

EAR 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, September 10, at 7:00 p.m. in the Jeffco Airport terminal building. Go to the second floor and turn towards the conference rooms (left/northeast). Our meeting will be in conference rooms Alpha and Bravo. A "tech session" for all RVators, that is, anyone flying, building or dreaming of RV 3's, 4's or 6's, will be held at 6 p.m., same date, same location.

This month's meeting presentation will be a video tape produced by the EAA entitled "Building Your Own Airplane - How to Get Started." This presentation should be helpful not only for those contemplating a project, but also for those already underway.

LAST MONTH'S MEETING:

Last month's meeting was held on September 10th. Guests included Steve Stevens, a Cassutt builder; Steve Bierbach, who owns a Cessna 182; John Mulkey, who owns a Mooney 231; and Chuck Garden, who is considering building an RV-6. The minutes were approved as published in the Newsletter.

Old Business

The Chapter checking account balance is \$688. The savings account balance is \$805.

Bill Wright attended the last meeting on the Builder's Forum to represent Chapter 43. He was very impressed with the planning done to date. The scope of "hands-on" demonstrations and lectures are more comprehensive than last year, and appear to cover most building techniques. Volunteers are needed to help at the demonstration tables. Substantially participating as a volunteer will yield a free pass to the forum.

Teresa Wallace announced that the selection of the location and date of the Annual Chapter 43 Banquet are nearly finalized.

Jim Homa, Name Tag Committee volunteer, was again not at the meeting. Jim, please call Phil Hughes and let him know

of your plans.

Progress Reports

After helping Gary Ludeke rivet the top wing skins on Gary's RV-6A, Dennis Walsh felt it necessary to give a report on Gary's progress. The wings and empennage are complete, except for fiberglass tips. (Approx 8,300 rivets set.)

Ron Denight is continuing work on his Midget. He is planning to have his wing spar stress tested.

Gene Horsman's Mercury fuselage is 90% welded.

New Business

Three EAA Flight Advisor's Program was discussed at great length. A motion was passed to table any decisions regarding this program until the Chapter receives more information. Glen Grove has two Young Eagles needing a ride. Young Eagles is an ongoing program. Don't forget the Phillips 66 gas rebate.

Chapter Rosters are still available. If you have not received yours, call a Chapter officer.

Lucian Burtosik, in defense of some "bad press," gave us some positive points about ultralights. They are safer than some aircraft because they are slower and stall at 1/2 the speed of a many homebuilts and factory aircraft. There are many more options after loss of power, since they have an extremely short landing roll. Since it is not legal to fly an ultralight at night, or in IMC, two big causes of accidents don't exist. Lucian invited members to come to Grandby during the month of September for 20% off a demo flight.

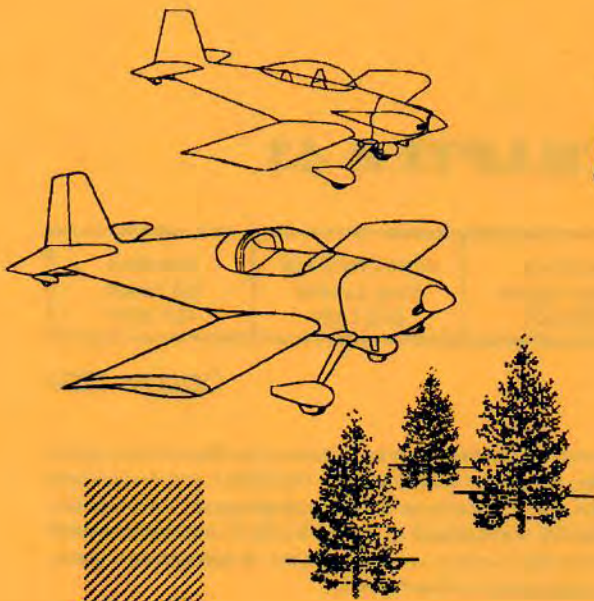
The October issue of Kit Planes featured an article on Ib Hansen and his Cassutt organization. Also pictured was Ib's stalwart test pilot, Bill Mitchell.

Brochures on three upcoming fly-ins were available for inspection, as was information on a new oil filtration system for homebuilts marketed by Air Guard, Inc.

Second Annual

ROCKY MOUNTAIN Aircraft BUILDERS FORUM

OCTOBER 22-23, 1994



Forum Presentations

Saturday

- Choosing a homebuilt
- OK, Now that I'm building
- Getting your airworthiness Cert.
- Auto Engines for Aircraft
- Fabric Covering
- Composite Aircraft

Sunday

- Free help building, EAA Chapters
- Economy & Speed by Modifications
- Flight Testing
- Aluminum Building
- How 2 Weight & Balance
- Steel Tube Construction

Hands On Workshops

- Aluminum construction
- Composite construction
- Steel Tube construction
- Aircraft Welding
- Wood construction
- Fabric Techniques

Cost: \$20.00 one day
or
\$30.00 for both days

Tri County is 15 nm NW of Denver
318° Radial DEN VOR 117.00

Where?

**Crosswind Aviation Hanger
Tri-County Airport (48V) Erie, Colorado**

Time: Saturday 9AM-6PM; Sunday 8AM-5PM

October 22-23, 1994

Presented by the members of the Denver EAA Chapters 43, 301, 660

For Additional Information

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FREE

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(303) 469-0557

Aircraft Kit Manufacturer Videos

Manufacturers' Literature

Tech Counselors Question Booth

Weight and Balance Demo

Horsman's Corner

Gene read a letter from AOPA President, Phil Boyer, in reference to the signing of the Aircraft Product Liability Bill, the "General Aviation Revitalization Act." The House Bill time limitation for prop driven aircraft was changed from 15 to 18 years, the same limitation that's on turboprop and jet aircraft. The time for new parts starts on the day of installation.

Russ Meyer, Cessna CEO, says the C-172, 182 and 206 will be back in production in 2 years.

Both the House and Senate have put money back into the DUAT system for the coming year.

An interesting sideline on AOPA's fight with EPA over their attempt to restrict flying in California: FAA and State of California statistics show a 32% decline in flight hours, and a 28% decline in fuel sales in the region since 1990. The decreases are attributed to congested airspace, frequent poor visibility, a decreasing number of GA airports, and the high cost of flying in the area. The total number of GA aircraft in the state decreased by 15% between 1990 and 1992.

Student starts were down 27% in the first half of 1994, compared to the same period in 1993. Private Pilot and Instrument Rating certificate issuances were down 25% and 19% respectively during the same period.

Piper will end "Super Cub" production this year. Few Piper employees have the necessary manufacturing skills for this type of aircraft. The required skills do not mesh well with other manufacturing technologies used at Piper. Piper says that the Cub is a "liability nightmare" because of the way it is used, particularly in Alaska and Canada. Piper's one-year contract with Muncie Aviation to supply 24 aircraft will not be renewed. Piper will deliver 8 more aircraft to complete the contract. All but 11 of the 24 have already been sold.

The Zenith CH 2000 received its Type Certificate at Oshkosh.

Safety Corner

Brad Davenport noted that "corrosion cannot be prohibited, but it can be inhibited." Corrosive deterioration on an Aeronca exhaust stack was discussed. A weld point on the inside of Cleveland 550 brake disks have been responsible for recent brake failures. A negative pressure in the cockpit of a RANS S-9 drew exhaust fumes through a custom windshield, and resulted in the incapacitation of the pilot. The carburetor on a Falco 7200 Ultralight developed a malfunctioning float due to wear on an aluminum boss.

The Program

Randy Holder was our guest speaker. Randy is with the FAA and is active in the certification of Amateur Built aircraft. His background is airframe and power plant mechanics. He participated in a major aircraft rebuilding with an associate. He has attended many EAA National Conventions, dating back to the Rockford, Illinois era.

Randy gave us insight on typical builder errors, but has only rejected a small percentage of the aircraft he inspected. His single plea was "Please don't call us until your aircraft is

ready to fly!" Randy gave us many hints and suggestions regarding procedures and methods of certification. He discussed the "51% Rule" at great length.

An interesting note: If you wish to change a certified engine to a non-certified engine, you only need to remove the engine's data plate. You then are not responsible to comply with applicable engine AD's. However, getting the engine re-certified could be very complicated, requiring, at least, the compliance with all past and present AD's, as well as proving that the engine had been maintained to certified engine requirements.

Construction is rarely to blame for home built accidents. The pilot's lack of proficiency in type is much more often the cause.

The group was pleased with Randy's presentation and his attitude toward the EAA. We would all be lucky to draw his name when our time comes for a homebuilt inspection!

Randy's address is:

Randy Holder, Aviation Safety Inspector
NM-FSDO-03
5440 Roslyn Street, Suite 201
Denver, CO 80216

THE PRESIDENT'S CORNER:

First of all, congratulations to Mark Stevenson, who none of you know. Mark is a friend of mine who just regained his currency. If my memory serve me right, there was no such thing as a biennial flight review when he went dormant. Mark just passed his. Good show Mark.

Those of you that missed last month's meeting missed two excellent presentations. Our speaker, Randy Holder of the FAA's Denver Flight Standards Office, gave a well received talk regarding what is involved in licensing a Homebuilt. Every one I've spoken to since said that he answered a particular question they had. Randy, thank you very much.

At the end of the meeting Randy left a packet of information regarding licensing a Homebuilt as well as a reprint of an FAA article on Flight testing Homebuilts, THE FIRST 40 HOURS. I have both and they can be copied. Randy suggested calling the Denver FSDO to inform them you are building a Homebuilt and they will send the package to you free of charge.

The other presentation that I particularly enjoyed was Lucian Bartosik's rebuttal of my comments in the last newsletter regarding Ultralights. Lucian runs the Ultralight field at Granby. He felt strongly enough to make the trip to Denver just for our meeting. In the 15-20 minutes he was at the podium, I learned more about the realities of Ultralights at this altitude than I had been able to gather in a week at Oshkosh. In short, Lucian says that his organization flies "legal" Ultralights at Granby and considers Denver to be equivalent to sea level. If any of you are near Granby, stop and say hello to Lucian. As for myself, thank you very much Lucian for an excellent presentation.

Finally, attached to this news letter is a copy of everything I have on the EAA's new Flight Advisor program. At the

September meeting we voted to establish such a permanent office in the chapter, but before we could go any further many members voiced a desire to know more about what is entailed. I keep forgetting how many members are not members of the EAA and hence do not get Sport Aviation every month.

The package consists of a set of instructions/discussion meant to be read prior to signing on as a Flight Advisor. Next is a description of the program that appeared in the monthly Chaptergram. Following that are two handouts that I received at Oshkosh. Finally there is a two page article that appeared in the August issue of Sport Aviation. Between them all they give a pretty good description of what the program is all about. **PLEASE READ THIS PACKAGE OF INFORMATION PRIOR TO THE OCTOBER MEETING** so that we can move forward with this program.

One final note. At the end of the Sept. meeting we had a discussion regarding belonging to the EAA. As you know, it is expressly not a requirement of the chapter to be a member of EAA in order to belong to the chapter. However there are some things to note. As I mentioned in last months Presidents corner, chapter members that do not belong to EAA are not covered by the EAA insurance at chapter doings where EAA insurance is in effect. The Chapter Handbook is worded to say that EAA members are covered. Nothing is said about chapter members that are not EAA members.

EAA Chapter 43 Newsletter
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Membership has never been an issue with me since my first Oshkosh. After all, that is the only way you can get on the flight line. I know that some have a problem with joining for various reasons. But as Doug Bloomberg said at the meeting, "The rights and privileges we have as home builders exist mostly because of the EAA." The certification of Mogas for aircraft use is largely due to the EAA. You could go on and on but the message is clear. We owe a lot to the EAA, shouldn't we support it? From a very selfish point of view this is positive reinforcement that can only help us all. At the end of the Sept. meeting, Randy Holder commented to me about how much effect that he sees the EAA having with the FAA. Think about it.

COMING EVENTS:

For information on upcoming flying events, call the Flying Activities Line at 766-3596, or 766-FLYN. This service is sponsored by EAA Chapter 660 and financially supported by Chapter 43.



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