

EAA MILE HIGH CHAPTER



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THIS MONTH'S MEETING: The meeting this month will be held on Saturday, April 11, 1992 at 7:30 P.M. in the downstairs room on the Southeast corner of the large white building (B-8) which is located to the Southeast of the control tower at Jefferson County Airport. This is where the Deli is. The program will be a presentation on a new system by Joel Zachrich which has all of the information from the Federal Aviation Regulations and the Airman's Information Manual on computer disk. Everything that he will be talking about will be projected onto a large screen so that everyone will be able to see. This is probably the way that many of us will access information in the future, so this is an opportunity to be a step ahead of the game. This should be an enjoyable and informative program.

THIS MONTH'S CAFE 43: The Fly-Out this month will be to the Pueblo Airport for lunch on Saturday, April 18, 1992. This is the Saturday after our normal second Saturday meeting. We will meet at The Pueblo Airport at 11:00 A.M. and eat at the restaurant which is on the field. Ken Lysek is coordinating the monthly CAFE 43 (which stands for Culinary And Flying Expedition), 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.

LAST MONTH'S CAFE 43: The Fly-Out to Sidney, Nebraska in March didn't take place because of bad weather.

LAST MONTH'S MEETING: With an estimated 70 members and guests attending, the meeting of March 14, 1992 was called to order at 7:35 P.M. by President Mark Yelich in building B-8 at Jeffco Airport. The minutes of the February meeting were approved as published in the Newsletter, with the exception of the number of flying T-18s in the Denver area that Chuck Graf was quoted as saying. John Evens said that there were more than two; there are four!

Guests: Guests present were Rob Duncan of Louisville, Michael & Casey Meeks of Arvada, Bill Benedict of Alona, Oregon, Dick VanGrunsvan of Hillsboro, Oregon, Ed Rose of Lafayette, Jerry Hicks of Eastlake, Doug VanHorn of Arvada, Dan Fogel of Lakewood, Erik Ness of Superior, Denis Walsh of Denver, and John Gower of Broomfield.

Old Business: Bill & Mary Mitchell, who are the main Regional Fly-In Committee Representatives, asked for any and all suggestions that we might have concerning the bettering of the Fly-In. They said to let either of them or Mark Yelich know any time an idea comes to mind. Bill said that a full airshow would be planned for the Fly-In. Chapter 43 is in charge of the Pop Stands, and Bill asked everyone to consider volunteering to help out. A sign-up sheet will be passed around in the near future to start making plans. Chapter 43 will not be handling the Aircraft Parking this year, as Greeley Chapter 720 and South Denver Chapter 301 have agreed to take on the responsibility. Bill Mitchell made the presentation of the 1991 Rocky Mountain Regional Fly-In

Old Business cont: Colorado Grand Champion Award to Bill Amos for his RV-4. It was a custom oil painting of his airplane, and Bill was very pleased to receive it. Mark Yelich brought up the subject of the Pavilion that is being built at the Greeley Airport, and Chapter 43's \$500 donation to it. He made the suggestion that on the Contributor's Plaque which will be a permanent part of the Pavilion could be the following inscription: "In Memory Of All Of The Fallen Members Of Mile High EAA Chapter 43." This statement was approved by those present at the meeting. Mark let everyone know again this month that he had gotten information in the mail from Headquarters regarding the 1992 Major Achievement Award nominations. He asked if anyone had any thoughts on the subject or wanted to bring up for discussion a person to nominate. No one spoke up.

CAFE 43: Ken Lysek reminded everyone to meet at The Sidney, Nebraska Airport at 11:00 A.M. on the following Saturday, March 21, 1992 for lunch in town and a visit to Cabella's Sporting Goods. He said that Ron Denight would be the Flight Leader. Ken asked for suggestions on the CAFE 43 location for April. The Pueblo and Salida Airports were suggested, and the Pueblo Airport was approved.

New Business: Mark Yelich brought up the subject of the 1992 Chapter 43 Annual Christmas Banquet. He asked for some discussion of whether we would rather have things remain the way that they've been in the past with no program, or include a program as a part of the evening's plans. He mentioned that the Antiquers always have a program, and they have a better turnout of people than Chapter 43 attracts. Cathy Sheeon suggested that we might want to consider holding the Banquet at the Westminster City Park Recreation Center, which is at 104th & Sheridan. Nothing was decided during the discussion of this subject, so Mark said that after people had a chance to think it over after reading about it in the April Newsletter, he would bring it up at a future meeting. Mark talked about the Sun 'N Fun Fly-In. He said he had a videotape on the procedures that will be in place when flying in, and he also had a letter on volunteering there. Mark had information on Air Academy '92 and Red Baron aircraft products. He had a report on the EAA Aviation Foundation, too. Mark wanted all of us to think seriously about a large building (120'x60'x30') that the City of Arvada will be making available in the near future. He and Pat Claar have taken a look at it, and they feel that it could make a nice hangar for a number of airplanes. The deal is that it has to be taken down and moved by those who want it. The City of Arvada will not move it for anyone. Nothing definite was decided at the meeting, but Mark wants to talk to all interested people to get their input. Several members offered to store the building until a suitable location can be found for it, in case we decide to take it. Mark let everyone know about some plans that are being made for the Colorado National Airshow on June 5-7, 1992 at Front Range Airport. EAA Chapters 301, 660, and 43 will be getting together to have a booth and aircraft display area on the ramp. They will have a sun roof with tables and chairs set up underneath it, and will have both local and National EAA information to hand out to those interested people who stop by. A combination of all three EAA Chapters will man the booth, so lots of volunteers will be needed. Mark said he would talk about this in more detail at a future meeting.

Gene's Corner: Gene Horsman read some of the more important parts of a long article that dealt with Aircraft Liability problems. Gene had his hands full at the meeting, as he was hurriedly taking notes of everything that was said so that the meeting minutes could be written by Kirby White, who wasn't able to get the night off work.

RV Corner: This month, Doug Bloomberg stood and talked about this series of airplanes that is now the most popular among homebuilders. He said that there are now 40-45 of them being built in the Denver area. He talked about the differences between the four RV airplanes, and said that all of them are started by building the tail, then the wings, and then the fuselage. He said that any of the RV builders in the area will be happy to help others in the building of their RVs. Doug then introduced Dick VanGrunsven of RV fame, who was on his way to Kansas City to participate in the 1992 Primary Training Aircraft Symposium. Dick read some of the items that will be discussed at the Symposium. He is convinced that the new Primary Training Aircraft project will be approved by the FAA. Simplified Type Certification is the objective of this. He is going to do a market survey on the RV-6A. Most large training schools will be there. The JAR-VLA (Joint Aircraft Regulations - Very Light Aircraft) that is a European approval of some types of aircraft will be approved by the FAA. Streamlining Part 23 for compliance ease is the ultimate goal. He said he felt that Paul Poberezny's petition on CAR-3 would not be approved, as it makes the FAA look bad. He indicated that kit manufacturers won't have a big edge over anybody else going through the full certification procedure. All will have to follow all of the rules. He believes it will be a long, tough battle for all trying for certification. He feels they will be helping aviation as a whole by pushing it, though. He doesn't believe it will be easy to go ahead with production. He believes kit airplanes will still exist and the industry will continue. He feels a production effort will be expensive and time consuming. The first and second years of production will probably be money losing. Figures on certification are being placed at 1/4 to 1/2 million dollars by SAMA (Sport Aircraft Manufacturers Association), which is the group that has been put together to push this program. He thinks SAMA has not received recognition for its efforts. A question was asked about the cost of a kit versus a production version. Dick estimates around \$60,000 for an RV-6A as a production trainer. The product liability area will need new ideas, also, such as companies pooling resources in order to stand firm on lawsuits. He talked about certification, then selling as a kit and being able to certify a finished airplane. Everyone gave Dick VanGrunsven a very nice round of applause for coming to the meeting and talking to us.

Progress Reports: Bill Amos said that he has been trying out his new propeller and exhaust combination. He said he can hit 204 MPH at full power, which is now 2850 RPM. It was reported that a miniature homebuilt Waco is running around at Jeffco. It wasn't known if it is flying or not. A second RANS S-11 Pursuit is now flying in Hays, Kansas.

A&F: The business portion of the meeting adjourned for coffee at 9:05 P.M. After the break, Chapter 43 member Paul Whistle talked about the building of two Questair Ventures at the same time. He said this was his first attempt at a homebuilt. He spoke to us about ten years ago about the around-the-world speed record attempt that he and his wife made in their Bonanza. He wanted to try for a less than 6 1/2 day record, which Don Taylor set in his T-18. So Paul started looking for a suitable airplane to fly. He checked out the Lancair, but didn't feel comfortable with it. Jim Griswold felt they could do it with a Venture. Paul showed some of the templates that he has made. And he talked about the temporary tooling that he has built for his projects. The engine he is using is a Continental IO-550 of 280 HP. He will use a two-blade propeller. It will cruise at 240 knots, and top out at 330 knots. The non-turbocharged ceiling is 35,000 feet. The skins and frames are .032, and rivets are set without dimpling. There are 11

A&P cont: operations on every rivet. All of the alodined skin is not skin-grade alclad. The Venture has electric gear retraction, and the ailerons droop when the flaps are lowered. Paul said that he has had to correct some problems as the airplanes were being built, as the factory information is sometimes sketchy. He has decided, after all of this building and an investment of \$71,500 in the kit with an engine, that he will not try for the record he was thinking about. He feels he couldn't take the physical strain. He opened his hangar so that all could see his airplanes. Everyone thanked Paul for the informative and entertaining presentation.

THE PRESIDENT'S CORNER

Bill Amos

I was just getting to know Bill a little more personally through our participation in the Regional Fly-In meetings, and now he is gone. Before the year is out, I would like to take some time at a meeting and review what all of us can learn from this tragic accident. I know that I sometimes take both my airplane's and my own capabilities for granted, and I think it would be good to review some of the handling differences between Experimentals and Cessnas, etc. I would like to hear from anyone who can help with this. Doug Bloomberg has set up the Bill Amos Memorial Fund at Bank Western, and a deposit can be made to this Fund at any of their offices. All contributions to help Sandy will be very much appreciated, as there is some concern that the life insurance that Bill had may have some exclusions regarding Experimental Aircraft.

1992 Regional Fly-In June 27-28th

March's Fly-In Committee meeting didn't generate any new details; however, Bill Mitchell will be asking for volunteers to help with our responsibilities during the Fly-In.

CAFE 43

The weather did not cooperate in March, and so the Fly-Out to Sidney, Nebraska was not possible. Hopefully, this month's weather on the 18th will be good so we can go to Pueblo.

Front Range Airshow June 5, 6, & 7th

This year's show will feature the Blue Angels, Unlimited Air Racing, The Red Knight, Sean Tucker, Dave Ebershoff, perhaps Formula I Air Racing, and maybe an EAA Fly-by, so mark your calendar. Doug Bloomberg has taken on the responsibility of coordinating the participation of Chapters 301, 660, and 43 this year. This group will have its own booth with a sun roof and tables and chairs and a roped-off area in which to display our aircraft. The airport is allowing us room for 10-12 aircraft each day, so if you would like to participate, call Doug at 979-2451 by April 30th with both your and your passenger's names and which day/s you would like to show your airplane so he can arrange for your free passes. We expect to be positioned in the middle of the ramp, so you will need to arrive by 9:00 A.M. The airport will close at 9:30 A.M. and reopen at 5:00 P.M. each day. There will not be an FAA Tower, so use Unicom. The Air Boss will use his own disgression about early departures for weather, etc. Our goal is to talk to people about the EAA and our aircraft and interest them in joining the EAA and our Chapters. We plan to have a large map of the state showing where all of the Chapters are, where and when they meet, EAA brochures, etc. We will need volunteers to man the booth and talk to people on both Saturday and Sunday. Once we have a list of people, we will set up a mutually agreeable schedule so that no one will have to stay in the booth for a prolonged period of time.

Front Range Auction June 13, 14th

Starman Brothers will be having an aircraft auction again this year.

Mark Yelich, President

BILL AMOS: I am pretty confident that most of you know by now that Chapter 43 member Bill Amos died in the unfortunate crash of his RV-4 on Saturday, March 28, 1992. Also killed in the crash was Steve S., who was the Manager of the Aurora Airpark. It was a real shock to everyone to find out about this. Bill's funeral, which was held at Crown Hill, was very well attended by EAA people and fellow United employees and many friends and relatives. Bill was buried at Crown Hill, and at the gravesite a six-plane missing-man formation was flown by Dave Biesemeier, Ron Denight, John Evens, Charlie Harris, Dane Heule, and Kent Paser. Dane was the one who did the formation break. Everyone felt that this was a very nice and fitting tribute to Bill. He leaves behind a wife, Sandy, and Son, Todd. Bill had been a member of Chapters 43 and 301 for a number of years. Everyone who went to an EAA meeting knew who Bill was. He was not the least bit shy, and would always have something to say, especially about RVs. He was a very relaxed and easy-going person with a great sense of humor, and was true to his word when he said he would help someone out with their airplane. He was this year's Chapter 301 President, and was one of the prime movers of the RV movement in the area. Bill was very well liked by all who knew him, and he will be missed by everyone.

MARKETPLACE: For Sale: Sonerai IIL project, Pre-welded fuselage, 9G wings, No engine or instruments, \$4,200. David Weise 798-5807

For Sale: BD-5A project, 85-90% finished, Includes plans and drivetrain and propeller, No engine, \$1,000 negotiable. Rick Levine 986-4382

For Sale: Aluminum sheets, 4x12, 6061 T6 - .025, \$28.00 per sheet. Dan Falagradly 423-4366

For Sale: B-29 Bombardier's stick (sometimes called formation stick), \$50.00 each - have several. Dean Cochran 466-3472

For Sale: RT-7AC recording tachometer. John Evens 420-2724

For Sale: Sonerai I, Has flown 3 hours, Lycoming O-145 (65 HP?) with less than 12 hours since complete overhaul, Hydraulic brakes with wheel pants, Spare canopy, Needs work on lower cowling -- excellent winter project, Priced for quick sale -- \$4,500 negotiable. Harvey Ward 871-0872

For Sale: Terra TPX 10 handheld radio with ten crystal controlled frequencies, Does not work, \$50.00. Mark Yelich 469-0557

Wanted: Hangar space for Cassutt with 15' wingspan, Preferably Jeffco or Tri-County. Ib Hansen 940-8442 or 423-0780

For Sale: Little Toot all metal biplane project, Fuselage and tail complete, Cessna gear, Needs wings and engine, Price negotiable. Glenn Nicholls 321-7532

Wanted: Lycoming O-320 (150-160 HP) or O-360 (180 HP) for an RV-6, Mid-time to runout. Art Wilson 838-4347 in Conifer

For Sale: Scott 6" and Maule 6" hard rubber tailwheels, Propeller extension for Lycoming O-235 -- O-320 engines, Make offer on all. Mark Yelich 469-0557

For Sale: Lycoming O-320, "O" since chrome major. Jim Ernst 665-4268

GREELEY-WELD COUNTY AIRPORT
1992 CALENDAR OF EVENTS
(PRELIMINARY)

- MARCH 7 -- GREELEY, COLORADO -- EAA CHAPTER 720 ANNUAL
SNOWBUSTERS PANCAKE BREAKFAST/FLY-IN -- 7:00 A.M.
to noon. Location is at EAA Lounge @ SW Corner of
Hangar #50 on west side of airport. All-You-Can-
Eat pancakes including sausage, juice, coffee for
\$3.00. Contact Bob Kelly (303) 353-5514. (Rain
date March 14.)
- APRIL 24, -- GREELEY, COLORADO -- FAA WINGS PROGRAM -- Qualifies
25, 26 participants for FAA Wings & Biennial Flight Review.
Participants and volunteer CFI's contact Kevin
Bunnell (303) 356-9141. (April 26 date is optional.)
- MAY 1,2,3 -- GREELEY, COLORADO -- 1ST ANNUAL T-6/WARBIRD FLY-IN
-- All warbirds welcome. Activities include
competition, bomb-drops, formations, awards.
Barbecue dinner Sat. night. Contact Ed Huber
(303) 356-0790/339-5160.
- JUNE 26, -- GREELEY, COLORADO -- 14TH ANNUAL ROCKY MOUNTAIN
27, 28 REGIONAL FLY-IN/AIRSHOW AND MANUFACTURER'S EXPO --
Sponsored by the Experimental Aircraft Association,
Antique Aircraft Association, and Colorado 99's.
Fly-bys, competition, awards, displays, concessions.
Aircraft manufacturers exhibiting the hottest
aircraft kits and planes on the market. Numerous
aircraft prototypes and aviation support businesses
on site. Participants welcome to join "Parade of
Flight" over Stampede Fairgrounds on Saturday.
Barbecue party on airport Sat. night. Airshow on
Sunday at high noon. Camping free on airport.
Contact Kevin Bunnell/Airport Manager (303)356-9141.
- JULY 4 -- GREELEY, COLORADO -- COLORADO PILOTS ASSOCIATION
ANNUAL POKER RALLY FLY-IN -- Contact CPA Hotline at
(303) 266-6266.



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