

EAA MILE HIGH CHAPTER 43

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THIS MONTH'S MEETING:

The next EAA Mile High Chapter 43 regular meeting will be held on Saturday, May 14, at 7:00 p.m. in the Jeffco Airport's new terminal building. Go to the second floor and turn towards the conference rooms (left/northeast). Our meeting will be in conference rooms Alpha and Bravo. A "tech session" for all RVators, that is, anyone flying, building or dreaming of RV 3's, 4's or 6's, will be held at 6 p.m., same date, same location.

This month's meeting presentation will be a video tape on a very timely subject - LORAN and GPS.

LAST MONTH'S MEETING:

The April meeting was held in the Jeffco Airport new terminal building.

Old Business

The March meeting minutes were approved as published in the newsletter.

Newsletter Editor patches have not yet arrived.

Bill Wright stated that he needs about two more weeks to complete the membership roster and get it published. President Phil Hill requested that the rosters be available at next month's meeting.

Mark Graf was not present to give a progress report on providing Sport Aviation to high school libraries. Jim Ernst has not had the time during the past month to contact any junior high schools.

His schedule looks better for this month.

Phil Hughes borrowed a trailer from Howard Hardy of Chapter 660 to take his Fly Baby to the Buckingham Square Open House. Howard had someone spray pop on his Quickie necessitating a touch up on his paint job. He also dinged up his paint on the lower wing/landing gear unloading it at the airport. Phil had a glue joint break in the process of using the aircraft for the show. He told the membership, "Everyone has to make their own decision if it's worth it. I think it was. I can only recommend it to all of you for next year."

Bill Mitchell reported that the last meeting of the Regional Fly-In Committee dwelled on Young Eagles, for the most part, and the refining of details for the fly-in. Bill reminded Young Eagles pilots that, to be legal by FAA standards, the pilot and aircraft must carry liability insurance of at least \$100,000/ passenger. The EAA will provide any higher coverage that may be required.

Those interested in CAFE 43 flights should call Ron Denight or Mark Yelich on Friday evenings to learn of weekend plans.

Progress Reports

Bill Mitchell had just purchased a Thorpe T-18 and reported that it has good flight characteristics and is easy on fuel. Bill has done hang gliding and says the T-18 is a lot easier to control!

Gaylon Overton reported that he is nearing completion on his Mustang II. He has been

working on it, off and on, for about 10 years. He hopes to have it in a hangar within the next couple of months.

Gene Horsman reported that he is only working one day per week on his project, but is making progress. The fuselage is coming along quite well.

Chuck Gron is projecting another year and a half to complete his Taylor Titch (A midget racer). The tail feathers are nearly complete.

Ron Denight's midget is out of the jig. The O-200 installation is next, along with other miscellaneous items.

Brian Morse is building a Rans S-12. He hopes to have it, and the paper work, complete in two months. A friend of Brian is representing a new Korean homebuilt which he believes will be on display at Oshkosh this year.

The Rocky Mountain RVators met at 6 p.m. before the regular chapter meeting with several builders and almost builders in attendance. They report that 169 RV's are under construction in Colorado.

New Business

The group believes that Mas Yoshida and Doug Bloomberg have gone to the Sun N' Fun Fly-In.

Gene Horsman reported that there are no "Town Hall" meetings scheduled at this time, but we need to keep pressing the House of Representatives on the Aviation Revitalization Act. A version of Nancy Kassenbaum's Bill has passed the Senate (91 to 8) on March 16th with changes. One of these changes to the original Bill is the extension of the liability period from 15 to 18 years. Companies would not be protected by the bill if they misrepresent product information to the FAA, if the claim involves a person receiving medical or emergency evacuation services, or if the claim involves people on the ground.

Brad Davenport was nominated by Chapter 43 for the 1994 EAA Major Achievement Award. Ron Denight made the motion and several members seconded it. One of Brad's latest accomplishments is the restoration of the

Alexander Eaglerock which is now on display at the Denver International Airport.

Chapter 43 has been asked to host a forum tent for one day at Oshkosh this year. Brian Morse believes that he will attend and would help out on this effort. We should have more volunteers and a consensus on a particular day before we agree to this. If you plan to attend Oshkosh, and are willing to help out, contact President Phil Hughes.

A copy of the EAA Chapter Insurance was available for review by members.

To celebrate the 50th Anniversary of the end of World War II, a commemorative, flight called the Freedom of Flight, will take place this Summer. The massive flight will commence in California and end in Washington, D.C. It will stop at 12 cities along the way, but Denver will not be one of them.

President Phil Hill noted the following advertisements and catalogs available at the meeting for member review: 1) A Mustang II in Auburn, California; 2) A composite aircraft accessories catalog; 3) A Revolution 500 helicopter; 4) A US Airtool Co. flyer; 5) A Wag Aero catalog; and 6) A parachute gear catalog.

Treasurer's Report

Chuck Graf reported that he has recently deposited \$382 in the bank. The newsletter is running about \$85 per month. EAA calendars are now selling for \$3 each.

Horsman's Corner

AOPA strongly supports a current proposal that Primary Category aircraft be certified under Civil Airworthiness Regulation 3 (CAR-3) rather than the more recent Federal Air Regulation (FAR) Part 23. AOPA told the FAA that CAR-3 criteria are consistent with the original goals of the Primary Category rules, as envisioned by AOPA when the first petition for change was made more than 10 years ago. The safety of Part 23 certified aircraft is no better than that of aircraft certified under CAR-3. CAR-3 is tailored to small aircraft and avoids the unnecessary complexity and cost of FAR Part 23 certification. Only three paragraphs of FAR Part 23, covering shoulder harness and position lighting, would improve

CAR-3 safety, and thus, should be included in new Primary Category Requirements.

Congressmen Allard, Hefly, McInnis and Schaefer (all Republicans) are co-sponsors of H.R. 3087, the General Aviation Revitalization Act of 1993. Senator Hank Brown voted for the bill in its passage in the Senate. Please contact your congressman right away expressing support for the bill and asking him to sign the "Petition for Discharge" to get the bill on the floor. Congress reconvenes April 11 and we have a chance to make it this time! It took 8 years to be approved in the Senate.

American General Aircraft had to declare Chapter 11 bankruptcy. They are restructuring and hope to stay in business.

The EPA has proposed a ridiculous plan that could curtail aviation in California to relieve the smog problem. It is intended to fine airlines that fail to show improvements in reducing pollution, and to discourage "marginal operators" of civil aircraft from flying at all! Airlines failing to reduce pollution would pay \$120 per takeoff in affected areas. General aviation aircraft would pay an average of \$2.30 per takeoff simply to reduce private flying! The plan suggests that pilots departing tower controlled fields would have to have an EPA permit to receive takeoff clearance!! There might be EPA observers stationed at non-tower airports to record "N" numbers of non-complying aircraft.

The five-member NTSB, in a 27-page decision, overruled an NTSB administrative law judge and revoked Bob Hoover's medical certificate. The decision states that, although medical testing shows he can perform his routine because it is so well rehearsed, Hoover might have trouble if new or unusual situations arise during an airshow performance.

A lawsuit pending in US District Court in Pennsylvania seeks estimated damages of \$1 Million from Cessna for an April 1993 crash of a 47-year old 140 in which the pilot received facial injuries. The suit charges that Cessna knew prior to the accident that Cessna 140 fuel drains are inadequate to remove water from fuel during preflight inspections. It also alleges the aircraft is not crashworthy, has no stall warning system, and has inadequate latches to prevent sudden

release of the top engine cowl.

Safety Corner

Brad Davenport presented the safety news of the month. Rotax engines have been experiencing failures due to loose carburetor needle valves. A recent accident in a homebuilt was caused by the failure of a threaded connection of a control stick. An airborne "hit & run" accident occurred near Tri-County airport. A Piper Warrior struck a Cessna 152 and then left the area. The 152 landed safely.

The Program

Ted Lemen presented a slide show on flying the Grand Canyon and Monument Valley. He had slides from at least two trips, one in a C-182 and one in his Luscombe. Some pictures were taken below the gorge, and 500 feet above the river. The slides and travelogue were great! The colors were brilliant, and the terrain spectacular. A good thing he made these trips prior to the flight restrictions that now exist at the Canyon. Thanks Ted!!

THE PRESIDENT'S CORNER:

Young Eagles

If you have not done so already, please get in contact with Glen Grove at 422-0224 (home) or 271-5665 (work) to sign up for participation in the Young Eagles. This is either flying or working on the ground, on the flight line, or in the booth.

Bob Hoover

If you have not picked it up yet, get a copy of the May issue of "Flying" Magazine. There is an article in it by F. Lee Bailey giving the details of how the FAA got Bob Hoover. Elsewhere in the issue is an editorial "Left Seat" by J. Mac McClellan on the same subject.

The article by Bailey was reinforced by the fact that I took the Neuro-Psychiatric test battery described in the article, two days after reading the article. After the test was over I told the technician about the misuse of the test in Hoover's case. She asked what I had read. I told her "Not much, just the description of the card sorting test where the rules change in the middle of the test with no warning or explanation". The tech. just about blew her top. Apparently,

just that little bit of information is enough to alter the results significantly.

Bailey is right in the article, it's a mean little test. One thing that bothered me about it is that it is a comparative test. There are sections where an Engineer will inherently do much better than say a writer and vice versa. It seems to me that for it to be valid, it requires a baseline test on the individual, which is obviously impossible. When I asked the tech. about this she said "We assume that you were normal prior to the "event" and look for deviations from that". ANY BODY WANT TO BUY SOME SWAMP LAND.

GREAT CROSS-COUNTRY RACE:

Ron Denight received a call from a 14-year-old boy, with 12 logged hours, who would like to fly in the race from Jeffco to Oshkosh this summer. (See April Sport Aviation, pg 44) He will pay the entry fee, plus half the fuel. Call or write Dan Malott, 4033 Carmel Brooks Way, San Diego, CA 92130; tel 619-259-8508 if you are racing and

would like a paying co-pilot.

COMING EVENTS:

May 14 - Yuma Airport Runway Dedication. FREE pancake breakfast for all fly-ins. Info: Gary Konig 303-848-2301

June 4 - Van Aire Fly-In. Fly or drive in for picnic lunch & hangar talk. Info Perry Miller 659-6793.

June 4 - Weld County Airport. Fly/Flea Market/Swap Meet. Vendors \$10. Buyers & lookers free. Info Kevin Bunnell, 356-9141.

For more information on these and other upcoming events, call the Flying Activities Line at 766-3596 or 766-FLYN. This service is sponsored by EAA Chapter 660 and financially supported by Chapter 43.

Attention Restorers, Builders & Repair Stations:
KEN AERO (at Aurora Airpark) is a local source for AN/MS hardware. 344-9418.

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