

EAA - MILE HIGH CHAPTER 43

Volume 18, Number 3

February 1995

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Our Next Meeting:

The next Chapter 43 meeting will take place on March 11th, at the Jeffco Airport Terminal building (our normal meeting place). The program for this meeting will include a presentation by a "Doolittle Raider."

Minutes From Our Last Meeting:

Last months meeting was held on February 11th at the Jeffco Airport Terminal building.

Visitors:

- Chuck and Kelly Stout, Denver Co. - Chuck is a long time member of EAA but has no chapter affiliation.
- Matt McLaughlin, Lakewood Co. - Matt is interested in "Rag & Tube" aircraft construction.
- Steve Beach, Broomfield Co. - Steve is a former member of Chapter 25 in Minneapolis. He has RV plans and a BD-5 kit.
- Fred Yates, Arvada Co. - Fred has a Challenger II kit.
- Larry Springer, Palm Bay Fl. - Larry was visiting Teresa and Fred Wallace.

Old Business:

- Our last Annual Banquet - Teresa Wallace read a thank you note from the folks at the Ramada Inn and suggested that we plan the next banquet now, when we have a better chance of selecting the date. Expect more on this next month.

New Business:

- The Minutes for the December meeting were not available and will be discussed at the March meeting.

New Business, continued:

- Chapter 524 in Maryland has written a letter to the EAA (included in this news letter) objecting to the EAA's apparent acceptance of professional builders building aircraft for individuals. They believe that the EAA should not "endorse" these builders by running ads in "Sport Aviation."

A motion was made, seconded, and passed unanimously that Chapter 43 also take this stand. John Evens is to write the letter (see the "Presidents Corner"). A lengthy discussion accompanied this motion. Brad Davenport remarked that the Pitts home built was manufactured and sold in this manner. Another member believes that 12 copies may be the limit to when the FAA objects. The majority of people believe that professional builders should not be allowed to pass to the buyer the Inspection Certificate by the simple act of purchase. While this practice may be fairly common today, it could jeopardize the position of home-builders who follow the intent of the 51% rule. We all feel that we should do something to protect this privilege. To deny advertising in the "Sport Aviation" magazine would be one step. Our letter concerning this to the EAA combined with others should at least create some discussion at the National Headquarters.

- Bill Marcy made an announcement regarding the Rocky Mountain Regional Fly-In moving from Greeley to Longmont's Vance Brand Airport. The Greeley Open-House - Stampede - Professional Airshow was creating a degree of incompatibility between the Greeley Airport agenda and the EAA Fly-In agenda.

Chapter 43 voted a few years ago to recommend that the "Air-Show" at the Regional Fly-in be omitted. Nobody exhibited any signs of disappointment with this move.

- CAFE 43 - John Evens asked about members interest in the Saturday lunch time excursions. Those interested should contact John when inquiring about the next event.
- A young man in Spain would like to visit our country for the primary purpose of working with some RV builders for 3-4 months. He and a partner have an RV-6A kit. He's a mechanic by training. If any one is interested in inviting this man to assist them, call John Evens.
- From the Newsletters of Chapters 684 and 301 - The folks from Stoddard-Hamilton are making a stop at Longmont on their way to Sun n' Fun. "Tim Johnson and Bill Sprague are bringing the Glstar. Chapter 684 has arranged for them to do a program at the chapter's meeting on Monday, April 3rd at 7:00pm. For more information call Chapter 648 president Paul Hansen 303-652-2450."
- Newsletter Submittals - The editor requests that all inputs for the news letter are submitted by at least two weeks prior to the next meeting. This is established in order to meet publication and mailing deadlines.

New Business, continued:

- Greeley EAA Chapter 720 is sponsoring a "Snowbuster" Fly-In on March 5th, 8:00am to noon, at the EAA Picnic Pavilion. For more info call Wendy at 303-353-5514
- Our April Meeting has been tentatively set to be an auction.
- Indian Hills Community College in Iowa is offering a builders workshop. They have a Glasair kit.

Progress Reports:

- Doug Wallis has his final inspection on Friday for his RV-4 and will be flying it soon.
- John Evens is building new wing tips for his T-18

Technical Counselors Report from Ron Denight:

- A 6" Ken Brock prop extension has recently failed in an E-Racer at 70 hours service. Analysis by Mike Melvill, a Long-EZ owner, indicated that the resonant frequency for his engine/adaptor/prop was approximately 2750 RPM. Although Mike has 1300 hours on this combination, he keeps the RPM below 2600 in cruise.
- The brass fitting at a gascolator developed a fuel leak due to a crack. These are sometimes over-torqued (also beware of cross-threading).
- Lexan is not compatible with aviation fuel. Fuel vents are often close by.
- D/C wiring - Beware of using AC rated switches in DC applications. Fred Wallace reported that AC Switches should be de-rated by at least 30% when used in DC circuits.

From Fred: My first thought was that it's as easy as de-rating to the RMS (.707 X rating) value of the AC rating. After examining a few electrical switch specifications, it became obvious that I was wrong. After examining many switch specifications it also became clear that there is no "formula" to easily convert an AC rating to a DC rating. This is primarily due to the varied materials and designs used by switch manufactures.

Examples of switch ratings:

- a) 5 amperes at 120 volts AC and 5 amperes at 28 volts DC (Manufacturer - C&K)
- b) 10 Amperes at 115 volts and 20 amperes at 28 volts DC (Manufacturer - Cutler Hammer)

Conclusion: For a DC applications, it's recommended that you use switches that have a published DC rating (likewise - AC applications - AC rating!).

Horsmans Corner: Gene was not present to share aviation news with us.

Safety Report from Brad Davenport:

- An RV-4 on the western slope experienced an engine failure due to erroneously sized push rods. The builder overhauled his engine and used 3 different lengths of push rods. Push rods must be carefully matched to the engine and cylinders. There are many different sizes and lengths, but only one is correct. The builder also used automotive engine oil.
- Cleveland Brake Disks - The weld joint where the disk attaches to the wheel hub of the series 30 wheel/brakes have been failing. An AD is expected.
- Brake Line Connection at the Landing Gear - These fittings should not be over-torqued as there is a potential for cracking the housing.

The Presidents Corner:

Our Meeting this month will be a good one. Thanks to Dave Bieseemeier and Gene Milligan, Mr. Bill Bower will talk to us about flying the Mitchell B-25, with Doolittle's Raiders, to Tokyo in 1942. Bring a friend.

Last month there was much interest and discussion about a letter I received from Chapter 524 in Maryland. I was asked by the membership to write a letter to EAA headquarters expressing our agreement with their concerns. However, the following week I received correspondence from headquarters addressing this very issue. We're including copies of these letters in this newsletter. I don't believe it's now necessary to contact them about this matter, as I think that they have covered our concerns. Let me know what you think. I believe the move of our regional fly-in to Longmont, as detailed by Bill Marcy, will be a good one.

See you at the meeting John

Editors Notes: As we didn't hear Horsmans Corner, I took the liberty to include the following:

- From Aviation Week & Space Technology, February 6, 1995, "INDUSTRY GIRDS FOR IMPACT OF ALUMINUM PRICE HIKES" "The cost of high-grade aluminum has almost doubled to more than 90 cents per lb. from 52.2 cents in December, 1993, and its still climbing" The increases are blamed on reduced production and increased demand outside of the United States.
- ~~Ib Hansen's Cassutt (N81SS) and trailer still hasn't been found; lets keep looking: The cassutt is blue and trimmed in yellow. The cassutt carries a #13 and "National Aeronautics Co." The trailer is white (manufacturer is Elder). On the left side is an "Englewood Colorado" label. On the right, a faint rainbow arc can be seen.~~

EAA Chapter 524
2347 Michael Rd.
Myersville, MD 21773

January 5, 1995

Tom Poberezny
President, Experimental Aircraft Association
EAA Aviation Center
3000 Poberezny Rd.
Oshkosh, WI 54903-3086

Dear Tom:

The membership of EAA Chapter 524, Frederick Maryland wishes to express our collective concern regarding the issues discussed during the FAA/EAA/SAMA BUILDER CENTER CONFERENCE held at EAA Headquarters last September. Re: November issue, Sport Aviation, Action Update. We feel that the commercial building of amateur-built aircraft, false statements by amateur-built aircraft owners, and blatant advertising by individuals to build kit aircraft pose a direct threat to those of us who play by the rules and have now been placed at risk of more restrictive Federal Aviation Regulations regarding the construction of amateur-built aircraft.

It is time for EAA Headquarters to use all of our communication organs and become more vocal as to the content of Federal Aviation Regulations and Advisory Circulars, as they apply to amateur-built aircraft, and the responsibility of the amateur aircraft constructor to the homebuilt movement. We also recommend that all advertising that exploits the commercial building of kits and major airframe assemblies that compromise the fifty-one percent rule be eliminated from Sport Aviation.

According to the Action Update article, "An FAA/Industry team has been instituted to develop specific solutions to topics that were discussed at this meeting." Who are the people on this team? If the team is dominated by the FAA and industry, (kit suppliers?) it seems that resolutions to the topics of concern will be formulated to the exclusion of people who are actually constructing aircraft and are happy to play by the current rules.

EAA Chapter 524 feels that it is imperative that EAA members be kept informed of all discussions on these important issues and that the membership be afforded the opportunity to participate in any dialog that would modify the existing Federal Aviation Regulations as they apply to amateur-built aircraft.

Sincerely:
The membership of EAA Chapter 524,
Frederick, Maryland

W. H. Miller
EAA 226645

George M. Wilkerson
Jim H. Miller
James S. O'Garra
EAA 465738

Pres. Doug E. Oulff
Ronald L. Vandehind
John A. Lewis
Paul Cheney

Chris DAVIS
Clad W. Howell EAA 101547
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Paul Hoffman 2
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Herbert Jones 195383
Henry C. Bergen

Michael H. ...

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Walter ... #204941
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Edward ... EAA 11394
Ed ... EAA 10000

Charles M. ...
John T. Baker



e x p e r i m e n t a l a i r c r a f t a s s o c i a t i o n

EAA AVIATION CENTER, P.O. BOX 3086, OSHKOSH, WI 54903-3086 • PHONE 414/426-4800 • FAX 414/426-4873

February 13, 1995

TO: ALL EAA CHAPTER PRESIDENTS

RE: 51% RULE FOR HOMEBUILT AIRPLANE CONSTRUCTION

Dear Chapter President:

EAA began as a local homebuilder's club. Today, we number almost 150,000 and encompass all aspects of sport aviation.

I have read in many Chapter Newsletters concerns about professional or "hired gun" shops that build amateur built airplanes for others. Recently, the members of EAA Chapter 524 in Frederick, Maryland wrote to Tom Poberezny expressing their concerns about this issue. In addition to Tom's comments in "Homebuilders Corner," January issue of SPORT AVIATION, I wanted to share with you a copy of a letter Tom wrote to EAA Chapter 524.

Sport aviation has become one of our greatest freedoms. If we allow our privileges to be abused by those who would skate around the rules for their own personal benefit, we may lose those privileges. We have proven our ability to build and fly safely within the rules. If we are not proactive in protecting our rights, we will end up reactive to regulations put in place to deal with the problem!

Let's pull together and move forward! KEEP THE SPIRIT!

Sincerely,

EXPERIMENTAL AIRCRAFT ASSOCIATION

Bob Mackey
Executive Director
EAA Chapters

Attachment

RPM/cln



e x p e r i m e n t a l a i r c r a f t a s s o c i a t i o n

EAA AVIATION CENTER, P.O. BOX 3086, OSHKOSH, WI 54903-3086 • PHONE 414/426-4800 • FAX 414/426-4873

January 19, 1995

The Members of EAA Chapter 524
c/o George E. Orndorff, III
2347 Michael Rd.
Myersville, MD 21773

Dear EAA Chapter 524 Members:

Thank you for your letter of January 5th concerning the FAA/EAA/SAMA Builders Conference, as well as the integrity of the amateur built aircraft rules.

In my previous letter of January 3rd, I highlighted some of the background. I again want to emphasize that EAA will do everything necessary to protect the integrity of the rules so that everyone has the opportunity to build an airplane in the same manner that we have done over four decades.

In your letter you asked about the participants on the FAA Industry Team. This meeting was held at the request of FAA with the idea of being proactive rather than reactive. Participating in the preliminary activities were EAA Headquarters staff members, Earl Lawrence, Bob Warner and myself, along with guidance from Paul Poberezny. In addition, a couple of members of the FAA staff headed by Mike Gallagher have also provided input. Paul Fiduccia and various members of SAMA ranging from Dick Van Grunsven (Vans Aircraft), Phil Reed (SkyStar) and others have provided input.

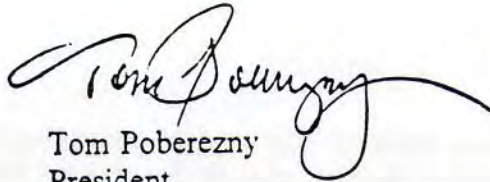
In your letter you had recommended that all advertising that exploits the amateur built aircraft program be eliminated in SPORT AVIATION magazine. After the initial meeting, I called each of the advertisers who fit this category. I explained the situation and indicated their ads would have to be removed or changed to properly reflect the rule. I also indicated to them that they need to understand the contents of the rule and ensure that their businesses meet that intent.

The Members of EAA Chapter 524
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Continuous information will be provided to homebuilders and EAA members through the pages of SPORT AVIATION. If you have any further questions, please do not hesitate to contact me. Please watch the pages of SPORT AVIATION in the future as further information is developed.

Sincerely,

EXPERIMENTAL AIRCRAFT ASSOC.



Tom Poberezny
President

djm

EAA Members Working For EAA Members

EAA® RESPONDS TO LATEST FAA PROPOSALS

The FAA has proposed sweeping changes to medical rules and standards that are particularly significant to the future of sport and general aviation. As a pilot, builder, designer or aviation enthusiast, you should be aware of what these changes could mean to your right to fly and how EAA is responding to these proposed changes.

Among the FAA's proposed changes:

- The 3rd class medical be valid for three years for pilots under the age of 40, two years for pilots between 40 and 69 and one year for pilots 70 and older.
- Electrocardiograms (EKG's) would be required for 2nd class medicals at ages 35 and 40 and every two years thereafter.
- Adding the words "...but not limited to..." at the end of each paragraph listing medical standards.



EAA® RESPONDS

Late last year, EAA's Aeromedical Advisory Council, which is comprised of 12 EAA members who are highly experienced Aviation Medical Examiners (AMEs) and/or doctors specializing in a variety of medical disciplines, conducted an extensive review and considerable research on the FAA proposals. On February 4, 1995, they came together at EAA headquarters in Oshkosh and met with EAA President Tom Poberezny and members of the Headquarters staff to develop EAA's response to the FAA.

The EAA Aeromedical Advisory Council, working as pilot advocates, forwarded medically credible recommendations, based on decades of combined doctor-to-pilot experience as AME's and expertise in various medical specialties.

EAA - working on your behalf for the freedom and safety of flight...

EAA Responds to FAA Proposals:

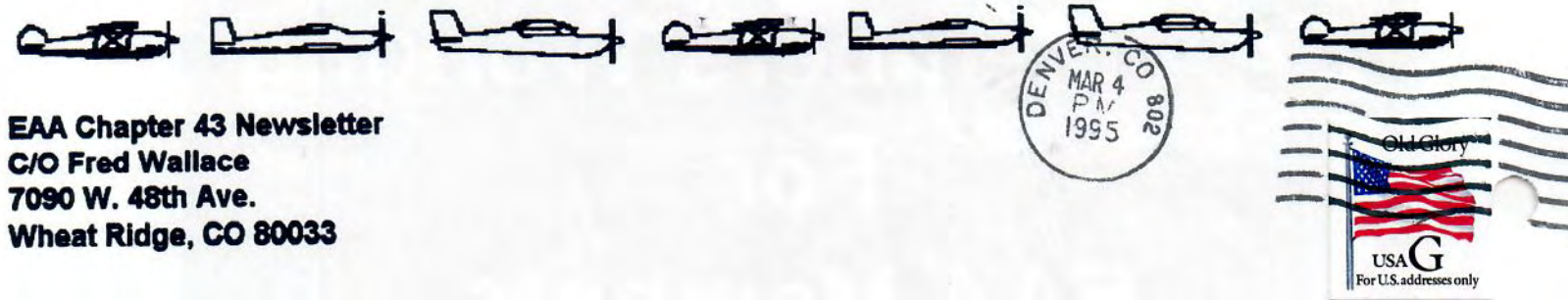
- The EAA will insist that the duration of the 3rd class medical be extended to three years for all pilots, regardless of age.
- Proposed electrocardiograms would be an unreasonable financial burden. EKG's have never been a reliable predictor of sudden medical incapacitation. EAA recommends that the FAA continue to allow special issuance of medical certificates on an individual basis. AME's should be given greater latitude in granting these issuances.
- Adding the words "...but not limited to..." at the end of each paragraph listing medical standards would allow the FAA to make up new medical standards as new situations are encountered. That permits the FAA to use whatever criteria it chooses to approve or deny an airman's medical certificate. Congress and the President of the United States do not have that power - so why should the FAA?

Additional recommendations on FAA proposals were included in EAA's response. EAA has asked the FAA for a face-to-face meeting following the public comment period to thoroughly discuss the new medical proposals.

EAA Aeromedical Advisory Council EAA Members working for EAA Members

Dr. Buck Wagon, Chairman; Dr. Frank Anders, Jr. - orthopedic surgeon, AME and National Guard flight surgeon; Dr. Stephen D. Leonard - vascular surgeon, Senior AME; Dr. Guy Baldwin - family practitioner, Senior AME; Dr. Wilbur Blount - ophthalmologist, AME; Dr. Jack Hastings - neurologist, Senior AME; Dr. Charles P. Nicholson - general surgeon, Senior AME; Dr. Michael Schloss - clinical professor at NYU College of Medicine; Dr. Brent Blue - emergency and family medicine, Senior AME; Dr. Robert D. Bloodwell - cardiovascular surgeon, Senior AME; Dr. Hunter Heath - endocrinologist; Dr. Richard T. Jennings - Chief of NASA's Flight Medicine Clinic.





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