

EAA MILE HIGH CHAPTER



PRESIDENT
KIRBY WHITE
423-5134

VICE PRESIDENT
FRED SEAL
659-1589

SECRETARY
KIRBY WHITE
423-5134

TREASURER
CATHY SHEBON
469-6456

NEWSLETTER
KIRBY WHITE
423-5134

VOLUME 12, ISSUE 2, FEBRUARY, 1989

THIS MONTH: This month's meeting will be held on Saturday, February 11, 1989 at 7:30 P.M. in the Club Room of the Denver Air Center, which is at the junction of the two main roads leading into Jefferson County Airport. The program will be a slide show and talk by Ed & Sherry Cole of the trip they took to Alaska in their 1950 Cessna 140-A. They left Boulder on June 11, 1988 and returned on July 12, 1988 with 87.5 more hours on the 140. This should be a very interesting trip to hear about.

LAST MONTH: With 60 members and guests in attendance, the meeting of January 14, 1989 was called to order at 7:45 P.M. by President Kirby White in the Club Room of the Denver Air Center. The minutes of the December Christmas Banquet were approved as published in the Newsletter.

Guests: Guests present were Bernard Bower of Broomfield, Louis Quin of Aurora, Fred Does of Denver, and Steve Estergreen of Wheat Ridge.

Treasurer's Report: There was none given.

Old Business: Kirby said that Chapter 43 still had 1989 EAA calendars to sell for \$5.00 each.

New Business: Ken Lysek announced that he was very interested in getting the BD-4 fuselage kit and plans that Chapter 43 owns. He likes the design and wants to complete the project. Since it was donated to Chapter 43 by Don Mobley and Dan Ashberger, no one has really taken an interest in it or done any work on it. Don said that he had no problem with Chapter 43 turning the project over to someone from the Chapter who wanted to make it fly. Kirby said that Chapter 43 member Dave Krohnfeldt had also expressed an interest in the BD-4 kit, so he would need to be included in the discussion of someone besides Chapter 43 owning it. Ken felt that an amount could be worked out that he would give Chapter 43 for the project. No one at the January meeting expressed an interest in obtaining the project for themselves, and no one had any problem with Chapter 43 no longer owning it. Kirby said that he would announce the proposal of Ken Lysek and Dave Krohnfeldt in the February Chapter 43 Newsletter so that anyone who had an interest in the project would not be excluded and so anyone with input could contact Kirby with their suggestions. He said that a further discussion would be held at the February Chapter 43 meeting. Guy Clark said that he had recently visited Scott Air Force Base in Illinois, which coordinates search and rescue activities in the U.S. when an ELT goes off. They told him that of the 6,319 activations in 1987, only 190 of them (three percent) were valid. All of the others were false alarms. They also said that ninety percent of crash rescues are within ten miles of a major highway, and

New Business cont: normally on the right side of the road. In an attempt to clear up the problems suffered by ELTs and their users, a new TSO was issued by the FAA four years ago. TSO-C91a includes specifications designed to enable G-switches to distinguish between hard landings and crashes, and to improve the chances than an ELT will ride through an accident in sufficient condition to do its job. Also, NASA and the Commerce Department are pushing for a new breed of ELT that would transmit a stronger, coded signal on 406 MHz, the frequency set aside for satellite use. In conclusion, Guy said that the best suggestion the people at Scott Air Force Base had was to tell someone where you are going and what route you are going to take and when you should arrive, if you aren't going to file a flight plan. Don Mobley talked about a flight he took in a DC-3 named the "Sentimental Journey." It was a surprise sixtieth birthday present from his daughter. The flight started in Oakland, California and lasted about an hour. Don said it was a very wonderful experience. Jim Anderson brought in a large poster that he was selling copies of for \$6.00 each. It showed a deck of playing cards from the 1940s that had the picture of a different type of airplane from WWII on the back of each one. Dave Biesemeier announced that EAA Chapter 301 had changed meeting locations, and was now meeting in the metal shop of the Littleton High School. He also had some small tool kits for sale for \$10.00 that would fit nicely in an airplane. Ron Denight made the suggestion that the Chapter 43 business meetings not last so long. He was blaming all of the members for the length of them, and not anyone in particular. Kirby mentioned that the Chapter 43 dues of \$10.00 were being collected by the Treasurer.

Gene's Corner: Gene Horsman asked that we all please respond to the FAA NPRM plea in Sport Aviation. He said that it is important to all of us. (This information is included in this Newsletter so we can all be aware of what the NPRM is about). Gene read an article about the fatal crash of an Aerostar 601P piloted by race car champion Al Holbert on September 30, 1988. It follows an all too familiar pattern of crashes after takeoff, and the NTSB is looking into the possibility that an inadvertant door opening might have been a factor in the crash. Gene reported that Martha Esch had completed her 48 state, 6 month hitch-hike around the U.S. on Nov. 26, 1988. She rode with 200 pilots in 193 vintage airplanes. Two of the pilots were members of Chapter 43 -- Dean Smith and Gene Horsman. The average age of the airplanes was 1946. The oldest was a 1918 and the newest was a 1963. The fastest were three P-51s, and the slowest was a Pietenpol Aircamper. The oldest pilot she flew with was Edna Gardner Whyte at 87, and the youngest was 23. She gave membership cards in the Air Adventurers Club to 4,500 people who recited the pledge. She hopes to keep the Club going. She is writing a book and putting together a slide presentation, which will be ready by Oshkosh this year.

Progress Reports: John Evens said that he has been working on the engine baffling of his Thorp T-18 project. He will begin to work on the wings in the near future. Dean Cochran reported that he had installed one of Ron Denight's GM starter conversions and a Honda alternator on his Thorp T-18, and had saved 11 pounds. He said he was pleased with everything so far.

A&P: The business portion of the meeting adjourned for coffee at 8:30 P.M. After the break, a choice of videotapes was offered to watch. The overwhelming choice was one about the DeHavilland Mosquito. It was very interesting and informative.

MARKETPLACE: For Sale: Alpha 200 NavCom, \$185.00. Jerry Fogg 532-3541 in Berthoud

For Sale: Two Telex MRB-600 headsets in excellent condition. One for \$45.00 or both for \$75.00. Bud Aumann 838-7536 in Conifer

AVIATION-RELATED BILLS INTRODUCED IN NEW CONGRESS

Rep. Ron Packard (R-CA) H.Con.Res. 12 - concurrent resolution expressing the sense of Congress regarding the need for a new national long-term transportation plan.

Rep. Richard Durbin (D-IL) H.R.160 - to amend the Federal Aviation Act of 1958 to make permanent the smoking ban on scheduled flights of two hours or less.

Rep. Andrew Jacobs (D-IN) H.R.229 - to amend the Internal Revenue Code of 1986 to deny the business deduction for any amount paid or incurred for regularly scheduled air transportation to the extent such amount exceeds the normal tourist-class fare for such transportation.

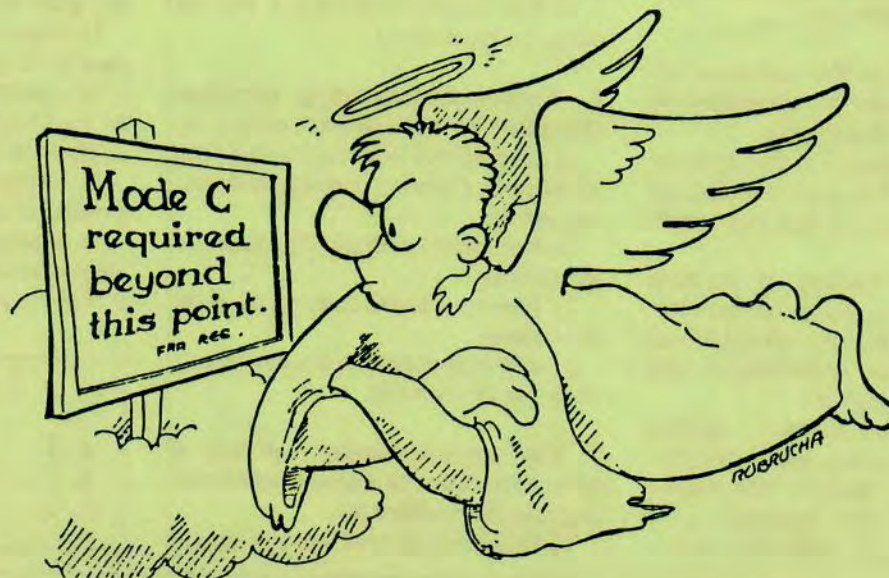
Rep. Tom Lewis (R-FL) H.R.261 - to repeal the authority of the DOT secretary to encourage and foster air commerce in the U.S.

Rep. Bob McEwen (R-OH) H.R.286 - to provide that receipts and disbursements of the highway trust fund, the airport and airway trust fund and the inland waterways trust fund shall not be included in the totals of the budget of the U.S. government as submitted by the President or the congressional budget.

Rep. Guy Molinari (R-NY) H.R.483 - to amend Title 49, U.S. Code, to make the term of the FAA administrator seven years.

Rep. Guy Molinari (R-NY) H.R.484 - to amend the Federal Aviation Act of 1958 to require air carriers to schedule operations at airports in such a manner so as not to exceed the capacity of any airport to handle operations during any period of time.

(Courtesy of AVIATION DAILY).



Pilot Quiz

1. The indicated airspeed on the final approach to a landing should be faster than normal when

- 1) atmospheric conditions are below standard.
- 2) landing at airports above 5,000 feet MSL.
- 3) making a power approach.
- 4) turbulent conditions exist.

2. Which statement is true regarding takeoffs during cold weather?

- 1) Engine cowl flaps should be closed during all cold-weather operations.
- 2) The engine develops less power during cold weather, and therefore requires a longer takeoff distance.
- 3) An engine might develop more than the rated power, even though the RPM and MP limits are not exceeded.
- 4) The use of carburetor heat during takeoff in cold weather is not advisable under any circumstances.

3. With regard to the technique required for a crosswind correction on takeoff, a pilot should use

- 1) aileron pressure into the wind and initiate the lift-off at a normal airspeed in both tailwheel and nosewheel type airplanes.
- 2) rudder as required to maintain directional control, aileron pressure into the wind, and higher than normal lift-off airspeed in both conventional and nosewheel type airplanes.
- 3) right rudder pressure, aileron pressure into the wind, and higher than normal lift-off airspeed in both tricycle and conventional gear airplanes.
- 4) normal takeoff technique with a

nosewheel-type airplane, but use the technique described in response "2" when flying a tailwheel-type airplane.

4. Reverted rubber hydroplaning (airplane skimming on wet runway) occurs when the pilot

- 1) locks the wheel brakes for a prolonged period.
- 2) overcontrols the rudder.
- 3) intermittently applies wheel brakes for short periods.
- 4) lands in an excessive crosswind.

5. Dynamic hydroplaning (airplane skimming on wet runway) occurs at

- 1) slow speeds with only a thin film of water on the runway.
- 2) high speeds with standing water on the runway.
- 3) slow speeds with standing water on the runway.
- 4) high speeds with only a film of water on the runway.

6. Viscous hydroplaning (airplane skimming on wet runway) occurs at

- 1) slow speeds with only a thin film of water on a runway with a smooth acting surface
- 2) high speeds with standing water on the runway.
- 3) slow speeds with standing water on the runway.
- 4) only high speeds with a thin film of water on the runway.

7. The correct airspeed during a power approach to a short-field landing may be verified by

- 1) the ability to land on a predeter-

mined spot.

- 2) the ability to maintain a constant angle of descent.
- 3) little or no floating during the landing flare.
- 4) immediate response to control usage.

8. Unless the engine manufacturer has recommended the use of low-lead gasoline, the use of this gasoline

- 1) should be avoided because of possible excessive engine wear.
- 2) is permissible and encouraged as a means to decrease air pollution.
- 3) should be limited because of its high power output.
- 4) is permissible only if the grade of fuel is the same as that recommended.

9. To minimize the side loads placed on the landing gear during touchdown, the pilot should keep the

- 1) direction of motion of the airplane parallel to the runway.
- 2) downwind wing lowered sufficiently to eliminate the tendency for the airplane to drift.
- 3) longitudinal axis of the airplane parallel to the direction of its motion.
- 4) airplane headed sufficiently into the crosswind so that the direction of motion of the airplane is parallel to the runway.

Pilot Quiz Answers

- | | | |
|------|------|------|
| 1. 4 | 4. 1 | 7. 3 |
| 2. 3 | 5. 2 | 8. 4 |
| 3. 2 | 6. 1 | 9. 3 |



EXPERIMENTAL AIRCRAFT ASSOCIATION

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

January 5, 1989

DEAR FRIEND OF AVIATION:

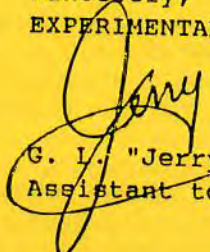
This is not a call to arms, but it is a call for action. Once again you have an opportunity to provide counsel and guidance to your federal government. On the reverse side of this letter is a copy of the FEDERAL REGISTER reflecting the petition for change of rulemaking in the Mode C rule. Also attached is a copy of the recent EAA news release discussing the petition. You're all aware of the modifications to the original 88-2 Mode C regulation. These modifications were based upon your responses...some 66,000 telephone calls, wires and a tremendous number of contacts with elected officials concerning the inequities of the original rule. However, as outlined in the attached petition, there are still several areas that need to be modified in order to provide a fair and equitable rule relating to sport and general aviation. Please review the attached material and write both your senator and representatives as well as a reply to the FAA regarding Docket 25753.

We can't stress strongly enough how important it is for you to continue your action to help bring modification to these restrictive regulations. This cause is critical for over 1,200 airports that are caught under the 30 mile TCA Mode C veil and all pilots/aircraft owners. This has nothing to do with safety; this has to do with a program of political expedience relevant to a generalized rule that exceeds needs and requirements. All forms of general and sport aviation will be affected unless the proposed modification can be made.

Remember, just a sentence saying you support Docket 25753 will not be considered a valid comment by the FAA. They will not count it as an official letter. You must write a letter stating that you support this docket listing the reasons why and how the present unchanged rule could adversely affect your flight freedoms. Consider the financial costs reflected in the need to install expensive electronic equipment or worse yet, the lack of capability of your aircraft to support--either through weight, size, panel space or electrical systems, additional required electronic equipment--thus rendering your aircraft unusable in these Mode C veil areas. Remember--now there are only 27-33 TCAs with Mode C. What happens when all the ARSAs and TRSAs are added to the 30 mile veil?

Comments to the petition must be received on or before February 27, 1989. The address is listed in the FEDERAL REGISTER summary notice of the petition which is herein attached. A flood of letters will do--phone calls to your congressmen will do--but it does take your action to get it started; we can't do it alone.

Sincerely,
EXPERIMENTAL AIRCRAFT ASSOCIATION


G. L. "Jerry" Walbrun
Assistant to the President

14 CFR Part 91

[Docket No. 25753; Summary Notice No. PR-88-16]

Summary of Rulemaking Petition Received From Aircraft Owners and Pilots Association, Experimental Aircraft Association, and Helicopter Association International

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petition for rulemaking.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for rulemaking (14 CFR Part 11), this notice contains a summary of a petition by the Aircraft Owners and Pilots Association, Experimental Aircraft Association, and Helicopter Association International. The petitioners seek to reduce the size of the areas associated with a terminal control area (TCA) where aircraft are required to be equipped with a Mode C transponder. Additionally, the petitioners request a revision of the minimum en route altitude requirement for altitude reporting equipment. Further the petitioners request a delay of certain effective dates associated with Mode S transponder installation and manufacturing. The purpose of this notice is to improve the public's awareness of this aspect of FAA's regulatory activities. Neither the publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

DATE: Comments received on this petition must identify the petition docket number involved and be received on or before February 27, 1989.

ADDRESSES: Send comments on the petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attention: Rules Docket (AGC-10), Docket No. 25753, 800 Independence Avenue, SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Mr. Reginald C. Matthews, Airspace-Rules and Aeronautical Information Division, AIO-200, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-8783.

SUPPLEMENTARY INFORMATION: The Petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-10), Room 915, FAA Headquarters Building (FOB-10A), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-3132.

The petition

The Aircraft Owners and Pilots Association, Experimental Aircraft Association, and Helicopter Association International seek to revise certain final rules dealing with aircraft transponders and automatic altitude reporting equipment which are not yet effective. Specifically, these final rules are: the Air Traffic Control Radar Beacon System and Mode S Transponder Requirements in the National Airspace System (Amdt. Nos. 43-26, 91-198, 121-190, 127-41, 135-22) and the Transponder With Automatic Altitude Reporting Capability Requirement (Amdt. No. 91-203). These rules are also commonly referred to as the "Mode S Rule" and the "Mode C Rule," respectively.

The Mode C Rule, effective July 1, 1989, in pertinent part, requires aircraft (1) operating within 30 miles of any TCA and (2) operating at and above 10,000 feet above mean sea level (MSL) to be equipped with a Mode C transponder. Petitioners' request would modify the Mode C rule by replacing the Mode C transponder 30-mile veil with "buffers" around and below each TCA and by excluding en route operations from the en route Mode C transponder requirement when operating at an below 10,500 feet MSL vice below 10,000 feet MSL. Aircraft without a transponder and altitude reporting equipment would be able to operate without the equipment outside and below the buffers.

In pertinent part, the Mode S Rule: (1) Requires that non-Mode S transponders manufactured after January 1, 1990, may not be installed in aircraft; and (2) requires that after January 1, 1992, all newly installed transponders must meet the requirements of the technical standard order for airborne Mode S transponder equipment. Petitioners seek to allow the installation of non-Mode S transponders provided they are manufactured prior to January 1, 1994,

rather than January 1, 1990, and to continue to allow installation of non-Mode S transponders indefinitely or until the transponder inventory is depleted, rather than by January 1, 1992.

Issued in Washington, DC on December 21, 1988.

Donald Byrne,

Deputy Assistant Chief Counsel.

[FR Doc. 88-29676 Filed 12-27-88; 8:45 am]

BILLING CODE 4910-13-M

The EAA/AOPA/HAI plan is as follows:

1. Create a "buffer zone" 500 feet thick and one mile wide at the edges that would underlie the outer layers of TCAs to separate airline aircraft from smaller aircraft flying to and from secondary airports. This would permit FAA to continue to allow aircraft without Mode C transponders to fly under these outer layers without reducing the safety factors for airline passengers.

2. Raise the Mode C enroute floor from 10,000 Mean Sea Level (MSL) to 10,500 feet MSL. This move would permit eastbound Visual Flight Rules (VFR) air traffic to cruise at 9,500 feet MSL and westbound traffic to cruise at 10,500 feet MSL.

3. Allow manufacturers to continue producing Mode A/C transponders until January 1, 1994, and allow aircraft owners to install these units until the shelf stock is exhausted. This recommendation is in response to slippage in FAA's own schedules for installation of ground equipment capable of handling the new Mode S transponders now due for mandatory installation on or after January 1, 1992. EAA, AOPA and HAI contend it is an economic hardship on aircraft owners to be required to purchase equipment that cannot be fully utilized for two to possibly five years after installation.

FAA has issued a Notice of Proposed Rule Making (NPRM) Docket Number 25753, to allow the public to comment on the joint EAA/AOPA/HAI petition. Written comments, in duplicate, should be postmarked no later than February 27, 1989 and mailed to: Federal Aviation Administration, Office of the Chief Counsel, Attn. Rules Docket (AGC 204), Docket No. 25753, 800 Independence Ave. S.W., Washington, D.C. 20591.

"The nation's airspace belongs to all of us," Poberezny concluded. "It truly is our last untapped resource. We cannot afford to have it chipped away by measures like the Mode C rule. I urge each of you to stand with us to preserve our historic freedom of transit."

EAA NEWS

THE SPORT AVIATION ASSOCIATION

EAA-88-11

For more information contact:

John C. Burton

Director, Public Relations

414/426-4800

AVIATION ORGANIZATIONS PETITION FAA FOR RULE CHANGES

EAA AVIATION CENTER, OSHKOSH, WI--December 20, 1988--The Experimental Aircraft Association (EAA), in cooperation with the Aircraft Owners and Pilots Association (AOPA) and the Helicopter Association International (HAI), have filed a joint petition with the Federal Aviation Administration (FAA) that proposes a revision of the recently enacted Mode C rule to allow greater access to nearly 1,200 secondary airports that surround the nation's largest metropolitan areas.

"As currently written and scheduled to be in effect on July 1, 1989, the Mode C rule drops a 60 mile wide veil around all 27 U.S. airports designated Terminal Control Areas (TCA)," said EAA founder and President Paul H. Poberezny. "After that time only balloons, gliders and aircraft manufactured without electrical systems would be allowed to operate without Mode C altitude-reporting transponders, and then only under the TCA's outer layers."

"This is a serious infringement on the individual citizen's basic freedom of transit, a threat to thousands of business enterprises and employee's jobs and a monumental waste of the nation's airspace," Poberezny commented. "We do not oppose Mode C where it is needed and where it has the potential to save lives. However, the vast areas under the outer layers of a TCA--from 10 to 30 miles from the primary airport--are not covered by FAA radar and are below the level at which airliners are allowed to fly. There has to be a better, more equitable way to safely use this airspace. We think our plan would work to everyone's advantage."

31ST ANNUAL CACTUS FLY-IN

ARIZONA ANTIQUE AIRCRAFT ASSOCIATION

CASA GRANDE
MUNICIPAL
AIRPORT



MARCH
3, 4, 5
1989

SCHEDULE

FRIDAY: Early Arrivals - Lunch and spaghetti dinner on the field served by the Casa Grande Lions Club, followed by aviation movies.

SATURDAY: Arrivals All Day - Breakfast and lunch on the field served by the Casa Grande Lions Club. Saturday evening Awards Banquet and Program at The Holiday Inn.

MOTELS ★ RESERVE YOUR MOTEL ROOMS NOW!

FRANCISCO GRANDE	(602) 836-6444
HOLIDAY INN	(602) 426-3500
BEST WESTERN	(602) 836-1600
ARIZONA	(602) 836-7802
SETAY	(602) 836-7489
PALO VERDE	(602) 836-9178

● CAR RENTALS

KEN'S FORD-LINCOLN	(602) 836-3100
--------------------	----------------

● MORE INFORMATION

Jim Stone, Pres. Arizona Chapter	(602) 961-1206
Don Richcreek, Fly-In Chairman	(602) 567-9632
Charlotte McCreary, Secy-Treas.	(602) 482-2363

★ ANTIQUES ★ EXPERIMENTALS ★ WARBIRDS ★

CACTUS FLY-IN

CASA GRANDE, ARIZONA

• TRAFFIC PATTERN

RW 5 L/H, RW 23 R/H

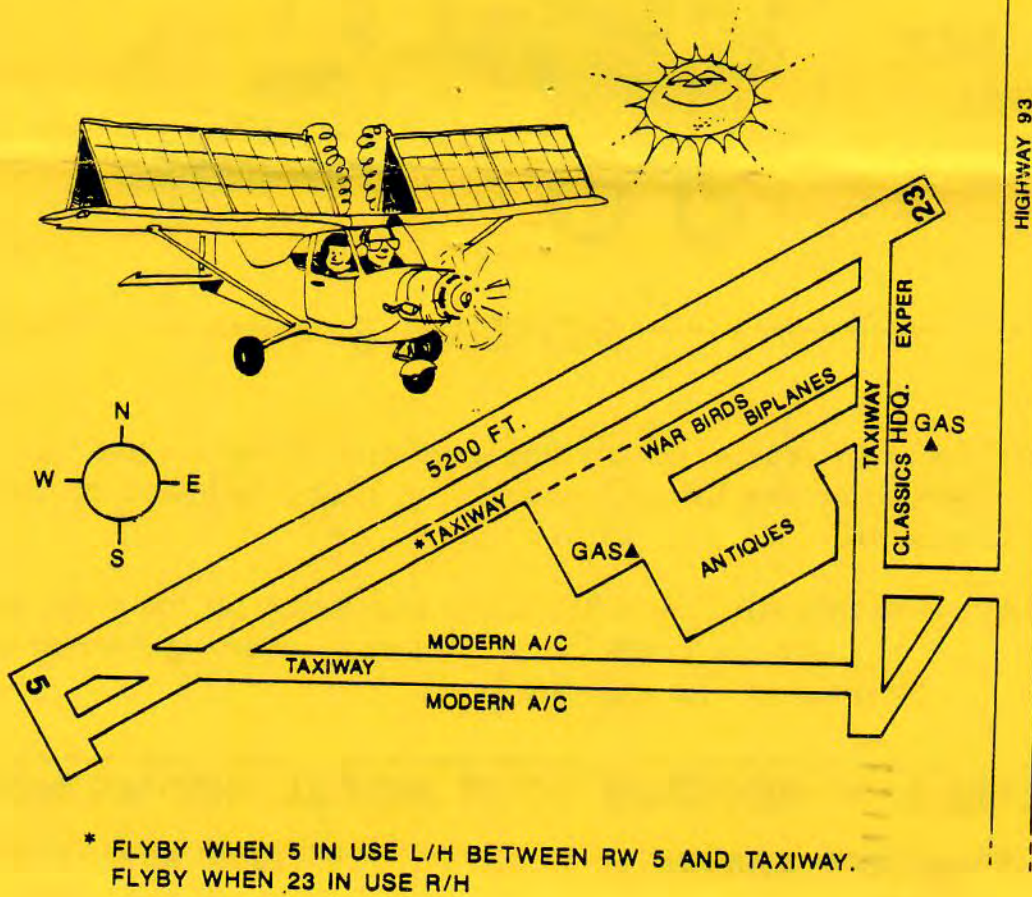
PATTERN 2300 MSL

UNICOM 122.7

• FUEL

100 LL & Mogas

80 Available 6 miles south



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



EUGENE HORSMAN
210 LOOKOUT VIEW CT.
GOLDEN, CO 80401