

EAA 301 - Rocky Mountain Chapter

February Meeting:

Scott says,

“The presentation for this month will be DJ Molny of the International Aerobatic Club Chapter 12. He'll be discussing aerobatic aircraft, safety, competition and how to get involved in aerobatics.”

- **Date:** Fri., Feb. 15th
- **Time:** 7:00 pm
- **Location:** Adam Aircraft Centennial Airport
12876 E. Jamison Cir.,
Englewood, CO 80112



President's Page

February 10, 2008

Last month we were short on help to take care of the chapter biz and I wrote a note indicating the jobs that were in need, and at the meeting we had members step up to the plate. Jack Bongberg graciously requested to support us in the need for a Secretary and Scott Wiseman grabbed the opportunity to be Vice President and chief in charge of monthly programs. We are now in great shape and should be running smoothly for the rest of this year, but as I write this, I know that there are lots of things we do that require help during the year, so I just wanted to remind everyone that there will be plenty of opportunities to pitch in throughout the year. A special thanks to Jack and Scott and the others already on board. We really wouldn't have a chapter without you!

Another thing I would like to mention about things in our chapter is a Special Thanks to Lynn Schwankl and Gilbert Wheeler for taking a few minutes at the chapter meeting last month to tell us all how valuable and rewarding it is for the members that step up to the needs and help out. Thanks a gazillion Lynn and Gilbert, you are right on target. Taking on responsibilities doesn't just help our chapter keep on going, it helps each individual that takes on the responsibilities grow and benefit in how their life is working.

As for building things and being a user of them, some of you know that I am in the midst of re-doing a '46 Champ engine that wouldn't develop oil pressure after it sat for a measly 18 months. According

Jim Elliott

to the Continental Overhaul Manual, the engine was properly conditioned for long term setting and should have been in very good condition on re-start. However beautiful the aircraft, one must look a little further to see the beauty or ugliness of the situation.

How would one know if the aircraft were not truly as it looked? You really can have a tough time of this. The aircraft was purchased just less than two years ago through a reputable place and it won awards for restoration. By all means, it should have been in top notch condition for many years to come. It does look to be the beautiful craft that so many folks learned to fly in and would build enormous

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Special Reminder:

Please pay your dues now – if you haven't. Unpaid memberships will result in your removal from the newsletter list for next month. Thank you.

EAA Chapter 301 Meeting Minutes

January 18, 2008

Meeting called to order 19:00 by Jim Elliott, President.

Introduction of guests:

Gilbert Wheeler, RV-6.
Rick Leto, Cozy Mark 4.
Robert Meer, RV-7A.
Dean Kloepper, LongEZ.

Minutes of December 21, 2007 were reviewed and approved as written.

Treasurer: Russ Grell

Chapter financial status was reviewed and accepted.

Technical Report: Kent Paser
Progress inspection preformed on an RV-7, Lyn Langer

Flight Advisory:

No Repot

Progress Reports:

Members reported on various stages of there projects.

Flight Report:

Personal stories related to the members.

Young Eagles Rudy Kniese:

The 2008 season starts January 26th. All available dates are

filled for the year. A Laptop Computer and Printer have been procured for the Young Eagles activities. Ted Lemen has been tasked to purchase a Projector. When all equipment is on hand, Rudy will maintain possession of the equipment and make it available when other Chapter activities require their use.

Old Business:

Volunteer Requirements:

Secretary. Filled by Jack Bongberg

Vice President. Filled by Scott Wiseman

Summer BBQ. Vacant

RkyMtnRegFltIn. Vacant

Lynn Schwankl made the case for a volunteer to step forward. The success of the organization is dependent on the member participation in all activities. It's time to step up and be counted.

New Business:

Gilbert Wheeler has a program, "Everyday Heroes", designed to get young people involved in building aircraft - both model and actual aircraft.

A thank you to Joe Ronco and Mel Kuethe for contributions to the Library.

Safety Report: Jerry Knievel

The new Colorado Aeronautical Chart was reviewed.

Evening Program: Jerry Wiles,

Batteries Plus Representative gram. LRS

Jerry reviewed the types of batteries, their application, and general use and care.

Meeting adjourned 21:30

Respectfully submitted,
Jack Bongberg

Editor's Note:

If you thought a discussion on batteries was going to be boring and/or weren't able to attend, you missed a good one. Many misconceptions and misunderstandings about batteries were discussed, as well as little known facts and construction techniques. I didn't count the number of questions during the program, but the interest and number was substantial. Thanks, Jerry, for a great pro-

Announcements:

- Regarding the temperature measuring equipment recently acquired by the chapter. This equipment allows the user to instrument at six locations and conveniently switch to any of the six channels to view the readout while in flight. This is a thermocouple based system. The sensors have a broad temperature range and will most likely be compatible with any the requirements we have. **Mel Kuethe**

- As a result of a suggestion I made to a Reno racer, which worked well, I have received some interest from Aerospace Welding Inc. (www.awi-ami.com) in tuned exhaust systems. A particular focus is RV-7 and RV-8 aircraft, and others are possible. Kent Paser detailed requirements and gains in his book very well--including how to integrate revised cowling to the total engine system. So, if a member is interested in creating an upgraded cowl and exhaust system design for his aircraft, we should get some exhaust parts help from AWI, and make a slick system in the process!

Allan H. Lockheed, Golden, CO

President's Page Continued

(Continued from page 1)

amounts of "Quality Hang Time". However, the saga is intense. Upon return from the place of purchase, the aircraft had to stop to have the engine evaluated and at that time it was found to have #2 and #4 cylinders with stuck rings and valves. It was not developing any power.

Repairs to the cylinders (log book indicates they were replaced); however, evidence is to the contrary. It is obvious the cylinders were removed, rings change out and the aircraft continued on to Denver. A year and a half later, when asked to check out the aircraft, no oil would move at all - not even if primed. Removal of the engine and then the accessory case to see what was up with the oil pump, indicated improper assembly techniques to install the accessory case. It was forced on which caused significant damage to the oil pump.

Next, opening the case indicated excessive use of sealant which made its way into the rear main bearing. This was not a major problem. Micrometer measurements

of the crank bearing journals indicated .009 out of round on the rear main, .008 out of round on the center main and .001 out of round on the front main. The rod journals were slightly out of round, but not nearly as much as the mains. All parts went to certified repair shops where the crank was immediately failed due to being cracked at the slinger. Then, the cam was failed due to being worn out. Then, of all things, the entire set of hydraulic lifter bodies were failed due to corrosion. Keep in mind this engine had 68 hours on it since 0 SMOH in 2003. Oh, by the way, all four cylinders were sent for repairs due to all four having stuck rings (only 3 hours since #2 and #4 were just repaired).

There is *no* prop log from the previous prop to the prop currently installed. It is a Sensenich wooden prop, installed on the aircraft after the last MOH (now with 68 hours), which is in "perfect" condition.

For those of you with an inclination for FMA (Failure Mode Analysis), I propose we discuss what happened, why the cylinders aren't getting oiled and why this is

like this, at the next meeting. *Remember*, often things are not like they seem.

The possibilities are great. The time is great. The group is great. Happy Building and Flying!

Jim Elliott

EAA Chapter E-Gram – Vol. 10 No. 1 February 4, 2008

NEW AND IMPROVED! - EAA Calendar of Events

We are very pleased to introduce to you the new online EAA Calendar of Events. Through the help of Jim Smith, "webmaster" for EAA Chapter 1246 in McKinney, Texas the calendar has been improved with outstanding new functionality and will truly be THE place to go for aviation related events.

The calendar includes powerful search functions that will allow users to quickly find aviation events in their local area, or according to their area of interest. What's more, the calendar will automatically generate useful information such as maps, airport information and links to the EAA Flight Planner.

HERE'S WHERE WE NEED YOUR CHAPTER'S HELP! We will be announcing the calendar to the entire EAA membership and the aviation world in March 2008. In order to make this the most comprehensive aviation events calendar on the web, the calendar needs to be filled by then with as many aviation events as possible. Where better than to start than with EAA Chapter network, which generates more than 10,000 aviation events per year?

To add your Chapter events simply go to www.eaa.org/calendar. Click on "Submit Event" link. This will take you to an information page. Add your name and contact information and the information for the event. All fields in bold must be completed before you post the event. When the information is complete, click "Preview Your Submission" and your event notice will be displayed. Please make sure it is correct. If no changes are necessary, click "Post My Event!" and the information will be loaded into the calendar. If you need to make changes, click "Make Changes" to edit your submission.

Why doesn't my event show up on the calendar right away? There is a basic approval process for the calendar to make sure the events are aviation-related. EAA staff will review new submissions each weekday (early morning and late afternoon) and approve new events. If there are questions about an event, you may be contacted for clarification.

Need more information on the calendar, check out the FAQ page at:

http://www.eaa.org/chapters/events_faq.pdf

Chapter Tools

Mel Kuethe is our tool custodian. Give him a call at 303-794-3930 for your tool needs.

Scales

- Aircraft Spruce type
- Electronic/strain gauge type
- (7) - 50 LB cast iron slugs for calibration

Fire Wall Forward

- Oil filter cutter
- Continental engine valve lifter tool
- Magneto timer
- Top dead center finder
- Tube flaring tool
- 1/2" cylinder wrench. 9/16" cylinder wrench
- Compression tester
- Bore scope
- Pliers, hose spring clamp
- Temperature measuring device (wide range)

Airframe

- Nicopress sleeve tool 53XPJ with gauge
- Nicopress sleeve tool 64CGMP without gauge
- De-burring tool
- Hole flanger - sheet metal
- Electrical connector squeezers
- Panel knock-out punches
- Rivet squeezer - w/two new die sets
- Torque wrenches (2), (large and small)
- Hose clamp pliers
- Tubular rivet set for 1/8" rivets
- Drill guide for drilling cotter pin holes through bolts

Hangar space: John Barrett would like to find someone to share his hangar space with his J-3 at Tri-County for approximately \$110.00/month. Smaller low-wings work the best, but he will consider others. Contact John at: 303-934-1332 (Ext. 31); Fax: 303-934-5756; Email: john.barrett@lwbarrett.com

Looking for partner: ½ share in almost complete Mustang 2 project. Mazda 13b Rotary engine, 2.85:1 redrive, redundant ECU, electronic engine monitor, 250XL gps/comm, etc. Project at 'finishing' stage – hope to be flying by fall. Based at 00V (Meadow Lake – north east of COS. Could relocate to APA or Front Range). Contact: Mark Supinski (mark@supinski.net).

Events for 2008:

- Sun 'n Fun Fly-In, April 8-13
- International Young Eagles Day. Saturday, June 14, as EAA volunteers continue an outstanding aviation tradition.
- AirVenture Oshkosh 2008, July 28-August 3

(Additional events to be announced. Have a favorite? Let me know. Ed.)

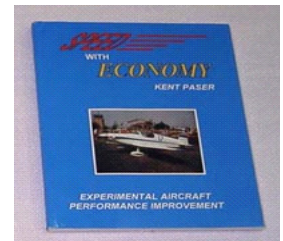
For Sale

Speed with Economy. Kent Paser's book on speed mods.

Covers 20 years of modifications to his Mustang II resulting in a 64 MPH speed increase while reducing fuel consumption by 50% at cruise. This book has won acclaim from EAA's Jack Cox and Ben Owen, Tony

Bingelis, author of several aviation

how-to-do-it books, and Bob Bushby, designer of the Mustang II. Price is \$24.95 plus tax and shipping. Available at Chapter 301 meetings or call 303-904-3417 or e-mail paserpubs@mindspring.com to place your order.



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(This advertisement made possible by a donation to EAA 301.)

EAA Chapter 301 Meeting Minutes – cont'd as needed.





EAA 301 - Rocky Mountain Chapter
www.eaa301.org

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First Class

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Chapter Mission:

To Promote and Encourage the Restoration, Construction, and Safe Operation of Sport Aircraft.

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Submission of articles for publication in the newsletter, comments, or inquiries are encouraged.

Meetings are normally held on the third Friday of each month at 7:00 PM. Current location is Adam Aircraft – Centennial Airport – 12876 E. Jamison Cir., Englewood, CO 80112

Current Officers:

President: Jim Elliott (303-840-2199)
Vice-president: Scott Wiseman (720-427-5037)
Secretary: Jack Bongberg (303-671-6095)
Treasurer: Russ Grell (303-791-3528)

Board of Directors:

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Ted Lemen (303-985-3684)
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Mark Brown (303-797-3515)
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Bill Marcy (303-798-6086)
Kent Paser (303-904-3417)
Terry Sickler (303-816-2090)
John Linz (303-771-0685)

Volunteer Officers:

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Tool Custodian: Mel Kuethe (303-794-3930)
Newsletter Editor: Lynn Schwankl (303-431-0270)
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