

EAA 301 - Rocky Mountain Chapter

June Meeting:

Scott says, "Jim says,

The program for this month will be: Greg Mateyko – Owner of a T-28 based at FTG. He will talk with us about owning and operating a T-28."

- **Date:** Fri., June 20th
- **Time:** 7:00 p.m.
- **Location:** Adam Aircraft
12876 E. Jamison Cir.,
Centennial Airport,
Englewood, CO 80112



President's Page

Jim Elliott

June 16, 2008

Inquisitive minds never stop asking the questions. Of the six basic questions; who, what, when, where, why and how, there lies a multitude of probable's and not so probable's. As you are building or maintaining your airplane you will run across these famous concepts or perceptions and if you are lucky or extremely gifted in the ability to sniff out problems, these perceptions will sometimes drive you bonkers.

In the building stage, you might be asking yourself, "Who will be flying with me when this craft is finished?" Or maybe you will be at a point where you are asking; "Who will help me buck these rivets or help with the wiring?" Who knows until that day when you are there and someone says, "Let me, let

me." Then you will know. You might be lucky enough to have a team of helpers and willing riders to build with and fly with, so those who are so well-off enjoy your company and share the chores.

Before you ever started the build process, you have asked the "What?" question and resolved that issue. In the middle of the build process you have asked yourself the "What?" question many times and with the help of plans and tech counselors, you have solved that question. And when you reach the maintenance level of your project, you might run into a situation where you are asking yourself, "What is the problem with (you insert your problem here)?" Most of your challenges will be simple and quickly solved. Some will take an extended level of effort to chase down and resolve. Others might just end up driving you crazy.

The "When?" question is one of those heavily loaded questions like, "When are you going to be finished?" Or, "When will you be flying?" These can drive you up the wall, as your spouse or supposed friends constantly badger you and send barages of queries to get you to commit to a particular time when you will be ready. On this one, I heavily advise you to avoid a solid commitment at all costs. No matter what the book or plans say about how long your project will take, don't fall for it! You have probably not been down this road before and the path to the completion date is a fuzzy drive. You will be done and ready to fly when you are

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EAA Chapter 301 Meeting Minutes

May 16, 2008

Called to order at 19:00 hours:
President **Jim Elliott**

Introduction of Guests:

Joseph Stengel

Bob Mulholland

Jeff Martin

Meeting Minutes for April 18, 2008 were approved with one correction: **Stan Specht** gave the Safety Report.

Treasurer's Report: **Russ Grell**

The organization remains financially sound.

Technical Advisor's Report:

John Linz reported as follows:

Rodger Stout's Highlander: the fuselage is covered and painted and wing is covered.

Larry Pilkington's Long Easy: progress on fuel cell and baggage compartment was inspected and recommendations were made.

Kent Paser reported a Bear Hawk For Sale.

Flight Advisor Report: **Ted Lemen**

Bob Meer flew his RV-8, an electrical problem developed, but all went well.

Wayne Field is scheduled to try out his RV-9A May 18, 2008. His hanger is at the Front Range Airport.

Douglas Hindman finished requirements for his Light Sport Pilot's License.

Allen Cook finished-up his Private Pilot License requirements.

Progress Reports:

Don Smith received his empennage kit for the Rans S-19

Steve Wayman is looking for the wing kit for his RV-12.

Jim Peoples is starting a Sonerai II L. It is a 2-place high performance VW powered aircraft. He is projecting 2-3 years to completion.

Young Eagles Report: **Rudy Kneise**

The photo albums of past flights are now in the library at Front Range Airport.

His program continues to move along satisfactorily.

Old Business:

Lynn Schwankl offered thanks to **Russ Grell** for his assistance in helping get the Chapter 301 website up to speed. All members appreciate his effort.

New Business:

The subject of Sales Taxes was brought up. In Colorado aircraft parts are not subject to sales taxes. However, a completed aircraft is another matter.

Rocky Mountain Regional Airport is sponsoring a fly-in June 7, 2008 from 06:00 -12:00. Pancake Breakfast.

Kits are available for tubing aircraft. Tubing is cut to correct angles to .005.

Contact Cartesian Tube.com or don@cartesiantub.com, 519 273-6660 Don Van Raay. Stratford ONT. Canada

Safety Report:

Gerald Knievel reminded us that it is spring time and the birds love engine baffles for nesting and the wasps think the Pitot tubes are theirs. Take a good look at these things.

The overall General Aviation ascendant rate continues to decline.

Respectfully submitted, **Jack Bongberg**

Announcements:

▪ New tools: For the firewall forward area, we have tubing benders: sizes 3/8 inch and 1/2 inch; also one tubing bender. **Mel Kuethe**

▪ 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

▪ Roscoe Turner flew a fabulous Lockheed Air Express in the Golden Age. And, he inspired and flew a number of brilliant racers. The following link tells the story and pix of Roscoe's last air racer, and the flying replica which Steve Hinton and Dave Morss have flown.

http://www.121five.com/admin/FeatureArticles/LTR-14_1d.pdf

The story and photos were done by my good friend Tim Kern, who was a major factor in aero-news.net years ago. So, I'm biased--I loved the story for 3 reasons, Roscoe, Tim, and the slick-vicious little racer!

Allan H Lockheed, Golden, CO

Note: The remainder of the minutes were not received by the Editor and will be included next month for your review. Ed.

President's Page Continued

(Continued from page 1)

done, and the tech counselor and the DAR have agreed on paper that you are there. Your best out is to commit only to a specific day of the week like "Thursday". Don't ever commit to the month or the date!!!

As for the question "Where?", you might get through that fairly easily, like, "Where should I route this bundle of wires?" There are lots of things that are suggested on the plans, but when you are actually doing the work and find that your layout suggests that the route the plans calls for would create a safety situation or an unacceptable appearance situation, you will have to solve that on the spot, and this often requires taking extra time to pre-layout the items and analyze how they all fit and work together – without getting into the way of anything else. For me, I find the "Where?" question most often being asked when I'm trying to find something I just had in my hands and cannot figure out *where* it went to.

"Why?" can be troublesome. If you are a parent or someone who cares for little ones, you know first hand the aspects of

"Why?". The younger generation is constantly asking "Why?". "Why did this do this?" Or, "Why can't I do that?" But when you're building an airplane, you should have the entire "Why's?" list cleared off the board. There are set parameters for why "Why?" things are the way they are with an airplane. Now, when you are repairing or maintaining an airplane, you might need to ask "Why?" a few times and carefully evaluate what you bring back as answers to the question, "Why?".

Then, there is the most difficult question, "How?". "How in the world did that do that?" Sometimes, the natural reaction will be that you don't want to know "How?", just "What?" do you do to get it fixed or resolved.

To make things even more interesting, the next level of questions comes from simple combinations of the six basic question forms. For example, combine "Why?" and "How?" and you will start to get a permutation of possibilities that could be mind boggling. These combinations can drive you stir-crazy quickly, so be careful when asking yourself the answers when you do not have the capability to do anything about

them. As for the question of "Where?" to take these concepts, that would lend itself to a whole new topic for another time of "What?" to do to TEST the situation that would examine and provide accurate information on "Why?" the problem exists and "How?" to go about fixing it.

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

Jim Elliott

Below: This is not your father's Harley Davidson. I think one would need water-cooled chaps to ride it. Thanks for sharing the picture, Jim. Ed.



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
- Tubing beadings: 3/8" & 1/2"
- Tubing bender
- 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

Events for 2008:

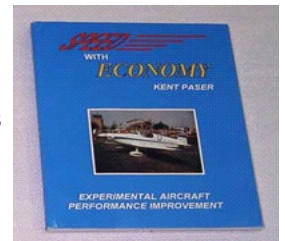
- B-17 "Aluminum Overcast" at Centennial Airport, June 4-8
- International Young Eagles Day. Saturday, June 14, as EAA volunteers continue an outstanding aviation tradition.
- AirVenture Oshkosh 2008, July 28-August 3
- To view all EAA events go to:

<http://www.eaa.org:80/calendar/>

(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.

Advertisements

For Sale: Kitfox Series 5 Firewall Back Kit. Could be licensed as either gross weight of 1550 lbs. or as Light Sport at 1320 lbs. Uses the Rotax 912 100 hp engine, a traditional aircraft engine, or similar power plant. Includes many features, such as tube and fabric construction, adjustable rudder pedals, powder coated airframe, conventional spring gear, speed mods and wheel pants, folding wings, short field performance, and a decent cruise speed. Very little work completed so you can finish it your way. Only \$12,500 (compared to over \$22,00 for a new kit). Call me at (303) 807-4699 for further information. Stan Specht, Kitfox Model IV builder and driver.

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).

From: Brian North [mailto:briannorth2@hotmail.co.uk]

Sent: Sunday, June 15, 2008 2:01 PM

To: Russell M. Grell

Subject: Limey's SE5A

Hi Russel,

I thought Chapter 301 members might like to see the product of my labours over the past 6 years. First flight is scheduled his coming week if the English weather is kind to me.

Best wishes to all the members. I hope to be joining you all permanently in August when I to move to Parker (US Embassy London and IND willing!)

Will be visiting thro July so will attend that month's meeting.

Regards,

Brian North





EAA 301 - Rocky Mountain Chapter
www.eaa301.org

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First Class

Chapter Mission:

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

This newsletter is published by Chapter 301 of the Experimental Aircraft Association for the use, education, and enjoyment of the members and others to whom it is provided. No claim is made for technical accuracy of material presented. Editorial content is the opinion of the contributor and does not reflect the position of Chapter 301 or the Experimental Aircraft Association.

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 at Adam Aircraft, 12876 E. Jamison Circle, Centennial Airport, 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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Lynn Schwankl (303-431-0270)
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Denis Walsh (303-756-6543)

Technical Counselors:

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)
Refreshment Chairman: John Tedder (303-663-7851)

Flight Advisor

Ted Lemen (303-985-3684)

Webmaster

Mark Supinski (719-651-3236)

Young Eagles Leader

Rudy Kniese (303-841-7180)