

EAA MILE HIGH CHAPTER



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423-5134

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NEWSLETTER
KIRBY WHITE
423-5134

VOLUME 9, ISSUE 2, FEBRUARY, 1986

THIS MONTH: This month's meeting will be held on Saturday, February 8, 1986 at the Rocky Mountain Energy Center at 7:30 P.M. The program will be a talk by T.K. Gwin, the Manager of the Boulder Airport. He will discuss all of the changes that are taking place at the Airport (including the jail), and will address all of the questions that we have on the matter. What happens at the Boulder Airport affects all of the other airports in the area, so even if you don't base your airplane there, this is an important meeting and should not be missed.

LAST MONTH: With 55 members and guests in attendance, the meeting of January 11, 1986 was called to order at 7:50 P.M. by President Kirby White at the Rocky Mountain Energy Center. The minutes of the December banquet meeting were approved as published in the Newsletter.*

Guests: Guests present were Phil Hughes of Littleton -- who is building a Fly Baby, J Gordon Woods of Littleton -- who owns a Cessna 172, David Thompson of Lafayette -- who is building a Woodstock sailplane, Curt Prentice of Aurora -- who is building a Bobcat, and Ellora Larson -- the daughter of Chapter 43 member Glen Larson.

Treasurer's Report: Ending 1985

Income:	Dues	\$1,000.00
	Calendars	\$270.00
Expenses:	Newsletter & Stamps	\$809.82
	Coffee & Supplies	\$88.99
	Flowers	\$84.34
	Books	\$33.20
	Christmas Banquet	\$47.06
	Nametags	\$91.00
	EAA Aviation Foundation	\$100.00
	Transfer to Memorial Fund	\$130.00
	Paid Out From Memorial Fund	\$100.00
Checking Account Balance:		\$448.46
Savings Account Balance:		\$773.83
Steve Ansley Memorial Fund Balance:		\$442.39

Old Business: Bob Johnson talked about his feelings on the building of a jail at the Boulder Airport. He said that he has been very disappointed during the last thirty years with the City of Boulder regarding the Airport. He has seen no real improvements in that time, and felt that the jail would finally bring some positive improvements to the area. He said that the sewer and water system would be upgraded, along with paving the road into

Old Business cont: the Airport. He felt that security would increase, too. He had talked to T.K. Gwin (the Manager of the Boulder Airport) a few times, and found him to be very positive and enthusiastic toward the future of the Airport. Bob suggested that we consider having Mr. Gwin as a speaker at one of our meetings. Sharon Krumins (the wife of Chapter 43 member Ainis Krumins, who passed away on Saturday, November 30, 1985 from cancer treatment complications) graciously stepped forward and spoke briefly about the love that Ainis had for aviation, and his involvement in it. She donated to Chapter 43's Library the collection of Sport Aviation magazines from 1972 through 1985 that Ainis had. And also about two dozen books and reference manuals. Kirby thanked her for the generous donation, and said that a revised Library Book List would be made up including Sharon's donations, and everything would be available to be checked out from Librarian Cathy Sheeon. Kirby mentioned that Sharon had requested all contributions in Ainis' memory be sent to the EAA Aviation Foundation. Kirby had been in contact with them, and was waiting for a reply as to how much they had received, so that Sharon could decide what she would like to have a memorial plaque in his name put on in the Foundation's Museum. He also said that Chapter 43 would make a contribution toward the plaque. Phil Young brought in an 8x10 color picture of Ainis in an ultralight, which was taken in Pinedale, Wyoming. Phil believes that this is the only picture of Ainis in any type of aircraft. (Editor's note: A copy of this picture is included in this Newsletter). Treasurer Cathy Sheeon still had some 1986 EAA calendars for sale at \$3.00 each.

New Business: Chapter 43 member Glen Larson introduced his daughter Ellora Larson. She came forward and talked about the wonderful experience that her sister Ericka had in attending the EAA Air Academy in 1985. Ellora wanted the same experience, and asked Chapter 43 for a nomination so the Air Academy would consider accepting her as a participant in 1986. Cathy Sheeon thought it was a terrific idea, so she was volunteered to take care of the nomination. Dean Cochran brought in a painting of his Thorp T-18, which was done by Chapter 43 member Steve Ferguson. It was a surprise Christmas gift from his son Mike and Mike's wife. Dean was very pleased and proud of the painting, and only wished that his moustache was a little darker in it. Kirby explained that the reason the meeting was being held at Jeffco Air rather than the Rocky Mountain Energy Center was due to a banquet that the President of Rocky Mountain Energy was holding that night. The Energy Center will still be the normal meeting place. Kirby apologized for the lateness of the Newsletter. He said that most of them had come back to him as having insufficient postage, because they were over one ounce. So he had to put on another stamp and mail them again. Kirby hoped that no one was inconvenienced by this. Vern Hoppes showed a 6.00x6 tire that he wanted to sell for \$30.00. He was successful in selling it. Kirby mentioned he had read in the Rocky Mountain News "Today In History" column that on January 11, 1935, Amelia Earhart began a trip from Honolulu to Oakland, California that would make her the first woman to fly solo across the Pacific Ocean. Bill Landers brought in a copy of a report on synthetic aviation oils for those interested in the subject to look at. Kirby quickly reminded everyone that Treasurer Cathy Sheeon was starting to collect the 1986 dues. Dean Cochran told us that he had recently seen an old friend of his

New Business cont: by the name of Larry Heuberger. Larry is one of the charter members of Chapter 43. He held the first meeting in his house. He has been instrumental in the design of a number of aircraft. The Wing Derringer and CMAC are just two of them. He is presently working on a design which is similar to the CMAC. Larry was on a layover at Stapleton, so contacted Dean and went to his home to see him. Larry lives in Reno, Nevada now.

Gene's Corner: Gene Horsman told us that Beech Aircraft had bought the rights to the Mitsubishi Diamond Jet II. They will be re-naming it the Beech Jet. They will also handle the support for Mitsubishi's other airplanes. Gene informed us that the FAA wants general aviation aircraft with transponders to have them on at all times in controlled airspace. Gene donated the following books to Chapter 43's Library: "Medication and Flying -- A Pilot's Guide," "The Proficient Pilot," and "Stick and Rudder." Thanks, Gene!

Progress Reports: Guy Clark told us that he had bought a Soneral II project which was in Iowa. He talked about the care he had taken in loading it on his pickup, which was well worth it because the airplane received absolutely no damage during the trip. He passed around a number of pictures of it and another Soneral for everyone to look at. (Editor's note: Guy feels that a couple of the pictures didn't get back to him. If any of you accidentally left with them, he would appreciate their return. Thanks.) Ron Denight reported that work is progressing on the major modifications that he is doing to his Denight Special. Bill Amos has been working on the sealing of the wing tanks on his RV-4. He said he has rubberized the tanks, his tools, himself, his shop....

A&P: The business portion of the meeting adjourned for coffee at 8:20 P.M. After the break, there were two separate programs. First, Sheldon Chrysler talked about an electronic dimmer circuit that he had designed. The intensity of the instrument lighting will change with the ambient light. He brought in a schematic and parts list, which Kirby said he would include in the Newsletter. Then Brad Davenport showed a number of slides of airplanes that he had put together. We all had a great time trying to figure out what they all were. Thanks to both Sheldon and Brad for the programs!

*: Correction -- The January 11, 1986 meeting was held at Jeffco Air, not the Rocky Mountain Energy Center.

ROSTER UPDATE: Please add the following new members to your Roster:

Curt Prentice, 2075 Potomac E-79, Aurora, CO 80011 W. 757-7751
Bobcat

Rick Robbins, 6094 Pierson St., Arvada, CO 80004 H. 422-9389
W. 620-2125, 1946 Piper J-3 Cub, Stephens Akro

David Thompson, 1008 B Milo Circle, Lafayette, CO 80026 H. 666-7966
W. 449-0964, Woodstock sailplane

The following members have a new address:

Dave & Lyne Biesemeier, 4622 S. Vrain, Denver, CO 80236 H. 795-1456
Sidewinder

Jack Fick, 2728 Oak Rd. #142, Walnut Creek, CA 94596 H. 415-946-
9715, 1969 Cessna 150

Norm Garvin, 13901 E. Marina Dr. #302, Aurora, CO 80014 H. 337-6258

Ken Williams, 13388 W. 25th Pl., Golden, CO 80401 H. 279-9470

GLOSSARY: From "I'd Rather Be Flying" by Donna Vasco
negative: a shortened form of the Russian word 'nyet'.
Nose-Over: ground maneuver for exposing landing gear and underside of plane to sunlight.
Nulle Bastardo Carborandum: Latin, for "Don't let the bastards wear you down."

DUES: Just a quick reminder that Treasurer Cathy Sheeson is now collecting the 1986 dues of \$10.00. The deadline is the end of March to make the Roster.

CALENDARS: There are still a few 1986 calendars left to sell for \$3.00 each. Let us know if you would like one.

LOBS: Airshow pilot Chuck Carrothers (sp) has died from the injuries he received in the crash of his airplane on November 8, 1985. He never regained consciousness. I don't know if the cause of the crash was ever determined. I found out very recently that Chuck was the cousin of Chapter 43 member Phil King. Condolances to Phil and all of Chuck's family.

TRI-COUNTY: Tom Pierce is now legally running the hangars at the airport. He has been repairing the roof and doors, and promises expedient and complete snow removal in the future. There are a number of spaces open, so get in contact with the airport if you are interested.

WOOD SOURCE: Phil Hughes has done a lot of checking around, and has found a good, inexpensive source for wood. He will be glad to let others know about it. Call him at 798-9820 for all of the details. Phil was a guest at the January meeting, and is building a modified Fly Baby.

AINIS' PICTURE: Below is a copy of the picture that was taken of Ainis Krumins by Phil Young. For those of you who didn't know Ainis, he is the one in the left seat with the goggles on. The picture was taken in Pinedale, Wyoming.



FROM THE PRESIDENT: I feel that I should write something about the tragedy of the Space Shuttle Challenger and its crew of seven astronauts. I don't think I could write anything different than what has already been written, though, as there has been so much publicity. And I'm sure that everyone in the Chapter has had much the same thoughts and feelings as I've had lately. I can only say that I hope the cause is determined and nothing like this ever happens again.

FROM THE EDITOR: I can think of several things to comment on regarding the Shuttle. This type of an accident really hits home with EAA people. Experimental is the key word here. We "experiment" with aircraft. And so does NASA. They work on a much larger scale than we do, and of course are more in the public eye. If we have a problem, we might have to land at the nearest airport or something. But when NASA has a problem, the results can be very quick and devastating. I must say that I was very pleased with the amount of coverage that was given to the tragedy. So far, I have not heard a great outcry from the public to abandon the Space Shuttle program. I hope that one does not surface. We must not let the program be scrapped. It must go on.

Well, on to a happier subject. We have had some wonderfully nice weather this January. I believe it's the warmest in history. Or very close. I hope that a lot of the people in this Chapter have been able to take advantage of it, and flown a fair amount. It was too nice not to. What does February have in store for us?

AVIATION HAPPENINGS: February 28 - March 2, 1986 The 28th annual Cactus Fly-In, hosted by the Arizona Antique Aircraft Assoc. Chapter. Held at the Casa Grande Municipal Airport.

March 16-22, 1986 Sun 'N Fun Fly-In in Lakeland, Florida

May 23-25, 1986 The 20th annual Kansas City Area AAA Chapter Fly-In at Amelia Earhart Memorial Field in Atchison, Kansas. For information, contact Lynn Wendl, 8902 Pflumm, Lenexa, Kansas 66215, 913-888-7544

August 1-8, 1986 Oshkosh

MARKETPLACE: For Sale: Sport Aviation Magazine collection from 1975 to 1985, \$150.00. Ron Denight 452-0458

For Sale: Narco AT-150 transponder, working condition, no tray or antenna, \$325.00; Also McCauley MDM 7451 Clip-Tip propeller, 8 hole, for O-300A or C-145 Continental, \$150.00; Also Airpath lighted compass, pedestal mount, working condition, either 12V or 24V, \$20.00. Make offer on any of above. Bruce Collins 288-2960

For Sale: 1968 Cessna 150-150, MASA conversion, 2,140 TT, 1,010 SMCH, dual nav coms, transponder, ELT, factory long range tanks, NDH, never a trainer, \$14,000. Phil Young 665-5773

For Sale: 1/4 share of 1978 Piper Warrior II, King IFR, new Imron paint, low time engine, four place, 150 MPH cruise, \$5,625. Jim 449-0256

OCTOBER 2, 1985

AUTOGAS FIELD ALERT

The following are situations which have surfaced recently. These may occur with either autogas or avgas. Although the EAA has addressed these in *Sport Aviation* on several occasions, this Field Alert is being sent as a service to all EAA autogas STC holders of record. For additional information, call the EAA STC department at (414) 426-4800.

USE OF ALCOHOL IN GASOLINE

Any form of alcohol, including ethanol and methanol is **not approved** for use since it can attack the synthetic materials in the fuel system. For emphasis, a placard should be placed by each fuel filler cap, reading "**DO NOT USE GASOLINE CONTAINING ALCOHOL.**" De-icing fluid containing alcohol must be used in accordance with approved instructions.

USE OF LEADED GASOLINE IN FRESHLY OVERHAULED CONTINENTAL ENGINES

After an overhaul affecting the valves, use 2 to 3 hours of **leaded** aviation gasoline per Continental Motors recommendation. Then use unleaded autogas thereafter. Although this procedure was not used in our flight test program and no problems were incurred, we recommend it.

Reference: Continental Motors Special Bulletin M46-32.

SWELLING OF BENDIX CARBURETOR FLOAT NEEDLE VALVES IN CONTINENTAL A-65 SERIES THROUGH C-90 SERIES ENGINES

The use of obsolete neoprene float needle valves with either autogas or 100LL avgas may cause continual leaning unknown to the pilot, contributing to possible engine damage. If this is suspected, verify needle valve has Bendix part number 2523047.

Reference: Bendix Service Bulletin ACSB-84.

POTENTIAL DETERIORATION OF MARVEL-SCHEBLER CARBURETOR FLOATS

Any avgas or autogas may cause deterioration of the cellular plastic floats in Marvel-Schebler carburetors resulting in any of the following: flooding of carburetor, rough engine at low power settings or inconsistent engine shutdown. If symptoms occur, contact A&P mechanic.

POSSIBLE SEPARATION OF GASCOLATOR RUBBER PLUNGER

The rubber plunger in the gascolator drain assembly in some Cessna models may separate from the metal shaft, causing a potential leak. This problem, caused by either avgas or autogas, is being reviewed by the manufacturer. Inspect for proper fit.

POTENTIAL ATTACK OF VARNISH ON OLD CORK FUEL TANK FLOATS

The varnish on older aircraft cork floats may be attacked by either avgas or autogas. Inspect floats and, if indicated, recoat with polyurethane type of varnish.

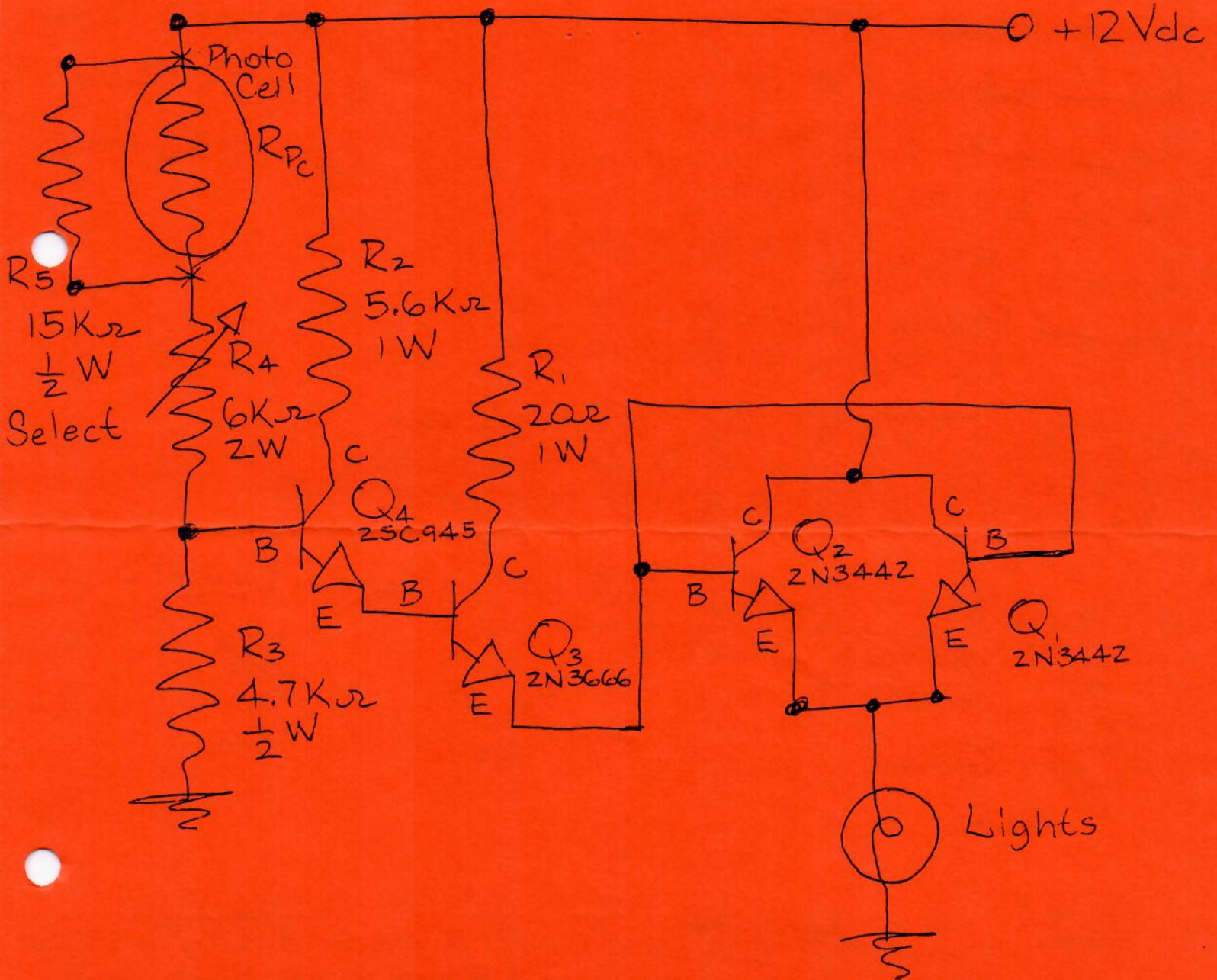
POTENTIAL DEGRADATION OF HOT DAY ENGINE PERFORMANCE

After any prolonged period of heat soak, such as hot day ground idling or engine restart a short time after a long period of engine operation, perform a full power check before taking off. Ensure recommended fuel pressure is indicated on aircraft so equipped.

COLUMBINE COMMUNICATIONS
— & AIRCRAFT BROKERS —
 ● STANLEY AVIATION CORPORATION, 2503 DALLAS STREET
 STAPLETON INTERNATIONAL AIRPORT
 AURORA, COLORADO 80010 ● (303) 944-2449
 ● SALES & SERVICE ● AVIONICS ● AIRCRAFT
 ● FM LAND-MOBILE/PUBLIC SAFETY/MARINE 2-WAY RADIOS
 — FAA CERTIFIED REPAIR STATION S03-71 —

361 6871

Electronic Dimmer Circuit



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361 6871

Electronic Dimmer Circuit

Parts List

Resistors

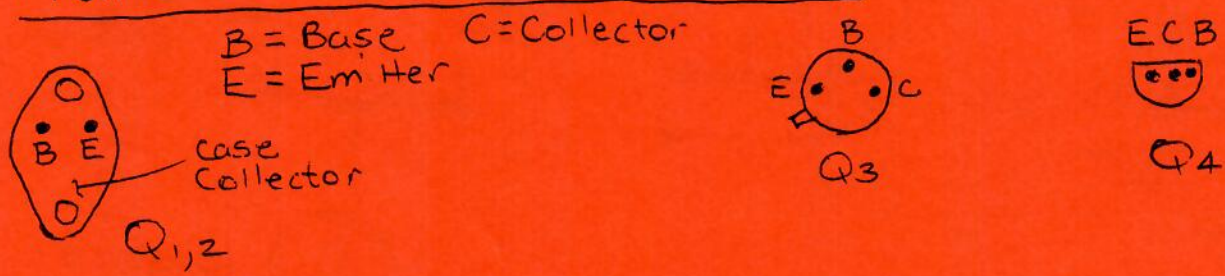
- R₁ — 20Ω 1 Watt
- R₂ — 5.6KΩ 1 Watt
- R₃ — 4.7KΩ ½ Watt
- R₄ — 6KΩ 2 Watt Pot
- * R₅ — 15KΩ ½ Watt Select
- R_{PC} — Photo Conductive Cell
CL 702L or equivalent

Transistors

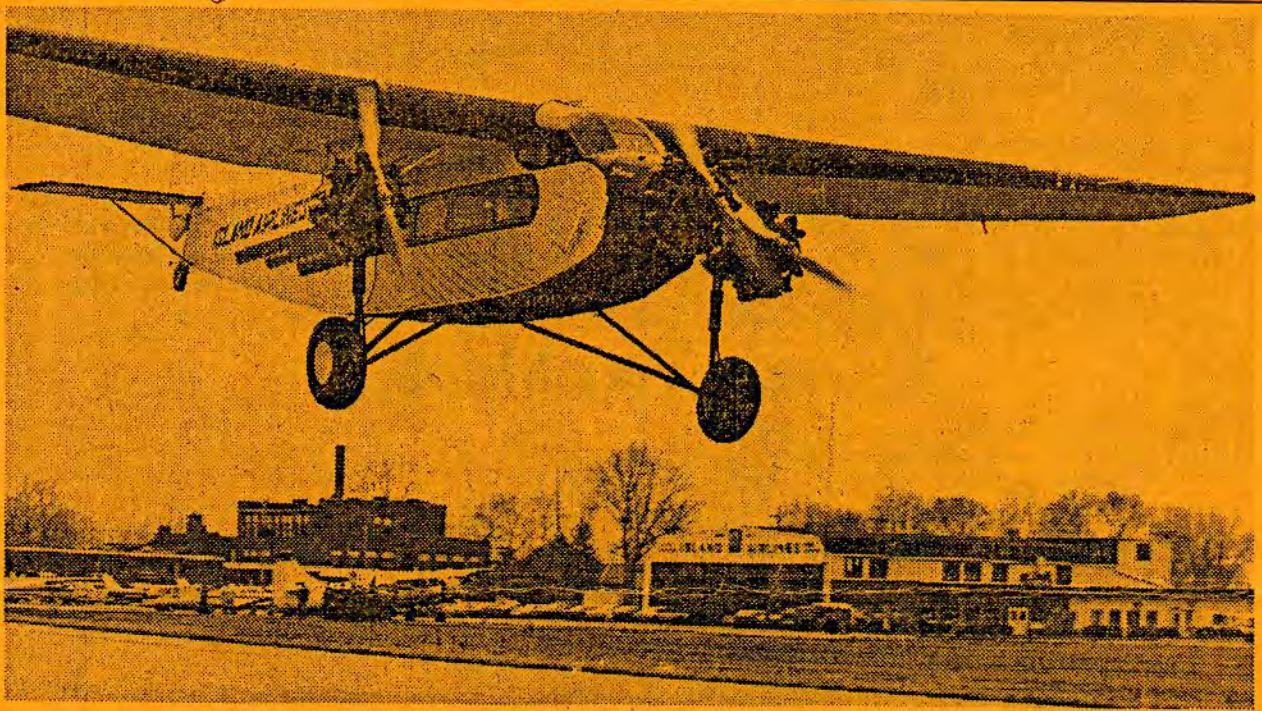
- Q_{1,2} — 2N3442
(Matched Pair)
- Q₃ — 2N3666
- Q₄ — 2SC945

* R₅ — Paralleled to R_{PC}, selected for desired brilliance in dark conditions
 R₅ ≤ 10K (approx); Resistor tolerance 10%

Transistor Information (Bottom Views)



Note: Q_{1,2} must be mounted on substantial metal transistor heat sink, and transistors metal case, insulated from heat sink and ground.



— Blade Photo

The Tin Goose, a Ford Trimotor built in 1928, is scheduled to begin a 10-year barnstorming tour of the United States

Tin Goose To Stretch Its Wings Again

By MILDRED BENSON

Blade Staff Writer

The famed Tin Goose, a 57-year-old Ford Trimotor aircraft, soon will leave its Port Clinton roost on a projected 10-year barnstorming tour of the nation.

Al Chaney, 52, of Newark, O., a commercial pilot, confirmed that he has purchased the former Island Airline passenger carrier from Mercury Aviation, Cleveland, for an undisclosed sum.

In recent years, the asking price reportedly was \$1 million. But the purchase was actually "closer to half that figure," Mr. Chaney said, adding, "I think I got a bargain."

The 15-passenger Model 4-AT, which carried cargo and people to Put-In-Bay and the Lake Erie islands for nearly half a century, is the oldest Ford Trimotor still flying commercially. Ford built 198 of the planes between 1928 and 1933.

\$300,000 Renovation

Since 1980, after the Tin Goose underwent a \$300,000 renovation at Kalamazoo, Mich., it has been at Port Clinton, inactive because its owners deemed it economically impractical to try to meet Federal Aviation Administration requirements. These included costly installation of weather radar equipment and employment of a second pilot. Escalating insurance rates also were a factor.

Mr. Chaney plans a 10-year barn-

storming tour of every state, hoping to recover his investment by charging for rides.

Arrangements have been made with Lloyds of London for insurance, he said. Depending on weather and finalization of insurance, he has set Sunday as a target date for offering Tin Goose rides at the Port Clinton airport.

Thereafter, again subject to weather, the new owner said he expects to make stops at Fremont, Findlay, Cambridge, and a few other Ohio airports before heading for warmer states.

The Tin Goose is to become a gypsy aircraft without fixed base. It will have a crew of five or six and be accompanied by a rolling machine shop so that any needed repairs can be made at the scene.

In Excellent Condition

The sale was completed Oct. 28, according to David Tschantz, Mercury Aviation president. His firm acquired the Trimotor last August for resale, he said, taking it over from Island Airlines in a deal involving a trade-in on a twin-engine, six-seat aircraft.

David Martin, manager of Island Airlines, who made the last flight in the Tin Goose in 1980, flying it to Port Clinton from Kalamazoo, described it as in excellent condition. He has looked after it in the hangar during storage, running its engines

every six weeks to keep them in good operation.

Another longtime former pilot of the Goose and a past owner of Island Airlines, Ralph Dietrick, now of Norwalk, O., agreed that the 1928 Trimotor is in mint condition despite its age.

2,350 Passengers In One Day

Mr. Dietrick recalled that up to nine scheduled daily flights were made from Port Clinton to the islands and on one record day, 2,350 passengers were carried. A banner year was 1967, when 70,000 scheduled passengers helped to make the "World's Shortest Air Line," famous, he added.

He estimated that the plane made Port Clinton its home for nearly 50 years.

The Goose cruises at only 85 miles an hour, but is ideally suited for barnstorming as it can land on short runways or grassy strips. A workhorse, it can carry heavy loads. Mr. Dietrick said these included coffins, groceries, and up to two tons of wine at a time from the islands. The aircraft won distinction as the first all-metal trimotor, and as an initial coast to coast carrier of the U.S. mail.

The new owner plans to fly the Tin Goose only under favorable visibility and to give it the best of care.

"I've had that aircraft on my mind for eight years," he said. "Just watching and waiting. And now it is mine."

MARKETPLACE cont: For Sale: Wood propeller, 58 diameter by 75 pitch,
4 3/8" bolt circle, not certified, never flown, \$200.00. Al
Mullan 936-1683

Wanted: Continental O-200A. Matthew Haynes 289-5449

For Sale: RST Model 542 six channel radio, crystal controlled,
119.1, 121.7, 122.6, 122.8, 122.9, 123.6, 12 volt, includes
mounting bracket and manuals, kit built, works like a charm,
\$100.00. C.B. Smith 599-3071 in Colorado Springs

It's Just Too Much!!

Taildragger, I hate your guts!
I have experience, licenses, ratings and such
But to make you go straight is driving me nuts!
With tires a-screeching and the controls in my clutch
It's give a little rudder — no, that's too much!

You see, I learned to fly in a tricycle gear
With one up front and two back here.
She was sleek and clean and easy to steer
But this miserable thing with wires and struts
Takes a li'l bit of rudder — easy, that's too much!

It demands your absolute attention on takeoff roll
Or it'll head towards the Jones' as your pour on the coal.
Gotta hang loose, don't over-control
This wicked little plane is just too much
Give 'er more rudder — oops, that's too much!
With a lotta zigzagging and words obscene
I think I've mastered this slippery machine
In fact, I think I'm going to like this thing!
It's not so bad if you have the touch.
Just a li'l bit of rudder — easy, not too much!

I relax for a second and out of the corner of my eye
I suddenly notice with a gasp and a cry
That's my own tail that's swinging by!!
You ground-looping wretch! I hate your guts!
Quick, give 'er the rudder! Great Scott, that's waaay too much!!!

—Dale Roberts, EAA 45230



Chapter 43 Newsletter
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