

# EAA - MILE HIGH CHAPTER 43

Volume 19, Number 9

September 1996

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## NOTAM! NOTAM! NOTAM! NOTAM! NOTAM! NOTAM! NOTAM! NOTAM! NOTAM! Our Next Meeting:

The next regular Chapter 43 meeting will take place at 7:00 P.M. on September 14th, at George Hayes' home in Longmont. See Right Seat page for directions.

## Minutes From the August Meeting:

The meeting was called to order on August 10th by president Gene Milligan at the Colorado Aero Tech facility at 7 P.M. Approximately 51 members and guests attended.

Old Business: Patches are in--2 for \$5.00. They look great! Please make your purchases now so we can pay for the patches. Holidays are approaching-----buy one for a friend-----buy one for two friends! If you are one of the lucky . . . buy one for three friends!

See Right Seat Column by Steve Beach for Oshkosh program review.

## Editor's Notes:

- Please send "For Sale" and "Wanted" advertisements to Dwight Cresap, P. O. Box 572, Niwot, CO 80544 for inclusion in the next newsletter by the 20th of the month.
- Send project information with photos and a brief description to above address.

## COMING EVENTS:

- Sept. 12-15 Reno Air Races and Canadian Snowbirds, Reno-Stead Airport, Reno, NV. Info: 702-972-6663.
- Sept. 14 Mile High Air Derby. Non-mountainous route departing Centennial via Limon, Wray, Akron, Sterling, Sidney, Pine Bluff, Fort Morgan, Platte Valley and return to Centennial. Ideal race for local and first time racers. Info and or race packets: Linda Horn, 303-278-4435.
- Sept. 14-15 Air Show and U.S. Navy Blue Angels, Grand Junction, CO. Info: Wayne or Mary Hammack, 303-469-7479. **CANCELED!**
- Sept. 21 Fall Color Fly-In, Buena Vista, CO., 719-395-2496.
- Oct. 28 Air Festival '96, Pueblo, CO. Info: 719-948-3355.

Call the Flying Activities Hotline at 766-3596 at any time for current listed flying activities.

## FROM THE RIGHT SEAT:

Steve Beach



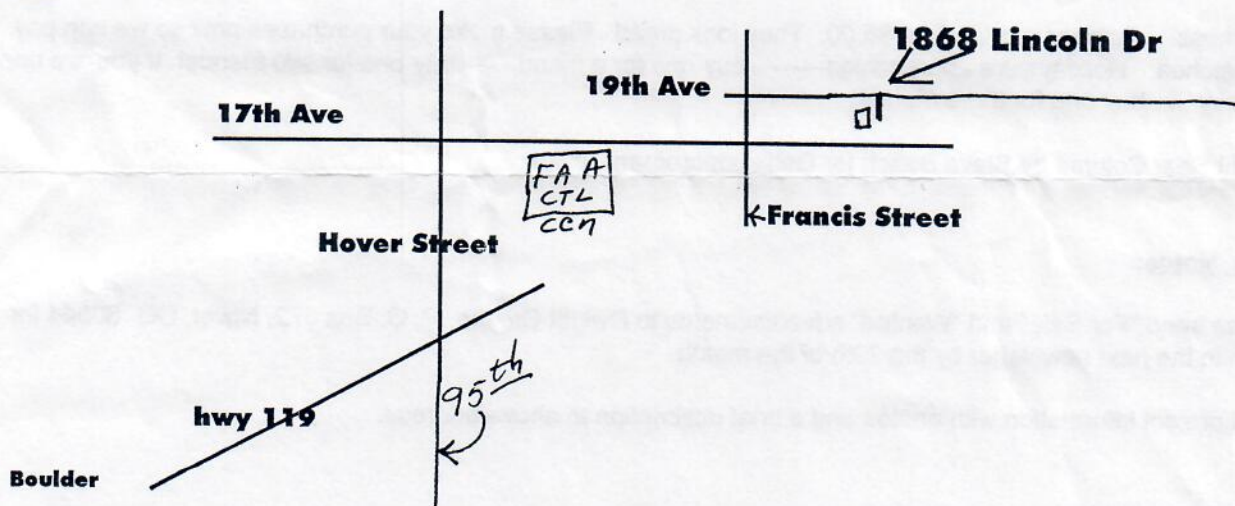
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## September meeting:

Due to the generosity of George Hayes our September meeting will move to George's home in Longmont, for a look at his pietenpol project. If you had a chance to see the pictures that he brought to the last meeting this is a project that is progressing very nicely and appears to be a very nice piece of workmanship. If you have any suggestions George would really appreciate the input. Also bring a lawn chair if you would to sit during the meeting. Keep your fingers crossed for nice weather.

Directions to George's are as follows:

Highway 287 has been under construction just South of Longmont for most of the summer. The suggested route would be to take Hwy. 119 (the diagonal) out of Boulder to Longmont and then North on Hover Street. Hover is the street that runs along the west side of the Twin Peaks Mall. Follow Hover to 17<sup>th</sup> Avenue and turn right (east). Continue east on 17<sup>th</sup> past the FAA Control Center on your right to Francis Street. Turn left on Francis and go to 19<sup>th</sup> Avenue (the first intersection). Turn right on 19<sup>th</sup> and go to the end. Lincoln Drive jogs to the left at that point. If you think these directions are a little sketchy here is a really sketchy map to help confuse the issue.



Now if you're hopelessly lost George's number is 772-7040. Oh yes, it is worth noting that George and his wife should be celebrating their first anniversary on that weekend (one month). They tied the knot on August 17<sup>th</sup> just a week after our last meeting.

## OSHKOSH review:

Thanks to everyone that participated in the Oshkosh review last month. In summarizing, the politics of EAA and Oshkosh continue and we will probably never get a good handle on what happens at headquarters and the decision making policies. But nevertheless Oshkosh is an important part of aviation and the flying world. If you have never had a chance to get there, put it on your calendar for next year.

New technology can be seen at Oshkosh that the regional fly-ins simply cannot bring to their shows. Out of everything that was at the '96 convention Burt Rutan's Boomerang was far and away the most unique and probably drew the most interest. The first of what will be a huge number of articles on it appeared in the August 16<sup>th</sup> issue of General Aviation News & Flyer. At least one issue will be available at the September meeting.

Another area that is being developed very rapidly are engines in the 85 to 120 h.p. range. These are ideal for the smaller homebuilt market (Avid's, Kitfox's, Pietenpol's, and even BD-5's). A company in Washington has bought up a group of surplus turbine APU engines from the Navy and is converting them for use by homebuilders. They turn 59,000 rpm with a built-in gear reduction to 6,000 rpm. Seth Anderson is already running one of these in his BD-5 and although his test time has been rather short, he is impressed with the results. Unfortunately he had a gear lockup problem on the first test flight, and due to a design flaw on his engine installation, he also had fuel loss that caused an 'engine out' in the pattern. Because Seth already had hundreds of hours in his BD-5 (with a Honda engine), he was able to keep his cool and land on the grass with only cosmetic damage. But if you ever wondered about sitting on the bottom skin of an airplane, he said that 'yes' you can feel every blade of grass and pebble as they go under the belly.

Two other engines worth noting were both rotary. One is from Aerodyne in San Diego CA. It is a linkable rotary

with an estimated 100 h.p. per unit. According to the designer, these can be linked up to 300 h.p. although a running model is not out yet. The second company with a rotary is RAI out of Watsonville, CA. They have three models that they are developing. All three will be de-rated for aircraft use. Their current output with de-rating and weight is 60 h.p. at 60 lb.'s, a 120 h.p. at 83 lb.'s, and a 180 h.p. at 106 lb.'s. They have a prototype that is running and the reviews look very promising. Rotary's in small aircraft are desirable because of their relative light weight and smooth running performance. However, they do have the drawback that they burn more fuel.

In the near future we can look forward to seeing some real advancements in engine capabilities. These should help the homebuilders in finding an ideal powerplant for their particular needs. Oh yes, the cost. The turbines have been purchased as surplus for as little as \$700.00. The reworked engine ready for installation runs from \$3,000 to \$6,000 depending on time on the engine and accessories. The rotary's are anticipated to be in the \$9,000 range for approximately 100 h.p. and that should include most of the accessories that you would need for standard installation.

## UPCOMING CHAPTER 43 PROGRAMS / EVENTS

<b>September</b>	Project Visit - George Hayes - Pietenpol
<b>October</b>	How To License Your Homebuilt. <i>/AUCTION?</i>
<b>November</b>	Modeling
<b>December</b>	Annual Auction To Benefit The Chapter and Members
<b>January</b>	Annual Banquet

## CAFÉ 43??

A possible event for Café 43 might be the September 21 Fall Color Fly-In Pancake Breakfast at the Buena Vista Municipal Airport. It starts at 7:00am. And/Or on the same day Parkland Estates is having a Fly-In and Chili Cook-Off from 10:00 to 1:00. Chili lunch starts at 11:00am.

## FOR SALE:

- KITFOX project: the Airframe and all steel parts have been professionally sandblasted and primed. The fuselage kit is complete with the landing gear complete and in place. The joysticks and rudder pedals are installed and cables/linkages installed. The engine is mounted to the Airframe The Wings have been assembled and need to be mounted to the Airframe. Engine: Rotax 582 LC. Also included: Oil injection kit, wing tanks, speed fairing kit, strobe light system, NASA type vent scoops, pre-sewn windows, flaperon mass balance system, cabin heater kit, gascolator with bracket, ground adjustable prop with leading edge inserts, embroidered upholstery kit, carpeted side kick panels, sound absorbing kit, baggage sack and complete instruction manual. Instruments include: Airspeed indicator, altimeter, compass, tachometer, vertical speed indicator, hour meter, slip/skid, water temperature, EGT. Price: \$15,000. Contact: Scott Maddux, 303-424-4072.
- KX170B, 720 COMM/NAV: KI209 indicator; KN75 g/s King radios, \$1,600. Mike McGinn at Tri-County, 661-0155.
- Ray Jefferson Model L-100 Loran C receiver with mid-continent chip installed; Ron Denight fabricated preamp; 25 feet of RG58AU Coax Cable. All items are new. \$275. Dean E. Smith 421-4810
- KMA-12 Audio Panel with 3 lite marker receiver and antenna. Please make offer. Bob Green, 659-5829.
- One pair 8.00 x 4.0 Cub Wheels and Brakes. Don Coleman, 666-8870.
- **Wanted:** Partner for 1/2 interest in 1966 Cessna 210 F. 2100 TT, 700 SMOH, Full IFR. Not a beginners airplane. \$25,000. Bob Hass, 303-438-7164 (H), 303-294-9797 (O).
- Start collecting items for the auction to be held either at the October or December meeting.