

EAA MILE HIGH CHAPTER



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NEWSLETTER
KIRBY WHITE
423-5134

VOLUME 13, ISSUE 6, JUNE, 1990

THIS MONTH: This month's meeting will be held on Saturday, June 9, 1990 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 hasn't been finalized as of this writing, but a program is guaranteed.

LAST MONTH: With 45 members and guests in attendance, the meeting of May 12, 1990 was called to order at 8:00 P.M. by President Kirby White in the Club Room of the Denver Air Center. The minutes of the April meeting were approved as published in the Newsletter.

Guests: There were two guests at the meeting. Don Mobley brought his wife and introduced her. Harold Bray brought Don Coakley, who was Chapter 43's very first President in the middle 1950s. Don stood and talked about the early days of Chapter 43 and how they had quite a time to scrape eight guys together for a meeting. He said he was very pleased to see how active Chapter 43 is now, and he is amazed how expensive flying has become.

Treasurer's Report: There was none given.

Old Business: Kirby said that Chapter 43 still had 1990 EAA calendars to sell for \$4.00 each. The subject of this year's Rocky Mountain Regional Fly-In was brought up. It will be at the Loveland - Ft. Collins Airport on Saturday, June 30 and Sunday, July 1. Kirby hoped everyone was making plans to attend. He also reminded everybody that volunteers were needed to help make the Fly-In a success and enjoyable for all.

New Business: Chuck Ogden brought in some copies of a survey which is being passed out by The City And County Of Denver for the main purpose of getting citizen comments and ideas regarding the re-development of the entire Stapleton property. Bill Landers talked about an article in a recent issue of EAA Experimenter magazine that dealt with the hazards of using epoxy paint. It detailed the fatality of someone who did not use the proper safety procedures and equipment while using the paint. Jim Thompson said that it isn't too soon to start thinking about arranging Oshkosh rides and riders. He also highly recommended the Merced Fly-In.

Gene's Corner: Gene Horsman was not at the meeting, but provided the following information for Kirby to read: The Downtown Ft. Collins Airport now has 80-87 octane fuel for sale at \$1.82. The 100 LoLead fuel is \$1.87. By showing either an EAA or AOPA card, a 5¢ per gallon discount will be given.

Progress Reports: Kip Culver said that he is putting his SE5-A on the back burner for a little while because he recently bought another project that is much nearer completion. He feels that his newly-acquired Sonerai IIL can be flying in just a few months. Everyone congratulated him for his new purchase and wished him luck in completing it.

A&P: The business portion of the meeting adjourned for coffee at 8:15 P.M. After the break, Jim Thompson showed a videotape which was entitled, "Fighter Aces of WWII." It was quite good, and had interviews with the pilots made recently and also showed actual battle footage taken from cameras mounted in the airplanes.

REGIONAL FLY-IN: The poster for this year's Rocky Mountain Regional Fly-In is copied on the back page of this Newsletter. We hope that everyone will plan to attend. Guests who receive this Newsletter are very much welcome, as this is a public event. Would all who attend the Fly-In please be aware that volunteers are needed for various duties throughout the day. Hope to see you there!

HEADQUARTERS: The copy of the letter in this Newsletter to the FAA from EAA Headquarters concerns all of us especially because of our close proximity to Rocky Flats, which is one of the nine Department of Energy nuclear weapons facilities that the letter refers to.

AVIATION HAPPENINGS: June 9-10, 1990, 8th Annual Stearman Fly-In, All airplanes welcome, St. Francis, Kansas
September 23, 1990, Airshow and Fly-In, Concordia, Kansas

GUY REMEMBERED: The full page about Guy Sheeon in this Newsletter was written by Cathy's father (Ted Lewis) and his wife. Ted read it at Guy's funeral in Greeley, as those of you who were able to attend will recall. For the people who couldn't get to the funeral, it is very well written and should be read.

Guy David Sheeon

Pilot, 34

Guy David Sheeon of Broomfield, a pilot, died Feb. 25 in rural Milliken as a result of an airplane accident. He was 34.

Funeral services will be at 11 a.m. tomorrow at Stoddard Funeral Home, Greeley. Graveside services will be at 2 p.m. tomorrow at Erie Cemetery.

He was born May 4, 1955, in Tigard, Ore. He graduated from Englewood High School and attended a community college. In the fall of 1983, he married Cathleen Lewis.

Sheeon worked for Rockwell as a machinist for six years. He received his pilot's license in 1978. He was a member of the Experimental Aircraft Association, Aircraft Owners and Pilots Association, Short Wing Piper Club and the Antique Airplane Association.

He is survived by his wife; two daughters, Kelsey Ann and Christine Elaina; his mother, Dorothy Sheeon, Alamosa; four brothers, Donald Volk, Prineville, Ore., Bill Volk, Northglenn, Warren Volk, Casper, and Larry Volk, Englewood; and three sisters, Bunny Mangan, Alamosa, Susy Holt, Aurora, and Monica McLaughlin, Englewood.

Contributions may be made to the Guy David Sheeon Memorial Fund, c/o Stoddard Funeral Home, 3205 W. 28th St., Greeley 80631.

Guy Sheeon

To those of you who know Guy, it wont be necessary to tell you that Guv would not be pleased with a long drawn out eulogy. That just wouldn't be Guy, however, there are some things that need to be said as we say goodbye to him.

I have known men who loved to fly but Guy's love of flying was exceptional in every respect. For the eight years that I have known him he was as much of a fixture at the airport as the wind-sock. There was seildom a time when we could look out of our back window and not see Guy either coming or going down the taxiway. After its restoration, he did concede to put his airplane in a hanger when he found out that he couldn't keep it in his apartment

I have known men who had a love for their hobbies, but none such as Guv. He set about a restoration of his airplane that consumed nearly every wakeing hour for the better part of three years. many would have tired of the effort involved, but Guy's interest was as keen at the end as it was on day number one of that project. The result of that effort was apparent in the finished product, one of the best looking, best flying PA 12's in the country, and Guy had every right to be proud of his handiwork and he presented a model for other restorers to follow (as best they could).

I have known men who held a deep love for their families, but few can equal the love and devotion that Guv held for Cathy and his two beautiful daughters. Again, he was justifiably proud of his handiwork. Kelsey will have memories of Guv, Christine will have to be told of her dad and I hope that I will be able to help tell her about her father.

I doubt if there is anyone here who ever heard Guv speak an angry word to anyone. Guv had the unique capacity to meet someone and instantly claim them as a friend. Ill have to admit that this outgoing nature was somewhat strained at the mention of ultralights but carried thru in all other situations.

When Guy married my daughter he had no choice but to become my son-in-law but by mutual choice we became friends as well, and for that I thank God, for Leslie and I will always cherish the smiling good nature of Guy Sheeon.

Dad & Leslie
March 20, 1990



experimental aircraft association

EAA AVIATION CENTER, OSHKOSH, WI 54903-3086 • PHONE: 414/426-4800 • FAX: 414-426-4828

March 16, 1990

Federal Aviation Administration
Office of the Chief Council
Attn: Rules Docket (AGC-10)
Airspace Docket 90-AWA-1
800 Independence Avenue SW
Washington, DC 20591

RE: Airspace Docket 90-AWA-1, Department of Energy/Proposed Prohibited Areas

Dear Sir:

The Experimental Aircraft Association (EAA) is made up of 125,000 members who are dedicated and avid aviation supporters. Most of these members own aircraft, are licensed pilots and/or aviation enthusiasts, who have in many cases spent their entire life in the pursuit of aviation oriented activities. General and sport aviation has continued to see its activities curtailed. New general aviation aircraft cease to be produced and the pilot numbers continue to decline year after year with fewer new pilot starts or pilots staying active in the system. Much of this has to do with the complexities currently involved in general and sport aviation flying; especially VFR flying which was meant to be the least complicated and demanding and the majority of aviation activity. There are some 200,000 general aviation aircraft and only 4,000 airliners, so it would seem important to recognize the needs of general aviation and to facilitate their movements via a VFR system, which required little or no ATC control or contact. However with the continued escalation of airspace rules, regulations, restricted areas, MOA and TCAs, the ability to fly VFR is quickly being eliminated and with it many of the aircraft and pilots who utilize the system.

Addressing the above airspace docket appears to be one more case where for the very best of intentions and probably the best of reasons, a request for establishment of prohibited airspace areas for nine Department of Energy nuclear weapon facilities is being considered. This adds only more controlled airspace, more complexity to the system, with little compensation to air safety or utility. EAA certainly recognizes the propriety of this type of request, however when it is evaluated against the circumstances under which the request is being made, i.e. the elimination of aviation overflight, it then becomes another complexity to the already over-complexed VFR airspace, adds another degree of regulatory responsibility and enforcement activities and by and large creates in many cases substantial hardship for aircraft

pilots and owners in some of the specific areas being designated.

Those who have developed and evaluated this type of security program recognize that at best the opportunity to recognize and react to a hostile aircraft intending a terrorist attack on a site would be minimal. Whether or not there would be a chance to even respond to a potential aggressive act is difficult to comprehend since it is our understanding that no anti-incursion retaliation or deterrent is currently considered. It must also be understood why it would be impossible to screen all aircraft that could possibly overfly a sensitive area and deter them through a retaliatory force such as a ground to air missile attack. If the only purpose of the program is to maintain a lower profile of overflights, we then question the need to have such large prohibited airspace. The large airspace, though it would provide possible earlier notice of an intrusion would still be a moot point since there is no legislation authorizing a maximum retaliatory action, i.e. shooting down an aircraft. Understandably this would be a severe penalty and one that is not recognized in our democracy as an acceptable method of retaliation for those who could be innocent of any aggressive action, i.e. off course or lost and inadvertently flying over a sensitive area.

It is recommended by EAA therefore that prohibited airspace areas at these sites not be authorized. We recommend that the area be so identified prior to any enactment of actions against overflights beginning with the issuance of current sectional charts, so that the area could be so recognized.

It is also recommended by EAA therefore that prohibited airspace areas as identified in Airspace Docket No. 90-AWA-1 not be enacted. If in fact the proposal is to sterilize the area from aircraft overflight, but has no reciprocity of action for those aircraft that do inadvertently fly into the area, this then would be well known by a terrorist or someone attempting a terrorist act. It was commented that with a large prohibited airspace that there would be a warning that there was an aircraft approaching the area. What good is two or three minute warning if there is no retaliatory force to intercept the aircraft if in fact it is truly a terrorist approach? Unless the government is prepared to place interceptor rockets armed to destroy any aircraft flying into the airspace, the purpose of the program is moot.

The ability to locate and facilitate the boundaries of these areas for VFR flight is extremely difficult. Unless the areas have significant identifiable geographic landmarks, i.e. rivers, major interstate highways, railroad tracks, city or town borders, an imaginary line drawn in an open trackless geographic expanse from one imaginary point to another is not identifiable to most general aviation.


The threat of a terrorist attack always has existed and probably always will. The ability for such an attack, based upon the proposed system, does not appear to provide relief from it or to compensate for the great amount of difficulty and displacement to the aviation fraternity required to comply with the airspace restrictions.

EAA must therefore respectfully request that the petition for proposed prohibited areas over nine Department of Energy nuclear weapon facilities be denied. We fully recognize the interest of the Department of Energy in providing additional safety to aviation in its attempt to identify these areas. We feel that these areas can be properly identified and like other special airspace situations, the area can be so identified as a special airspace area recommending no overflight in the area but not one that carries with it penalties for inadvertent overflight. A great majority of aviation will provide a cooperative effort to comply and maintain sterile airspace. However when an inadvertent flight is made due to either poor navigation or lost aircraft, that the penalty for this is not as significant as it would be for flying through prohibited airspace. We certainly have a long record of satisfactory performance by general aviation in this area of voluntary control and in the rare and very special occasion that there is a transgression, the possibility of this can always exist, even if the airspace is classed as prohibited.

If this does not prove satisfactory and the conditions still compromise the apparent desire for airspace security then the next application can then be made for more definitive airspace control.

Sincerely,

EXPERIMENTAL AIRCRAFT ASSOCIATION



G. L. "Jerry" Walbrun
Vice President
Government Policy & EAA Programs

GLW:rjm



Arlington 90

NORTHWEST

EAA FLY-IN



KOMO RADIO
1000

Arlington or Bust

JULY
11-15

Good Plane Fun
Whole
For The Family

EVENTS

- ✈ Daily Precision Flying Demonstrations
- ✈ Free Forums, Workshops, Speakers
- ✈ Many Commercial Exhibits
- ✈ Continuous Fly-Bys • Awards Saturday Night
- ✈ Plus NASA, FAA and Other Displays
- ✈ Youth Activities • Camping • Food
- ✈ Appearance by Ted Potter And The KOMO Air Patrol

KOMO AM 1000 RADIO

**JULY
11-15**

Arlington 90

NORTHWEST EAA FLY-IN

A CHECKLIST FOR FUN!

ADULT ADMISSION \$8 PER DAY, \$30 FOR ALL 5 DAYS

- Children under 12 FREE when accompanied by an adult.
- DAILY FAMILY PASS \$15, (parents accompanied by children).
- 5 DAY FAMILY PASS/\$50.
- Your admission price buys a BIG ENTERTAINMENT PACKAGE. See and do as much as you want! FREE PARKING.

CAMPING FOR 5 DAY CONVENTION

- Fee of \$12.50/night with RV or tent. (minimum fee \$25). \$50 for 5 day convention.
- No pets, bicycles or vehicles allowed beyond camping or parking areas.

PILOT INFORMATION

- Possible Tower. Arrivals are urged to check notams.
- Runway 11-29 closed Wed. through Sunday. Traffic patterns for Runway 16-34 to East.
- Fly-by participants must register and attend pilot briefings.
- Fuel available: 80, 100, Jet-A, Mogas, 2-cycle.
- Temporary FSS on site, frequencies to be assigned.

AIRCRAFT JUDGING

- All aircraft at the Fly-In are eligible.
- Judging takes place Saturday afternoon.
- Awards Presentation and speaker Saturday night.

E.A.A. ACTIVITIES, FELLOWSHIP

- Special meals and activities planned for EAA members in designated areas
- Experimental Aircraft Association members: We welcome you to volunteer your help at the Fly-In.
- If you are not a member, remember...Everyone is welcome to join the EAA! Application forms will be available at Arlington's EAA Membership/Registration Building.



KOMO AM 1000 RADIO



FOR MORE INFORMATION CONTACT
Northwest Experimental Aircraft Association Fly-In
4700 188th NE, Arlington, WA 98223
(206) 435-5857 FAX (206) 435-6179

MEMBER: International Council of Air Shows

