage because of this technicality. He did not notify the FAA of changes since his original airworthiness was issued and thus had a different plane than what the insurance company thought they were insuring!

I can tell you that I think it is a way for the insurance companies to cheat us out of our money. I would guess that you, like every other homebuilder, have modified your plane in some way since you received your airworthiness certification. Have you notified the FAA and gone through a new certification process? I don't know if it is a good idea to let the FAA know every time you change something or not. I changed my prop some 200 hours ago from a Sturba to a Felix. I did not do the re-certification thing. If it has flown for 200 hours with the new prop, should I notify them now? Is all the \$ I put into insurance down the drain? If I notify the FAA and get a new certificate, do I then have to get 25 hours in the plane before my insurance becomes valid like it did when I did my test flight? I suppose I should contact the FAA and see what happens. I just feel that this is a major pain and would like to hear your thoughts on the matter. You can reach me at <awilson@bwn.net>.

GRANBY FLY-IN BREAKFAST!!

There will be a fly-in at Granby Airport (GNB) June 5, 1999. Participants will be bused down to one of the fine eating establishments in town of a sit-down high class breakfast. Cost will vary from \$2 to \$7. This is an excellent way to meet the new members of Colorado's newest EAA Chapter! You will also have a great experience in Mountain Flying! We look forward to seeing you. Festivities will begin at 9:00a.m. See ya there!!

A GREAT SEALED BATTERY:

Bill Amos recommended a battery to me for my RV many years ago, and it finally wore out! Other builders might want to try it out. It is a Gardian Sealed Battery model DJ12-32J, 32 amp, 12 volt. It measures 8.25 X 5.825 X ? and the cost is \$55 from Re-Co Battery Company, 748 Sheridan in Lakewood, phone 303/893-9324. I do not think you can find a better battery for the money and it fits perfectly in the RV 4 and 6 battery case. The owner of Re-CO Battery also owns an RV-4!

NEWS FROM HEADQUARTERS:

AIRVENTURE EVENTS:

Homebuilt Headquarters Picnic - This picnic is the event featuring homebuilt completions for the year and the homebuilt aircraft that actually flew to the convention. It is the inspiration event for the new builder and the accolade event for the accomplished builder. It is a casual event, as casual as 500 people can be. This year it will be held Saturday, July 31st at the EAA Nature Center from 6 p.m. until 9 p.m.

Donut Day—Monday morning, August 2nd, is Homebuilders Donut Day. All homebuilders and their families are welcome to stop in for a donut from 8 a.m. to 10 a.m. at Homebuilders Headquarters.

Susan Sedlachek
Information Services
920/426-4821

FLY GIRLS

IN 1942, in the midst of World War II, the call went out: women with some flight experience were needed to fly for the military. All over the country, young women postponed their weddings, put their education on hold, and quit their jobs. During the next two years, more than a thousand women were trained to ferry aircraft, test-pilot planes, instruct male pilots, and even tow targets for anti-aircraft artillery practice. Thirty-eight women would give their lives. Despite their determination and grit, women pilots often encountered disbelief and resentment. This new program tells the largely unknown story of the Women Air Force Service Pilots (WASP) and features a remarkable group of former WASP who recall the planes they flew, the challenges they met, and the pride they felt in playing a role in the American war effort.. David McCullough hosts.

Monday, May 24 at 8 p.m., PBS Channel 6

HANGAR PARTNER WANTED

Terry Sickler has an Exec - 1 tee hangar at Centennial and is seeking a hangar mate - with airplane. Half share of hangar is \$175/mo. Contact Terry at 303/688-6099.



FIVE ENGINE B-17!

COMPOSITE CORNER

FROM THE EAA TECHNICAL COUNSELOR
NEWS

EPOXY AND ITS PROPERTIES

by RON BROWN, of Tolar TX.

A few things need to be cleared up about epoxy and its properties. Epoxy will degrade in ultraviolet light. As good as epoxy looks as a coating, it is no substitute for paint or a good spar varnish in areas that are to be exposed to sunlight.

Epoxy is recommended as a base coat to tie the varnish or super UV resistant clear finish to the wood by some formulators. After a distributor had recommended this procedure, the chemist/representative of a major paint firm stated that the epoxy below the coating would degrade from the light being passed through the finish. One statement he made that struck me as profound was "if you can see through the finish, UV light is getting through."

Some boat builders in the north are using such methods. In southern areas, where the boating season is more than three months long and they stay outside and in the water, one is courting a mother of a different nature. She has not been too kind to those of us who have tried the new "miracle" stuff.

When epoxy is used as a barrier coating on boat bottoms, layers of glass cloth saturated with the material are used below the waterline to assure a continual thickness of epoxy. This cloth also adds hardness and abrasion resistance. Airplane designers recommend light glass cloth set in epoxy over plywood skinned wings. Once again I feel that this is to guarantee a minimum coating thickness.

If one does a repair on an epoxy surface, they only need to scuff the epoxy coating so that it will bond to itself. Varnish and polyurethanes are not suitable to glue upon.

Epoxies have different curing temperature requirements. One other than Chem-tech (T88) that can be used over wide ranges is by System Three. These people have one resin with three hardeners of various speed that can be used down to 35° F.

Other advantages that System Three's wood laminating resins has that I enjoy are:

1. It is not as brittle and cures softer and slower to its finished state. This quality makes it easier on edge tools but requires more time for it to sand easily.
2. It will bond through the amine blush if re-coated before total cure (about 72 hours). This makes re-coating and gluing on top of previous work quicker and less frustrating.

Other products available for composite use are resins with higher physical properties and various viscosities. I prefer resins thin enough to run that can be modified with fillers for diversified uses. Several formulators have such resins, all stronger than wood.

A magazine I receive, Professional Boatbuilder, has had several articles that would be of interest to the amateur airplane builder. One in the December/January issue was about Post-Curing of various resins and resin systems. A condition known as print-through is possible if this is ignored. Problem solving is cheaper to read about and cure than to do twice.

PRIMER FOR YOUR GLASAIR

-from Glasair News

Stoddard-Hamilton no longer stocks Morton's Eliminator® primer. Instead, based on our research and recent experience, we are recommending the following as the best preparation for use with a final polyurethane topcoat:

1. Filling and Contouring - We recommend ultralite body fill available in our catalog, page E-6. to fill small imperfections and scratches, use Evercoat® Polyester glassing putty.
2. Light Filling Primer - PPG k200 Primer Surfacer/Yellow and K201 Catalyst. This primer system is used in areas which need a filling primer to fill in sanding marks and pin holes. PPG is the brand name.
3. final Primer - PPG DP40 Epoxy Primer Gray/Green and DP401 Catalyst. this primer system will not fill pin holes or deep scratches, but is the primer recommended as the best base for Sterling polyurethane paint.

Topcoats - a catalyzed urethane is recommended as the best topcoat to use. Urethane comes in two forms:

1. *Polyurethane* is generally considered the best finish in terms of durability. The only drawback is it is a little more difficult to apply and repairs are more difficult as it isn't easy to sand and buff.
2. *Acrylic urethanes* are generally considered a little easier to mix and apply and are easier to sand and buff to blend in repaired spots. They are good paints, but not quite as durable as the Polyurethanes.

We used Polyurethane on our Glasair III and an Acrylic Urethane on the II-S RG and are very pleased with both. All of the Evercoat and PPG products are generally available at your local autobody supply store.

LATEX GLOVES AND ALLERGY

Latex gloves may cause an allergic reaction in some people. Alternatives to latex gloves when working with composite materials might be vinyl gloves or a quality barrier cream and no gloves. Check with your materials supplier for recommendations and availability.

EDITORIAL REBUTTAL: by JIM LOYD

Having taught High school, Junior high school and Middle school Kids for 25 years, I feel I must answer your editorial in the April News letter. I taught aerodynamics to my 10-13 years old students every year I taught in Middle school and we actually started to build a flyable airplane. My middle school students had the basic structure of the fuselage, empennage and main spar inspected by the FAA and APPROVED when the project was stopped by the school administration. (cowardice, spelled 'Insurance'). I have been involved with Explorer groups and CAP Cadets. In the 70's I wrote letters to the EAA urging them to introduce some aviation education curriculums and programs for Middle and Junior High School Students. The EAA's polite response was that they were not interested.

To me, the EAA and Chapter 43 is an ADULT organization dedicated to the promotion and needs of the ADULT avocation of designing, building, restoring and flying airplanes. I don't believe attendance at our typical adult and technical Chapter meeting is an adequate strategy for recruiting and encouraging young people into aviation. Other organizations: The Boy/Girl Scouts of America, CAP, are two major organizations that are equipped with circula suitable to "young people." Dave's remarks: "BOOOORING , fun and exciting " display to me a common misconception in our society today. Which I believe has lead to much of our educational and societal problems. Many people believe "fun and excitement" are the only motivation for accomplishment. My experience has convinced me that SATISFACTION has for centuries, is now and forever will be the one and only motivation for the accomplishment of everything that we consider valuable, vital and valid. That great feeling of SATISFACTION is the ultimate reward that keeps us, bridge builders, canal diggers, book writers, and airplane makers plowing through the DRUDGERY (tedious, boring, unpleasant work) of forming bits and pieces into a completion . Drudgery has become a dirty word in today's society. Every homebuilder has experienced the many sessions of pure drudgery during the construction of his/her project. The small satisfactions of a new skill, a well done part, a problem solved, keep us going to the ultimate Satisfying reward of the finished and functioning airplane. During the 30 plus years I have been reading, "Sport Aviation" I have never read the first flight described as merely fun. Often it is described as exciting. But it is almost always described as tremendously SATISFYING.

When a "young person" comes to a Chapter 43 meeting, he/she joins a group of ADULTS dedicated to ADULT accomplishments, using ADULT strategies and methods to solve Chapter problems and to reach a consensus on how to do it. Some "young people" are mature enough for this experience and many are not. I attach no Chronological age to the personal characteristics listed below because I have met 10 year olds who were more mature than their 30-year-old parents.

Therefore, if the young person described by Dave:

1. Does not understand and appreciate the difference between fun and satisfaction.
2. Will not accept the condition of Drudgery.
3. Will not tolerate delayed gratification.
4. Will not discipline himself/herself to be courteous and considerate of Chapter members and their needs and wants.
5. Will not set aside his/her self-centeredness so as to patiently bear the boredom inherent in the democratic process.
6. Refuses to learn and understand the Chapter's goals and problems.
7. Refuses to learn and understand the much larger General and Sport Aviation situation in the USA.

Then that young person is not mature enough to cope at an adult level and shouldn't volunteer or be forced to attend our, or any, EAA Chapter meetings.

Sincerely, Jim Loyd

EAA MILE HIGH CHAPTER 43

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Submission of articles, comments, or inquiries for publication in the newsletter are encouraged.

Meetings are normally held on the second Saturday of each month at 7:00 P.M. The place is determined each month.

Disclaimer: Be aware that as always, in past, present, and future, any communications issued by Experimental Aircraft Association Chapter 43, regardless of format, and/or media used, which includes, but is not limited to, this newsletter and audio/visual recordings, is presented only in the context of a clearing house of ideas, opinion, and personal experience accounts. Anyone using ideas, opinions, information, etc., does so at their own risk. Therefore, no liability is expressed or implied by the Experimental Aircraft Association Chapter 43, or any of its members. Any event announced and/or listed herein, except as noted, is done as a matter of information and does not constitute approval, sponsorship, control, or endorsement of said event.

MILE HIGH FLYER

EAA MILE HIGH CHAPTER 43

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FIRST CLASS

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THIS MONTH'S MEETING:

PICNIC! MAY 8TH, 1999 at 11:00AM .Tri-County Airport, Erie CO. See inside for details..

