

Mile High Flyer

EAA MILE HIGH CHAPTER 43

Founded 1957

FEBRUARY 1999

Volume 22 Issue 2



FROM THE LEFT SEAT:
George Hayes

JANUARY BOARD MEETING:

THE new board of directors held it's first meeting on January 30, 1999 at the Jeffco Airport Terminal. Present were George Hayes, Bob Wilson, Kelly Koop, Gene Milligan, Steve Beach, Tom Young, Roger Standard, and Dave Bieseimer. The purpose of the meeting was to outline a plan for the coming year's meetings and activities.

Tom Young suggested initiating a lifetime achievement award to honor long-time Chapter 43 members who had contributed greatly to the success of our chapter. The decision to call the award the **Brad Davenport Lifetime Achievement Award** was unanimous. The board discussed the parameters of the award and decided that honorees would be nominated by the board, must be at least 65 years old, and have been chapter members for at least 20 years. Honorees would be awarded a special plaque and name badge in addition to lifelong membership in Chapter 43.

The need to publish members e-mail addresses in the newsletter was discussed. It was pointed out by the editor that few members have made their e-mail addresses available for publication, and that perhaps a special sign-up sheet be passed around at the meeting for those wishing to have their addresses published. the editor will make this available.

CALENDARS ARE ALMOST GONE!!

Just 4 calendars left! The February meeting will be your last chance. (I hope!) \$6.00

UPHILL BATTLE:

No matter how hard General Aviation tries it is an Uphill Battle to hang onto small airports. Everyone knows about the fight that was engaged to keep Meigs from

FEBRUARY MEETING:

FEBRUARY 13TH AT 7:00PM
MAD EAGLE ARONAUTICAL
TRI-COUNTY AIRPORT
ERIE, CO

disappearing two years ago. Well I just spotted a travel section article on Chicago in a local newspaper. It had a picture of people waiting in a long line on Lakefront Park.

That would not have been a big deal but the picture caption read: ' Museum visitor's line up to enter the Shedd Aquarium on Chicago's lakefront. Among the city's changes, a former lakefront airport is slated to become a park in 2002.' I wonder how many other people, reporters in particular, don't understand that the airport is not yet a 'former' and hopefully never will be.

An article in a recent Flyer said that in the last few years we have been losing on average one airport each week. That is approximately one airport per state per year. It won't be long before the federal government will be putting airports on the endangered species list along with GA pilots.

AIR CAMP 1999:

The deadlines for the EAA's Air Camp are coming faster than we had anticipated. So far Blue Grassfield does not have any candidates for chapter 43 to send. If you have anyone that might qualify please get his or her name to Blue ASAP. The Colorado Antique Aircraft Association has once again offered to match up to \$500 to help send a youth to an air camp. That is an offer that we shouldn't let slip by.

We should plan on making a selection at the March meeting. Remember this is one of chapter 43's opportunities to ensure an aviation future.

JEFFCO UPDATE:

THE saga of JEFFCO continues. For anyone that may not have heard or seen the news, the Jefferson County Commissioners have officially opened the airport to Commercial traffic. The kicker is that it will cost anyone trying to open up an operation BIG dollars. Literally hundreds of thousands.

The second issue at JEFFCO is the new lease that the airport has developed. At the commissioners meeting on January 26th they began to review the lease that has been proposed by the attorney that is overseeing the airport. This lease is for all county owned hangers. At the weekly Saturday morning get-together at Denver Air on January 23rd many renters had the opportunity to review and discuss the lease. The consensus was that although this lease was far better than the one proposed a couple of months ago, it still needed changes to protect the interests of the renters.

In particular the rule that all aircraft in a rented hanger have to be under the control of the renter. This clause is to stop people from renting hangers and then sub-leasing them to others. The problem is that many of our chapter members rent hangers together and can easily fit two or more experimentals in the same space. The solution would be to allow co-ownership of a hanger lease. Two or three people could be named on the lease without jeopardizing the subleasing issue.

The second issue is not allowing anything in the hangers other than aircraft or associated parts for the aircraft. As long as there is an aircraft occupying the hanger it really shouldn't matter what else is stored in the hanger as long as it is legal and not hazardous. Hangers and airport life are 'a way of life' for many pilots. Many renters spend vast amounts of time at their hangers and the hanger becomes a recreation center for them. No one has ever been able to prove that this activity is harmful to an airport.

In fact it can be healthy. The Young Eagle's program for example. Last Saturday Chp 43 hosted a rally at Jeffco. Bob Lee had expected 6 airplanes and about 20 youth. Two of the expected aircraft couldn't make it for various reasons, but word had gotten around about the rally and 7 aircraft showed up to help out. This is a real community service and good PR for JEFFCO.

Daril Cinquanta has been spearheading the drive to get the lease changed and reports that some headway has been made. However there is still a big gap between the airport and the renters. If you can lend a hand in approaching any of the commissioners or have information that might help Daril please give him a call. You can reach him or leave a message at 303-423-9846.

GEORGE IS GETTING REAL CLOSE:

A rumor that has been floating around for a while that President George Hayes is getting very close to a first flight. The Mile High Flyer recently confirmed this information. George began his taxi tests on Super Bowl Sunday. Congratulations to George on his progress and we are looking forward to hearing about the big first flight.

If anyone else has good news about their project, be sure to let Dave Bieseimer know so your progress can be acknowledged in the Flyer. We all like to hear and read about good things in homebuilding.

UNCONTROLLED FIELDS:

Just a 'heads-up' on a good article on operating out of uncontrolled fields. The February issue of Plane & Pilot has a nice article on page 49. It is a good refresher and, with all but one of the airports in the north Denver area being uncontrolled, it is very relevant to local flying.

Y.E. RALLY:

On Saturday January 30th another successful Young Eagle rally was held at JEFFCO. As mentioned in the JEFFCO Update we had 7 aircraft turn out for the event and flew 11 new Young Eagles (over half got to experience two aircraft along with some of our members that don't get up very often).

Special thanks to Bob Lee, Pete Kelley, and Tom Young for helping out with the organizing, and ground crew. And a round of applause for the pilots: Dean Cochran, Bill Mitchell, Daril Cinquanta, Mike Gugeler, Tom Melsheimer and Blue Grassfield. A Turbo Arrow was brought over by Gary ?, one of the Saturday morning people, to help fly any parents or older YE's that wanted to go. Thanks go to all of the people that helped out.

ROCKY MOUNTAIN AIR FAIR:

The 1999 Rocky Mountain Air Fair at the Wings Over the Rockies Air & Space Museum will be held on March 13 & 14. EAA will again have a booth and needs some volunteers to staff it during the two days. This is a fun show to be a part of. The people that come, and there are a lot of them (25,000 two years ago), are from every walk of life and most have a real interest in aviation. It is a great place to meet other aviators and promote the chapter. We will have a new chapter 43 informational sheet to give out and Marv will be demonstrating the English Wheel.

ROCKY MT. AIR FAIR continued:

The guest speakers will be General Olds a "Triple Ace" and Dr. Cockrell, a 10,000 hour 737 captain and crop duster. Dr. Cockrell has been characterized as a cross between Zig Ziglar, Jerry Clower, Andy Griffith and Steve Martin.

Bill Mitchell is scheduled to give a talk on 'First Flights in an Experimental'. His seminar will begin at 10:15 am in Room 107 on both Sat & Sun. He plans to cover both first flight information as well as the EAA Flight Advisor Program.

If you can volunteer for the booth, there will be a sign-up sheet at the February meeting. But if you can't commit to a specific time please stop by anytime on Sat or Sun to help out and enjoy the fair. The admission and parking are free so tell your friends, neighbors and work associates. More Info at:
www.rmairfair.org.

MAINTAINENCE OF A PURCHASED HOMEBUILT:

The Mile High Flyer still has not gotten a reliable answer as to how maintenance of purchased homebuilts is handled in the FAA regulations. More Yes's than No's have been heard that the statements made in the January Plane & Pilot are correct. When more information on this topic is received it will be passed along to all of you.

Steve Beach

UPCOMING EVENTS:

CHAPTER 43 MEETINGS:

- February: Dan Murray – Will present a program on rebuilding. Dan has the beautiful Travelair that we saw at the Regional last year.
- March: Steve Ptacek – Steve flew the Solar Gossamer across the English Channel. This program is tentative based on the schedule that United gives him in March.
- April: Project visit
- May: Annual Picnic & Auction – Tri-County Airport
- June: Project Visit & ?BBQ? - Tom Young's Phoenix
- July: Tri-County Open Hanger Night & Oshkosh Primer
- August: Project Visit & Oshkosh Review
- September: Engine Building

UPCOMING EVENTS continued:

- October: Special Guest – Still being scheduled
November: Ron Denight – Air Racer
December: Open – Any Suggestions

OTHER REGIONAL EVENTS:

- March 13th & 14th Rocky Mountain Air Fair – Wings Over the Rockies Air & Space Museum
- May 8th Centennial Airport Open House
- June 3rd Big Band Hanger Party – Jeffco
– Details: Bruce Erley 303-469-7500
- June 4th & 5th 1999 Air Show Colorado – Jeffco
– No major jet team but plenty of aerobatic talent
- June 26th & 27th Rocky Mountain Regional EAA Fly-In – Longmont
- July 28th – Aug 3rd 1999 AirVenture – Oshkosh

FOR SALE:

N3 PUP ULTRALIGHT - 'Cub Look Alike' - This one is flying! Mosier 2cylinder 4cycle engine 37 HP.
\$10,500 Call Gene Milligan 466-0831

CAFE 43

Pat Claar is organizing our monthly chapter fly-outs and writes the following:

Cafe 43 will be a scheduled fly-out to breakfast or lunch on the Saturday after the regular membership meetings (so normally it will be the third Saturday of each month). As always, I am open to suggestions for destinations, but as a general rule it will be a maximum distance of about two hours flight time (as the RV flies), but usually closer.

February's destination will be a lunch trip (to avoid the early cold hours) to **Scottsbluff, NE**. Munciple Airport on the **20th**. They have a nice little restaurant in their terminal building. Park to the west of the building, enter the door nearest the ramp, down the long hall, and you're there. Try to plan an 11:00 am arrival. Now, let's hope for good weather. Hope to see you there!!

GPS FOR PRIMARY AIRCRAFT NAVIGATION

Av web reports a study by Johns Hopkins University summarized a "risk assessment" of GPS as the sole means of navigation and sole nav service provided by the FAA was released last week, and concludes it is achievable with implementation of wide area augmentation and two additional signals.

ENGINEERING

TOM Young has been doing some engine mod research and sends this:

I recently spent about an hour on the phone with Air Support International talking about engines and such. I directed all my questions towards the 0-360 Lycoming, but the answers do apply to most engines though.

I learned that they do have other cam options besides the stock grind. Option #1 is a slightly more powerful cam that has a power band from 2400 to about 2975 RPM for the home builder that wants a little more than stock out of his/her engine. They say this cam is not quite so "peaky" as the stock cam, idles well and is an overall improvement. (Expect an increase in torque of 5-6%. Cost for re-grinding is \$250. ed.) Option #2 for homebuilders is a modified helicopter cam that is basically only for racing applications. Power on this one doesn't even start until 2900 RPM.

ASI supplies many parts for engine building and does rebuild/overhaul engines in-house. Of interest to me in particular, were two processes that they offer for treating engine parts. A processing/coating called Air Lube is a surface treatment that leaves the treated part with a one-half micron thick film and a molecularly changed surface metal. They say that treated parts are super slick, and super tuff down to about three thousands of an inch deep. This reduces friction and wear in the engine. The most popular and productive place to use this is in the camshaft. They will coat other select engine internal parts such as piston skirts, wrist pins, ring grooves, etc. Another feature to this coating is that carbon does not stick to it, also enhancing engine life.

ASI also has a ceramic coating they call Heat Shield that is applied to the piston top, the combustion chamber, the exhaust valve face and the exhaust port. This helps with heat dissipation and control, keeping CHT's down, (this does show up in elevated EGT's).

Each of these processes costs about \$800 for an entire engine, and last for 2000+ hours. According to the mechanic I talked to, if both of the processes were used and the "mild" "homebuilders cam was used an increase of ten to fifteen percent power could be expected.

This is the information, as it was presented to me, if any of you know differently or have any thing to add, or any experiences along these lines, I would love to hear it.

If you have more questions, you can call ASI at 1-800-247-2738, ask for Joe or Steve, fax them at 417-468-4040, or e-mail them at ASI4684040@aol.com,

TOOLTALK

PETER EAGAN'S TOOL DICTIONARY
DEPARTMENT (via e-mail)

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate expensive parts not far from the object we are trying to hit.

MECHANICS KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on boxes containing easily cut materials like Stits fabric.

ELECTRIC HAND DRILL: Normally used for spinning steel Pop rivets in their holes until you die of old age, but it also works great for drilling into hidden parts not intended to have holes, such as brake lines and thumbs.

PLIERS: Used for rounding off bolt heads and pinching that piece of skin between your thumb and forefinger.

HACKSAW: One of a family of cutting tools built on the Ouja Board Principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: See pliers, except the darned things won't let go when pinching skin. They can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used to create dense clouds of black soot during lighting, which conveniently covers all horizontal surfaces in your work area. Also used by smokers when their ZIPPOs go dry.

ZIPPO LIGHTER: Used to light oxyacetylene torch when flint striker goes "dead".

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against your Snap-On Tool Calendar over the bench grinder.

WIRE WHEEL: Cleans rust off old bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls in about the time it takes you to say "Django Reinhardt."

E-Z OUT BOLT AND STUD EXTRACTOR: A tool that snaps off in bolt holes and is ten times harder than an known drill bit.

Hints To Homebuilders;

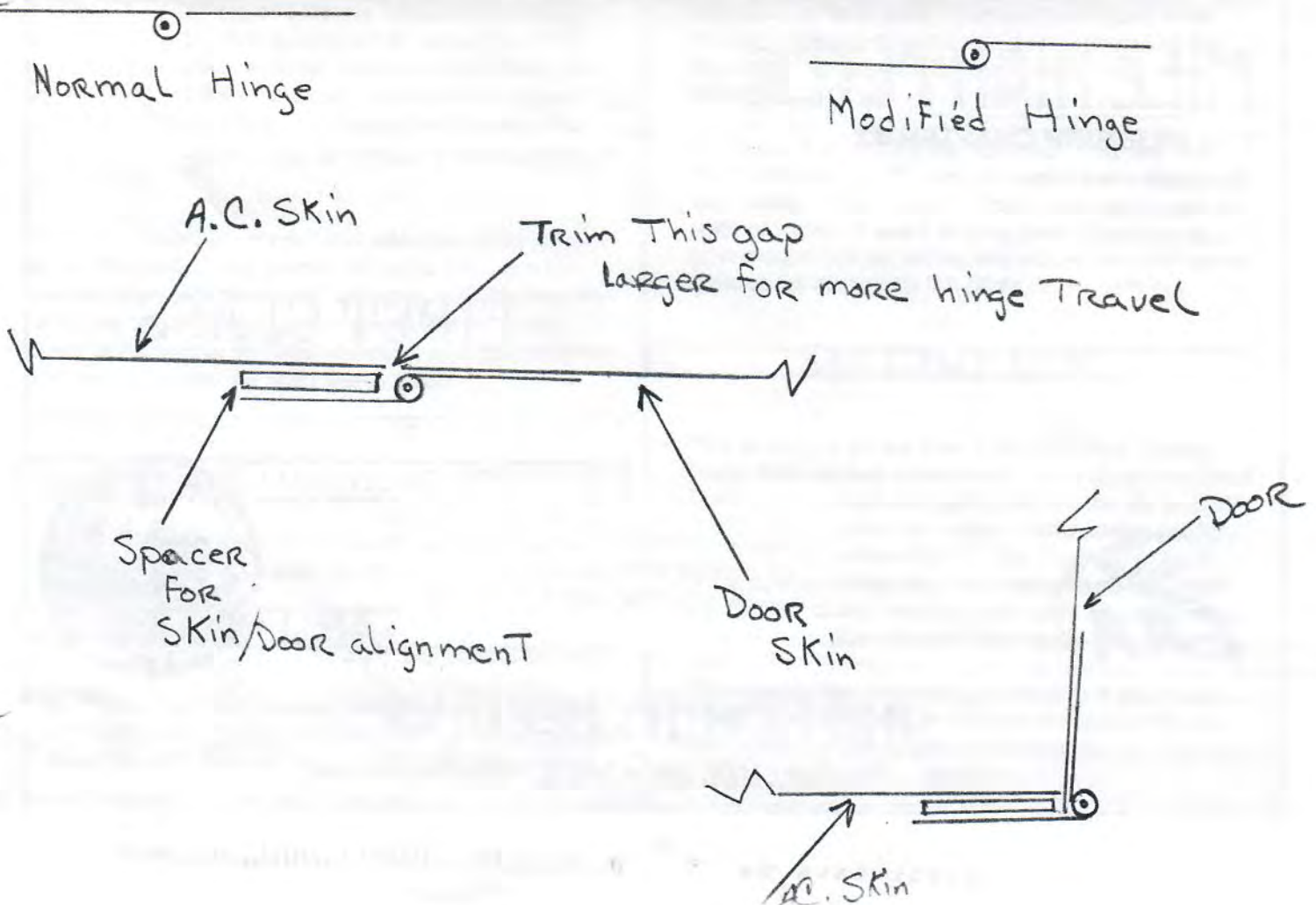
Here is a trick I just figured out for using a piano hinge for a flush mounted door. After years of scratching my head on how to do this I realized that if you take the pin out of the hinge and turn one side around you wind up with an off set hinge. When installed the lower part of the hinge will need to be shimmed to the correct depth to align the door with the surface it is mounted to.

Depending on how the door material is trimmed on the hinge side gap the door can be opened as much as 135 degrees. I recently built a pair of access doors on my homebuilt and trimmed the gap fairly small and still had 90 degrees of opening.

The attached drawings should explain better than my words can.

Thank you

Thomas M. Young EAA 242398



EAA MILE HIGH CHAPTER 43

CHAPTER OFFICERS:

President - George Hayes.....303-772-7040
Vice President - Roger Standard.....303-857-4821
Vice President - Gene Milligan.....303-466-0831
Secretary - Dave Bieseemeier.....303-384-3760
Treasurer - Bob Wilson.....303-682-1857

VOLUNTEER OFFICERS:

Technical Counselor - Ron Denight.....303-452-0458
Technical Counselor - Marvin Wahl.....303-395-9934
Flight Advisor - Bill Mitchell.....303-427-4025
Flight Advisor - Tom Young.....303-833-4091
Newsletter Editor - Dave Bieseemeier.....303-384-3760
Young Eagles Coordinator - Bob Lee.....303-650-4772
Membership Data Base Editor - Gene Milligan.....303-466-0831

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Submission of articles, comments, or inquiries for publication in the newsletter are encouraged.

Meetings are normally held on the second Saturday of each month at 7:00 P.M. The place is determined each month.

Disclaimer: Be aware that as always, in past, present, and future, any communications issued by Experimental Aircraft Association Chapter 43, regardless of format, and/or media used, which includes, but is not limited to, this newsletter and audio/visual recordings, is presented only in the context of a clearing house of ideas, opinion, and personal experience accounts. Anyone using ideas, opinions, information, etc., does so at their own risk. Therefore, no liability is expressed or implied by the Experimental Aircraft Association Chapter 43, or any of its members. Any event announced and/or listed herein, except as noted, is done as a matter of information and does not constitute approval, sponsorship, control, or endorsement of said event.

MILE HIGH FLYER

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David Bieseemeier, editor
430 Antero Street
Golden CO 80401



FIRST CLASS



Eugene Horsman
210 Lookout View Ct.
Golden, CO 80401-2518



THIS MONTH'S MEETING:

Will be: **FEBRUARY 13TH, 1999 at 7:00PM.** See inside for details.

