

EAA MILE HIGH CHAPTER



PRESIDENT
KIRBY WHITE
423-5134

VICE PRESIDENT
KEN LYSEK
457-9769

SECRETARY
KIRBY WHITE
423-5134

TREASURER
ROY MANEELY
371-3370

NEWSLETTER
KIRBY WHITE
423-5134

VOLUME 14, ISSUE 1, JANUARY, 1991

THIS MONTH'S MEETING: The meeting this month will be held on Saturday, January 12, 1991 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 two videotapes, one of Oshkosh 1990 and the other of the EAA Museum. Both tapes were produced by EAA Headquarters, and should be quite good.

THIS MONTH'S FLY-OUT: The Fly-Out this month will be to The Cheyenne Airport for lunch on Saturday, January 19, 1991. This is the Saturday after our normal second Saturday meeting. We will meet at The Sky Harbor FBO at 11:00 A.M. and eat at The Owl Inn Restaurant, which is within walking distance of the airfield. Ken Lysek is coordinating the monthly Fly-Outs, so contact him at 457-9769 if you have any questions or have an extra seat to offer or are in need of a ride. For those of you who are ground pounders at this point in time, drive up and join in on the fun. The drive really isn't that bad. Hope to see everyone there! If the weather happens to not allow us to fly to Cheyenne, we will meet for breakfast at the Denver Air Center Club Room at 9:00 A.M., as voted at the December, 1990 Chapter 43 meeting. They serve a very good breakfast there every Saturday from 8:00 A.M. to 11:00 A.M., and the price is only \$2.00. What I would like for all of you to do is think of an inventive and definitive name for this new Chapter 43 monthly gathering so that everyone will immediately know exactly what event is being spoken of. Something along the lines of Dawn Patrol, perhaps, but a name that hasn't been overused such as this example. Let me know if you come up with one, and we will take a vote on it at a future meeting.

LAST MONTH'S FLY-OUT: The Fly-Out to Meadowlake Airport in December was a success, considering it was only the second one and it was near Christmas, when people are very busy with Holiday preparations. The weather was a little bit on the chilly side, but very good considering it was the middle of December. I counted fifteen people and seven airplanes there. The food at the Hangar Restaurant was quite good.

LAST MONTH'S MEETING: With 72 members and guests in attendance, EAA Chapter 43's Annual Christmas Banquet began around 6:00 P.M. at the Plum Tree Restaurant in Lafayette on Saturday, December 8, 1990. After most all had finished eating, President Kirby White called everyone to order for a short business meeting, at which time the minutes of the November meeting were approved as published in the Newsletter.

Guests: There were a number of guests present, in the form of relatives and friends, and Kirby welcomed all of them to the Banquet.

Old Business: Kirby held up an 8"x4" piece of Lexan that had been left at the November Chapter 43 meeting, and wondered if anyone knew who it belonged to. It has Colorado Plastics with a Boulder address written on it, and there are some small holes in it, as if it is a template for something.

Fly-Out: Kirby reminded everyone to meet at Meadowlake Airport at 11:00 A.M. on the following Saturday, December 15, 1990, for lunch. He said that an alternate local restaurant needed to be decided on in case the weather would not permit us to fly to Meadowlake. The Denver Air Center Club Room was suggested and approved. Kirby asked for suggestions on the Fly-Out location for January. The Cheyenne Airport and The Owl Inn Restaurant was suggested by a few at the Banquet and then approved by all. An 11:00 A.M. arrival time at The Sky Harbor FBO was also approved. Bill Mitchell made the motion that unless otherwise noted, all arrival times at the distant airport should be 11:00 A.M., so that everyone could do some advance planning and that everything would be fairly consistent. The motion was seconded and approved.

New Business: Kirby felt that some thanks were in order. First, he thanked all present for coming to the Banquet and making it a success. He wished everyone a Merry Christmas and a Happy New Year. Then he thanked Cathy Sheeon and Daphne Davenport for setting up the Banquet and making all of the necessary arrangements. Kirby also thanked Cathy and Daphne and Bob & Darlene Miosek and Vicki Evens and Sherrill Hughes and Doug Bloomberg for making the cookies that were in a nice container at each place setting. (**Doug Bloomberg made cookies ??**) Everyone gave all of the above volunteers a very nice round of applause for their hard work. It was mentioned that one of the cookie tins had a special surprise gift in it. Vicki Evens was the lucky person, and the gift was a nice Christmas tree ornament that said, "Santa Is A Pilot, Too!" Kirby then said a very special **Thank You** to Cathy Sheeon, who, after all she has been through this year, is still staying active with Chapter 43 and all of the people in it and was very instrumental in working to make the Banquet a success. He said he was glad that she was a part of the group. Everybody at the Banquet gave Cathy a very large round of applause in agreement. Doug Bloomberg said he had a copy of the NOTAM which was posted on November 29, 1990 which affects the usage of Mode C transponders under the Denver TCA Veil. The NOTAM specifies the changes in the amendment, and also lists the names of the airports that are affected by it. Doug said he would give Kirby a copy of it to put in the January Newsletter. Garrett Briggs, who brought some of his excellent pencil sketches to show to everyone at the October, 1990 meeting, again brought a few aircraft sketches to the Banquet for those present to look at. Along the same lines, Jim Thompson showed two very large pictures that he had taken and had blown up. The first was of Dean Cochran flying his Thorp T-18 over the mountains, and the other was of Dean flying formation over the mountains with Dave Biesemeier in his Sidewinder and Larry Nagele in his Vari Eze. Both of the pictures were quite spectacular. Kirby said he had 1991 EAA Calendars for sale, and that an amount to sell them for needed to be decided by the members. He said they sold for \$4.00 last year. After a small discussion, it was voted to sell them for \$4.00 again this year.

Gene's Corner: Gene Horsman talked about an article from The Denver Post that reported on what was happening with the hopes of quite a number of people to bring the new Smithsonian Air and Space Museum Annex to Stapleton Airport, what with Continental Airlines filing for bankruptcy recently. The airline's action could delay the

Gene's Corner cont: opening of the new Denver International Airport, which in turn would delay the closing of Stapleton Airport. The Smithsonian Annex could not come to Stapleton until it is closed and emptied. The article also made some comparisons between Dulles International Airport in Virginia and Stapleton, both of which want the new Annex. As is the custom, Gene reads a humorous story of some sort at each Chapter 43 Christmas Banquet. This year's was entitled "Fear of Flying" by Baxter Black, D.V.M., and is published elsewhere in this Newsletter.

Progress Reports: There were no progress reports given.

A&P: The business portion of the Banquet adjourned while most all were still present. Kirby invited everyone to stay as long as they liked. He said that there would not be an actual program, because it gave everyone a chance to talk to one another.

DUES: That's right, it's dues time again. There will be no increase in amount again this year. Dues are still \$10.00. Please take a few minutes and fill out the 1991 Membership Renewal Form which is included in this Newsletter. I sincerely hope that none of you has any thoughts of trying to match or beat Sid Fernwilter's record in the comic below!

CALENDARS: We still have 1991 EAA Calendars to sell for \$4.00 each.

VAN'S AIRFORCE: Three Chapter 43 members are trying to organize a Colorado Wing of Van's Airforce (RV-3 & 4 & 6 & 6A airplanes) and have published their first Newsletter. I wish them much success with their undertaking, and have copied their Newsletter in this Newsletter in order to try to give them a little more exposure. Read it, and if you are at all interested in what they are doing, by all means give them a call or talk to them at a Chapter 43 meeting. They would love to hear from you.

CONGRATULATIONS: Chapter 43 member T. Lee Dimmick was married to Linda Jones on Friday, December 7, 1990. **Congratulations to Lee & Linda!**

MARKETPLACE: For Sale: Escort JIA Navcom with localizer frequencies, Lists for \$1,300, Sell for \$650. Also STS C110 Loran for \$300. Both are two years old and price includes manuals and trays and wiring harnesses. Both working when recently removed for upgrade. Contact Bill Amos at 972-1654.

For Sale: Continental C-85-12, Complete, Running when removed from Encoupe, Less than 1,000 hours since overhaul. Contact Evan McComb at 719-683-2382 during the day.

ERNIE



Bud Grace

From a Montana newspaper:

ON THE EDGE OF COMMON SENSE

Baxter Black, D.V.M.

Fear of Flying

Andy summed up flying the best I've heard, "If yer gonna have to land in a field, always land with the rows!"

Although I had a momentary lapse of good judgment once and took a week's worth of flying lessons, I have since left that task up to more serious folks. People who don't stay up all night celebrating and can actually reset the hands on a digital watch.

I know cowboys that are pilots. It's a frightening combination! Akin to a CPA who does nude modeling on the side. All they talk about is flying and if there's two at your table, your brain goes numb after five minutes! It's like being trapped in a pickup on the road from Rapid City to Bison between two cuttin' horse people!

But for good reason many western ranchers have taken up flying. They can check windmills, count cows and chase coyotes without having to open a gate. Roy hired a local boy out of Chadron to pilot him over his ranch to thin out the coyote population. The plane was a single-engine Super Cub. The side door is dropped and the hunter straps himself in and leans out the door, cannon in hand. It is not a job for the faint-hearted.

The pilot followed Roy's directions and was soon swooping down on the crafty coyotes while Roy blazed away with his twelve gauge. Suddenly the plane began to shake like a wet dog! The vibration loosened Roy's upper plate, and the pilot's I'D RATHER BE FLYING tee shirt began to unravel! Roy, in his nearsighted exuberance, had led the coyote too much and shot the tip off one propeller blade!

With heroic control, the young pilot landed the plane on an old stretch of rutted wagon road. He shut 'er down and staggered out into the sagebrush, visibly shaken.

He didn't care that he was 20 miles from the ranch headquarters and facin' a long walk back in the company of a crusty old rancher who had spit all over the side of his plane. He was just thankful to be on the ground.

His prayers were interrupted by an explosion! He dived for the dirt and smashed his new aviator sunglasses in the process! He looked back and Roy was standing in front of the plane, holding the smoking twelve gauge.

"I evened 'em up, sonny. She oughta fly okay now." He'd shot the tip off the other end of the prop!

Did they make it home? You bet yer shirttail they did! It vibrated a little bit, but no worse than drivin' down a railroad track at 120 mph!

CHIVALRY - from Aerial Age Weekly during World War I: "The British aviators trust that the German pilot of the Fokker aeroplane, which was shot down yesterday, was neither seriously injured nor killed." The note was sealed up in a canvas bag and dropped behind the Turkish lines, addressed to the "German aviators."

The note was a return of a great courtesy. Some time ago a British aeroplane tumbled to earth behind the Turkish lines. Both pilot and observer were killed. A few days later a package was dropped into the British aerodrome from a Turkish aeroplane. Safely packed between two pillows were two watches, two cigarette cases, a ring, some other trinkets, and a letter, which in effect said: "The German aviators with the Turkish army regret the sad death of two very gallant hostile aviators. They return the personal effects of these brave men, thinking that their mothers would like to have them."

June '90

Van's Airforce

Colorado Wing

Starting a New Wing

We are going to try and organize a Colorado Wing of VAN'S AIRFORCE. The we in this are, Bill Amos, Rob Mason, and Doug Bloomberg. After Bill's very successful evening last April at Centennial Airport where 50 to 75 of Van's Fans congregated to trade building secrets, meet other folks, to meet Van and of course gaze upon the prettiest Blue aeroplane to sit on three wheels. We decided that a more formal arrangement of Colorado builders, might be desirable.

How we do that is up to a consensus of builder/owners. Suggestions are welcome, no make that really needed. The idea is to provide a local group(s) where ideas can be shared, questions answered, and also a time to socialize with other RVers. Eventually fly-ins will become a major way to meet.

Some general questions:

1) As the "Colorado Wing" do we congregate as one body in one place, or is it better to form "equadrons" ie. Denver, Colorado Springs, Durango, etc. And plan separate equadron meetings somewhat more frequently than when the "Colorado Wing" meets.

2) Where would you like the meetings to be held, at someone's shop, a general meeting place, an airport?

3) How organized is "organized"? Do we want to elect officials? If we want a news letter that means a small amount for dues, Uncle Sam's delivery service isn't cheap! Also, we could buy tools that are used but once or twice in the construction of the aircraft but everyone seems to need (why do these tools always cost \$89.95). Again that's more \$\$\$ and is open for discussion.

4) Is a newsletter needed or wanted?????

5) Also, we feel that some gatherings should be conducive to bring ones spouse and/or loved one with them. (They really put up with a lot noise, dirt, expense, and other headaches) Besides, buckers might want to trade tips too!

6) BIG QUESTION??? Does anyone other than Bill, Rob, and Doug want this to happen?

Three to start New Wing

Who are the WE, in 'we' want to start a "Colorado Wing" of "Van's Airforce".

Bill Amos, Bill completed a RV-4 in June of 1989, he has 230+ hours flying it and other than some IFR while going to Oshkosh this year he has had no problems whatever. Bill estimates he has flown (demo flights) more than 300 people since building his RV-4, so many of you know him already.

Rob Mason, Rob is building a RV-6. He is ready to rivet the fuel tanks anyday. Bill says he is disconnecting his phone, (I can't believe that, knowing Bill he will up to his elbows in Pro-seal very soon).

Doug Bloomberg, Doug has gotten the RV bug very recently, last April, after meeting Van, seeing the RV-6A, and flying with Bill has made him a convert. He went to Oshkosh and purchased most of his tools. He learned from the forums, and saw some of the nicest aircraft in the world on rows 9-12. RV's of course. Right now he is deliberating on building a RV-6, but with or without "training wheel". He has flown the 6A

Colorado Wing

at Ven's this July, he will write about that sometime, it took 3 weeks to get the smile off his face after the flight with Dick Smith!

So you see the we, are very diverse as to where we are in building. We encourage you to participate in the Colorado Wing. Help us by sharing your knowledge and expertise.

How Many R V'ers are there in Colorado

Colorado RV'ers, seem to be as numerous as flees on a barnyard dog. I just received a list from Stacy out N. Plains Oregon way, showing all the people building, built, with plans, or dreaming of a RV in their hanger. I count 40 people built, building, or thinking about RV-4's; 20 people with a RV-6 or RV-6A in their dreams; and 2 RV-3's in progress. A note on the list states "All people listed may not be active". Maybe this users group will revive your building status!

We would like to hear from all of you, active, or inactive, where are you in construction, are you doing all of the work involved or farming some out to specialty shops? A short statement as to your progress would be appreciated, hopefully you would willing to assist another RV builder over an obstacle which you have passed. So, Johnny Flyfast could call you and ask, "How did you drill the landing gear struts such that they were properly aligned?" or questions of like nature.

Where are you located in the state? It seems there are 24 folks in the Denver area, 14 in Colorado Springs/Pueblo, 11 in the North East, Longmont, Loveland, Fort Collins, Greeley area, 3 in the Granby Steamboat area, 10 more builders elsewhere in the state.

If you should talk to someone in Colorado who is a RV'er and they didn't receive this Newsletter, please forward their address to us. We do not want to leave anyone out.

Information Needed!

A Newsletter, Here I sit pecking away at my Macintosh, I could be riveting. I feel the best value from creating a "Colorado Wing" is increased communications, reinventing the wheel is counter productive, a newsletter would help in this area. I do not want to spend many, many hours each month typing. I am though willing to compile what is sent to me. If any of you have access to a Macintosh, wonderful, particularly if you are willing to type up anything you feel that the rest of us could benefit by. Send it to me on a 3 1/2" floppy. I use Pagemaker to put this all together, but have MacWrite, MicroSoft Word 3.0 and 4.0, WriteNow 2.0 and 1.7, and Works. I prefer MicroSoft's Word using 'returns' for paragraph ends. I also have an "Intel" 8086 processor in this Mac, along with a 5 1/4" floppy drive. I can convert TEXT IBM files to Apple files. Well I think I can, I have not tried but I have the software to do it. Also, if you want you can write or type it out long hand. Thru my job I am on the Unix UUCP net, contact me about that. Send or call me, Doug Bloomberg, 11170 W. Fremont Ave., Littleton, Colorado 80127 (303) 979-2451.

Where Do I sign UP!!!

If any of this interests you or you have a suggestion Please contact one of us at the following address or phonenumber.

Bill Amos; 6291 S. Vivian St., Littleton, Colorado, 80127 (303) 972-1654

Doug Bloomberg; 11170 W. Fremont Ave., Littleton, Colorado, 80127 (303) 979-2451

Rob Mason; 6350 Johnson Way, Arvada, Colorado 80004 (303) 423-8128

If Interest is shown you will be contacted as to where and when a meeting will be held.

Notice: The following NOTAM was posted Nov 29, 90
 It affects usage of Mode C transponders under the Denver TCA Veil.
 The following was printed from "Contel DUAT"

***** FDC NOTAMs *****

ON NOVEMBER 29, 1990, THE FAA ISSUED AN AMENDMENT TO SECTION 91.215(B)(2) OF THE FEDERAL AVIATION REGULATIONS WHICH **SUSPENDS**, UNTIL DECEMBER 30, 1993, THE **MODE C TRANSPONDER EQUIPMENT REQUIREMENT FOR CERTAIN AIRCRAFT OPERATIONS** AT SPECIFIED GENERAL AVIATION AIRPORTS WITHIN 30 MILES OF A TERMINAL CONTROL AREA (TCA) PRIMARY AIRPORT (MODE C VEIL). THIS RULE IDENTIFIES APPROXIMATELY 300 AIRPORTS AT WHICH OPERATIONS BY AIRCRAFT NOT EQUIPPED WITH MODE C TRANSPONDERS CAN BE CONDUCTED AT AND BELOW A SPECIFIED ALTITUDE: (1) WITHIN A 2-NAUTICAL MILE RADIUS OF A LISTED AIRPORT; AND (2) ALONG A DIRECT ROUTE BETWEEN THAT AIRPORT AND THE OUTER BOUNDARY OF THE MODE C VEIL. THE FOLLOWING IS THE LIST OF THE AIRPORTS AND THE SPECIFIED ALTITUDES AT WHICH THE MODE C TRANSPONDER EQUIPMENT REQUIREMENTS OF SECTION 91.215(B)(2) DO NOT APPLY.EFFECTIVE UNTIL DECEMBER 30, 1993: DENVER TCA MODE C VEIL.

AIRPORT NAME	ARPT ID	ALT. (AGL)
ATHANASIOU VALLEY AIRPORT, BLACKHAWK, CO	C007	1,200
BOULDER MUNICIPAL AIRPORT, BOULDER, CO	1Y5	1,200
BOWEN FARMS NO. 2 AIRPORT, STRASBURG, CO	3C05	1,200
CARRERA AIRPARK AIRPORT, MEAD, CO	93C0	1,200
CARTWHEEL AIRPORT, MEAD, CO	0C08	1,200
COLORADO ANTIQUE FIELD AIRPORT, NIWOT, CO	8C07	1,200
COMANCHE AIRFIELD AIRPORT, STRASBURG, CO	3C06	1,200
COMANCHE LIVESTOCK AIRPORT, STRASBURG, CO	59C0	1,200
FLYING J RANCH AIRPORT, EVERGREEN, CO	27C0	1,200
FREDERICK-FIRESTONE AIR STRIP AIRPORT, FREDERICK, CO	C058	1,200
FRONTIER AIRSTRIP AIRPORT, MEAD, CO	84C0	1,200
HOY AIRSTRIP AIRPORT, BENNETT, CO	76C0	1,200
J S AIRPORT, BENNETT, CO	CD14	1,200
KUGEL-STRONG AIRPORT, PLATTEVILLE, CO	27Y	1,200
LAND AIRPORT, KEENESBURG, CO	C082	1,200
LINDYS AIRPARK AIRPORT, HUDSON, CO	7C03	1,200
MARSHDALE STOL, EVERGREEN, CO	C052	1,200
MEYER RANCH AIRPORT, CONIFER, CO	5C06	1,200
PARKLAND AIRPORT, ERIE, CO	7C00	1,200
PINE VIEW AIRPORT, ELIZABETH, CO	02Y	1,200
PLATTE VALLEY AIRPORT, HUDSON, CO	18Y	1,200
RANCHO DE AEREO AIRPORT, MEAD, CO	05C0	1,200
SPICKARD FARM AIRPORT, BYERS, CO	5C04	1,200
VANCE BRAND AIRPORT, LONGMONT, CO	2Y2	1,200
YODER AIRSTRIP AIRPORT, BENNETT, CO	CD09	1,200

AIRCRAFT ELECTRONIC IGNITION

BY

DAVE BIESEMEIER

For those individuals with homebuilt experimental aircraft who are seriously interested in the advantages of installing an electronic ignition system (E.I.S.) on their engines for more power, improved high altitude economy and efficiency, and easier starting, we may have something for you.

After researching several automotive, motorcycle, and expensive aircraft E.I.S. units, George Hite of EAA Chapter 301 suggested a unit to Larry Nagele and myself produced by Electromotive. It has been successfully used locally on 4 cylinder Ford racing engines and it appears it would adapt nicely to the 4 cylinder Lycomings and Continentals.

The unit is a high output (35,000 + volts) system utilizing direct crank trigger firing accurate to within 1/2 degree timing. It would replace the left (impulse coupled) magneto and would be used for starting. The right magneto would be retained as an independently operating back-up. The E.I.S. operates off the aircraft electrical system and draws less than 2 amps at 3,000 R.P.M.

This system has automatic spark retard for starting, and automatic advance with fully adjustable advance set points at 800 and 3,000 R.P.M. A cockpit adjustable remote advance unit and knock sensor/suppressor are available as options.

The system is sold only factory direct for \$429.00 for the basic unit, \$99.00 for the knock sensor/suppressor (installation recommended), \$65.00 for the manifold vacuum sensor, and \$50.00 for the remote advance control for a total of \$643.00. Allowable discounts are: 1-4 units = 0%, 5-9 units = 10%, 10-25 units = 20%, and 26 + units = 25%.

The Lycoming ring gear pulley must be slightly modified to accept the crank trigger wheel, which entails some machine work.

We are trying to get 20 seriously interested people together to take advantage of the discount.

I am willing to buy and install the first unit at full price, work out the installation kinks, and obtain flight test data with my Sidewinder, if those 20 serious people would each chip in \$25.00 up front to defer my expenses. For that \$25.00, I will provide the necessary modification to your ring gear pulley to install the trigger wheel when you install your unit. For those without starters or with Continental engines, a clamp-type mount must be fabricated to attach the trigger wheel to the crank, which I will do for an additional \$25.00 at the time of installation.

If you are interested in finding out more about this unit or this opportunity, please call me, Dave Biesemeier, at 795-1456 in the evening or Larry Nagele at 798-4771 in the evening. Thank you.



Chapter 43 Newsletter
c/o Kirby White
8780 West 90th Place
Westminster, CO 80021



EUGENE HORSMAN
210 LOOKOUT VIEW CT.
GOLDEN, CO 80401