

MILE HIGH FLYER

JULY 1997

Volume 20 Issue 7



JULY MEETING:

JULY 12, 1997 at the Ron Denight /Mark Yelich Hangar, at the Tri-County Airport, Erie CO. *7:00PM.*

OSHKOSH '97:

I will lead off this month with the information that I have on the big event of the year. If you want the very latest info, and have access to the Internet, then go to:

www.fly-in.org

You can also get fax-on-demand (if you have a fax machine) at 908-885-6711. If you are flying in and want a copy of the notam, call 800-564-6322 and request the "Fly-in Quick Reference Booklet". I just received the flight procedure video and one copy of the booklet. They will be available at the July meeting.

If you do not have lodging plans as yet, your best bet will probably be camping at Scholler or one of the private campgrounds that are close by. You can call 414-235-3007 8:30am-4pm(Central) to get all of the Oshkosh housing information. Remember that the airport closed to all transient aircraft the day before the show opened last year, and two days before the opening in '95. (approximately 12,500 aircraft is the airport's capacity and fewer if ground conditions are wet) Only show aircraft are allowed in after the airport closes. If you are hoping that you might be able to sneak in after the airport is closed (by pretending to be a Contemporary or Classic etc.) let it be known that all N numbers on production aircraft are now checked to see when they were manufactured. Last year the ground crews were alerted when any non- authorized aircraft had landed. They were then directed back to the departure end of the runway and sent on their way. Fond du Lac and Appleton are the alternates with bus service running most of the day. Homebuilts can get in anytime, but aircraft camping may be full.

I will have a list of the forums that are planned up to this date at the July meeting. We will also try to answer any questions that anyone might have.

ROCKY MOUNTAIN REGIONAL!!

I think anyone, that attended or volunteered at the Rocky Mountain EAA Regional, would have to declare it a huge success. Registered aircraft were up 50% over last year and the show came off without a hitch, or at least that is the way that it appeared. This was do to the hard work that the committee and all of the volunteers put into it. The only real glitch was the barbecue'er for Saturday nights banquet. They canceled two days before the show and trying to find another caterer was out of the question.

The over-all leadership came from Carol Leyner who headed up the committee and oversaw the entire show. Outstanding mentions also have to go to:

- Julie Wilson for her superb efforts in coordinating the volunteers.
- George Brady for the pilot information packages. Many compliments were given on the packages and the greeters that handed them out.
- Tom Lucas who single-handedly took care of all trash throughout the show. He rode his green machine so much that they should name it after him.
- Bill Marcy for the programs and getting publicity.
- Paul Wilson for getting the fine group of vendors.
- Bob Leyner for his committed support and undying energy.
- Walter Breedlove for ensuring that the money was taken in and that the show was insured.
- Troy Anderson for endless odds and ends.
- Terry Sickler for over-all responsibility of the flightline.
- Gene Horsman for his valuable support on the committee, representing chapter 43 and the EAA Antiques participation.

Left Seat.....continued from page 1

- Don Coleman for heading up the difficult task of judging all of the show planes. Actually he was getting warmed up for Oshkosh.
- Pete Clinton for getting the trophy's and insuring that they were correct.
- Tim Barth - Longmont Airport Manager - Without his help and connections this would not have been the show that it was. All airports need a manager like Tim!

I am sure that I have missed a few people that helped, but that was not intentional just a little absentmindedness on my part. If you don't recognize all of the names it is because they came from all of the local chapters. I can safely say that you will hear the names again at future regional fly-ins.

As for Chapter 43's participation: It was exceptional!! The show would not have gone as well as it did without your help. I am waiting for a list from Julie on who helped because there were so many that I could not possibly remember them all. Not only did our regulars help but new faces showed up as well. Thanks to everyone!!!!

Were any Chapter 43 aircraft declared winners? Absolutely!

- Pete Clinton - 2nd place in wood
- Pat Claar - Most Recent 1st Flight
- Ruby Lawich - most recent solo by a female. Rudy's solo took place on 6/27/97
Congratulations!
- Roy Clinton (Pete's dad) - longest distance award. He came all the way from Florida in his RV6A. The trip was probably for more than just the show, but it got him the trophy.
- Worth mentioning was George Hayes and his ultra-pietenpol static display. If he had known that there was an award for best static display he would have won without a doubt. IMHO (in my humble opinion). He should also get an award for talking to the most people. The Piet drew a real crowd.

I was hoping to have a complete list of the award winners but it did not come in time for this newsletter. I will try to get it in next month. Everyone that was at the show probably figured out that the gorgeous Lancair 320 (or was it a 360?) from Burlington took the top honors. Excellent workmanship and nice innovative touches, i.e., the remote control canopy lock

THE MAY MEETING

Many thanks to Don Coleman for his presentation on judging aircraft at Oshkosh and other airshows. This was a very informative program and held a few surprises for me. I always thought that it was an extremely detailed process of examining every placard, hinge, tire, prop bolts, etc. In reality it seems to be more in line with the way most of us look at an aircraft. I liked that way he explained; if it looks good at 20 feet then it is worth a closer look, at 5 feet if it still looks good than someone has done some better work it warrants a closer examination.

If you are thinking about building an aircraft that you would like to be an award winner, than a discussion with Don would be worth your time. Thanks again Don. This makes two months in a row that Don has helped out!

AIR SHOWS '97

Greeley-Weld County Airport is having an open house on July 19th. They are hosting a free pancake breakfast (Chapter 1117) and a Young Eagle Rally. They have invited pilots from Chapter 43 to join in the fun. All fuel that day will be discounted 25 cents per gallon. The boy scouts are having an airplane wash, and there will be spot landing and flour bomb drop competition. The time wasn't given on the flyer but you should probably plan on being there early. If you fly Young Eagles be sure to fuel up at the FBO and charge it on your Phillips card to get the \$1.00/gal rebate on your next bill.

Walt Barbo, from the Colorado Pilots Assc and Fantasy of Flight is looking for local pilots to give rides on July 26th 8:00 to 10:00am. The Colorado Aviation Career Education summer camp for youth is being held from July 21st to July 26th at the Jeffco Airport. If you can help please call Walt at 303-367-0670. Even though it was in last month's newsletter I will leave the following fly-in in this months because I received another flyer on it. They are trying very hard to make it a success.

Alamosa Colorado (ALS) is hosting an Airshow on July 12th. They will be having a breakfast and show. The part that is worth noting is that they will be giving away 10 gallons of fuel to the first twenty experimental aircraft that arrive at the show. Café 43 might want to think about heading that direction early on the 12th to capture as much of the fuel as they can. For more info call Robert Munson @ 719-843-5227.

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May 26, 1997

From: Bud Aumann
10374 W. Arkansas Drive
Lakewood, CO 80232

To: Senators/Representatives
Washington, DC

Subject: Aviation User Fees

Dear Senator/Representative:

Aviation User Fees? No, Aviation User Taxes! Fees - just another politically disguised term employed by today's bureaucrats to deliberately baffle the general public!

I understand that the Clinton administration is asking for \$300 million in NEW user fees, (taxes), next year. The FAA admits that at least some of those fees will be imposed on general aviation, of which I am a member. I also understand that the Clinton administration wants more than \$8 billion in user fees, which is the FAA's entire budget in 1999!

General aviation fraternity members are already paying excessive excise taxes, including a tax on aviation fuel. Those taxes, along with taxes on commercial airline tickets, are the source of 70% of FAA's funding. These taxes have been caught up in an ongoing, two-and-a-half year impasse between the White House and Congress over balancing the budget. The taxes have been allowed to expire twice, and are scheduled to expire again in September of this year.

If the socialist Clinton administration succeeds in replacing time tested user taxes with user fees the FAA could charge a pilot for everything from each weather briefing, each flight plan, and each contact with air traffic control. In addition, I understand the FAA has plans to charge for obtaining a pilot's certificate, adding a new rating, renewing a medical certificate, and registering an aircraft! The general automobile driving general public, boat owner, or other recreational/business pursuits certainly would not put up with such federally taxed nonsense!

As a semi-retired citizen tax-payer and recreational oriented private pilot, I will be stressed into being financially incapable of enjoying an avocation which I have loved since childhood. Why should any of us have to pay these outrageous fees? How would you feel if these user fees were imposed on your recreational pursuit or avocation? I submit the following for your attention:

Obtaining a pilot's certificate - Through training by private airport operators it can currently cost an individual upwards of \$2800 to obtain a private pilot's certificate. Multi-engine and commercial ratings are considerably higher. Ground training, flight training, forms and paperwork records are all submitted to the FAA. An FAA designated examiner performs a flight test and signs off the student's certificate. The student pays flight time to the examiner. What will be the FAA fee for these services under the user fee program?

It costs private pilots an average of \$80 to obtain a medical certificate from an FAA certified private physician. The physician performs the exam and does all the paperwork. The FAA files the updated record! I have heard speculation that the FAA fee for obtaining a medical certificate will be somewhere in the range of \$100! That's an additional \$100 out of my pocket each two years - \$200 out of the pocket of commercial pilots each six months!

Adding a rating? If a private pilot chooses to improve capabilities or flying skills, say into high performance aircraft, it can cost anywhere from \$500 to over thousands, out of one's own pocket, with training through private operators. How much is the FAA planning to charge for adding a rating? The FAA contributes nothing but filing a bit of paperwork for the record.

Ditto the registration of an aircraft - simple paperwork sent to the FAA. The current fee for submittal of new registration is \$5.00. I'll bet that will jump to \$50 or \$100 if the FAA has their way!

Fees are planned to be imposed for all flights, commercial, business, and private, across the U.S. These fees could total as much as \$100 for each student pilot cross country flight. At an average of \$50/hour for a single engine aircraft that could realistically cost upwards of \$250 for a simple three hour flight! User fee costs for earning a private pilot certificate could realistically reach \$500 to \$1000 additional.

In March of this year, the FAA published an interim final rule, which took effect May 19, that establishes a fee for all flights that traverse - but do not take off or land - in the U.S. airspace. Tell me, who is going to administer and control that mess! And how do you think neighboring and foreign countries will respond to that? You bet! With their own system of user fees on each and every U.S. based flight over and/or into their country.

So what do we get for our tax dollar? I respectfully submit that Congress not crumble under the pressures of the powerful airline lobbies who are the real culprits in wanting to shift their costs to other segments of aviation with the FAA's eventual intent of controlling the entire Air Traffic Control system! Nothing has been issued by the Administration or the FAA that specifies any plan for collecting, processing, administering, and tracking of aircraft. If made policy that means more people, more salaries, more facilities, more inefficiency, more bureaucracy, more governmental control!

General aviation has the right to responsibly fly over the skies of this nation without the fear, threat, or political maneuvering by the web of big government and influential forces. General aviation cannot afford to aid in fixing a system that is far from broken. The general aviation community is small compared to other populations of varied interests. GA is an easy target. The airlines can pass the user fee costs on to unsuspecting passengers! If approved, the user fees could contribute to endless dictatorial fees by the FAA, and, the encouragement of the continuance of FAA official's already bureaucratic inefficiency! The FAA could charge without restraint for whatever it thinks it needs. Combating major interest groups and the FAA's bureaucratic size is quite difficult. If this administration allows the creation of such an empire it will no doubt be as large and as inefficient as the IRS and Department of Defense, typical of non-profitable, management ignorant, governmental agencies.

The current excise tax on aviation fuel and airline tickets has adequately paid aviation's bill for 25 years - it is EQUITABLE - and, IT WORKS!

Therefore, I respectfully submit that you consider allowing continuation of the current aviation excise tax system and totally disregard any Clinton proposals for aviation user taxes, er, fees. Thank you.

Respectfully,

Bud Aumann

CALENDARS 1998

The chapter is ordering 50 calendars for 1998 and will be for sale on a first come basis. Past history has shown that if more than that are ordered, the chapter ends up eating them. They will probably be \$6.00 this year but we can decide that at the July meeting.

LOOKING FORWARD TO SEEING EVERYONE AT TRI-COUNTY ON SATURDAY.

Steve Beach

Note: To get to the Tri-County Airport, take Colorado Highway 7 (west from I-25, or east from Lafayette) to the Airport Road sign, go north to the FBO, take the taxi-way back Southwest toward the TEE hangars, and park on the gravel area on the east side of the east facing hangars. Someone will be there to greet and direct you at the hangar. The meeting will be a general "show-and-tell" by the folks hangared there.

Notes from Art "Tabernash" Wilson

Art forwarded the following from Howard Hardy concerning actual complaints submitted by US Air Force pilots and the replies from the maintenance crews:

Problem: Left inside main tire almost needs replacement.

Solution: Almost replaced left inside main tire.

Problem: Autopilot in altitude hold mode produces a 200 fpm descent.

Solution: Cannot reproduce problem on ground.

Problem: Dead bugs on windshield.

Solution: Live bugs on order.

Problem: The auto pilot doesn't.

Solution: IT DOES NOW.

Problem: Something loose in cockpit.

Solution: Something tightened in cockpit.

Problem: Evidence of hydraulic leak on right main landing gear.

Solution: Evidence removed.

Problem No. 3 engine missing.

Solution: No. 3 engine found on right wing after brief search.

Ramblings from the Editor

JUNE MEETING MINUTES:

TREASURER'S REPORT:

Mas reported a balance of \$1141.86 in the check book. He also reported on a large balance of patches waiting to be sold.

GUESTS:

Dan Derden - Interested in flying.

Gene Francis - building an RV-6A.

Mark Gustafson - Interested in RV's (Airplanes).

Ted Gibs - interested in composite aircraft.

Charlie McQueen - has GP-4 plans, wants to build an RV-8.

Paul Wilson - member of chapters 515 and 720.

Noah Elliot: guest of John Evens, won scholarship to the EAA in Oklahoma. Congratulations, Noah!

Bill Brooks - Owns a Piper Tri-pacer to Pacer conversion, former president of the Short Wing Piper Club.

BRAD'S SAFETY CORNER:

A vaccine to counter RV fever is badly needed!

An RV from Utah suffered fuel exhaustion, and made a nearly successful landing on a road, striking a road-side mailbox.

Another re-cut bolt failure resulted in a lost prop south of Denver. (See the May '97 newsletter for more on this problem).

A Bombardier Challenger suffered a brake failure.

The rudder horn on a Skybolt failed due to being only tack welded.

A dynafocal engine mount failed and nearly resulted in the complete loss of the engine because the steel sleeves had not been installed in the rubber bushings.

OSHKOSH:

Doug Bloomberg still needs a room for two at the dorms.

The flightline, which previously has been open to EAA members only, will be open to the general public this year.

Aircraft owners beware!! Bring your own ropes or ribbon to protect your aircraft. The arrival procedure video should be in the chapter's possession by the July meeting date.

EAA NOTICE:

Proposed "User Fees" are again being pushed by certain political factions and members are being urged to write their Representatives and Senators to argue against said fees. **Bud Auman** provides a sample letter (enclosed) for your use.

PROJECT UPDATES

Congratulations to **Denis Walsh** on the first flight of his RV-6A! Denis reports that it flies as advertised.

Doug reports that John Stewart of Burlington made his first flight in his RV-6 also, and there are over 1600 RV's flying, with an average of three completions a week.

George Hayes is working on his Pietenpol engine mount.

Ron Denight is overhauling an O-290 Lyc. for his Special.

Marv Wahl projects one week to finish the Baraccuda project he has been assisting with.

Bob Johnson is making headway on his Kolb, has the engine mounted, and is working on the manifold.

John Evens gave another trip report - this time to Mattoon IL for the T-18 Fly-in. Are you retired John?

EAA MILE HIGH CHAPTER 43

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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.

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MILE HIGH FLYER

EAA MILE HIGH CHAPTER 43

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THIS MONTH'S MEETING:

Will be held at the Tri-County Airport, JULY 12, 1997, at 7:00PM. See inside for details..

