

# EAA 301 - Rocky Mountain Chapter

## May Meeting:

### Scott says,

“The presentation for this month will feature a video by Tony Spicer, about building and flying his Sonex airplane.”

”

- **Date:** Fri., May 16th
- **Time:** 7:00 p.m.
- **Location:** Adam Aircraft  
12876 E. Jamison Cir.,  
Centennial Airport,  
Englewood, CO 80112



## President's Page

May 12, 2008

There is something about anticipation that can just drive a person crazy! It starts with knowing where you are going, but not being there yet. So, when you are going somewhere that you have never been before, the anxiety of anticipation doesn't nag at you as much as when you have been there before.

For example, when you acquire your first kit and the plans and instructions are opened, you get this feeling of euphoria where you can stay up all night reading and reviewing the material. So anxious to get the hardware out and dig in, that the project plans doesn't faze you one bit. You've never been down this road before, but the future of it (having your own custom built airplane to fly)

overshadows everything. So, you get started with the plans and diligently work on every little detail and surely enough, little by little you start to see progress.

Weeks go by and they turn into months and you hardly notice the total amount of energy you have put into the project. Every week you see a little bit more of your future unfolding and that idea of completing your own airplane and being behind the controls of the magic carpet as it rises away from the earthly bonds of gravity with you sitting in the cockpit directing it's every move, just overwhelms you as a goal to experience. So, you keep to the details and one by one things move forward. With each completed rivet there is less to work on and the time is closer when you will don the headset, call out clear and push the starter but-

## Jim Elliott

ton!

Then there comes a day when there are no more rivets, no more screws to turn and no more building to do. Your instruments check out and the airplane has been signed off and the skies are not cloudy, so you are at the point that you have been anticipating all this long time. Now, there is only one thing left to do. Go fly it. You have now jumped from the anticipation of completion of your project to the anticipation of jumping into the sky. The only difference is that this anticipation is short-lived. In order to fly your creation, you must have completed hours of flight training and pre-preparation to fly your particular model of Experi-

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## EAA Chapter 301 Meeting Minutes

**April 18, 2008**

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

Introduction of Guests:

Joe Graham

Shawn Campbell C-P206

Walter Jazun RV-7

Jim Loyd 1934 ARUP

Meeting Minutes for March 21:  
2008 approved by voice vote.

Treasurer's Report: **Russ Grell**

Verbal report, the Chapter remains solvent with no problems. There are 69 paid members to date.

Technical Advisor: **Kent Paser**

**Wayne Field's** RV-9A inspected at 99%. Well done.

**Jerry Ballard's** RV-7A inspected. Jerry has built his project with maintainability in mind, a job well done.

**Scott Fifield's** Glasstar has also done a fine job on his project.

Flight Advisor: **Ted Lemen**

**Rod McLean** attended a flight training class for his RV. He was satisfied with the training.

Progress Reports:

**Lynwood Langer** has ordered an IO 360 from Aero Sport in BC Canada. His RV-7A is look-

ing forward to delivery.

Young Eagles: **Rudy Kniese**

The program is moving forward in a satisfactory manner, he is booked up for a year in advance.

Old Business:

None

New Business:

The next meeting for the Chapter will be at Adams A/C location unless otherwise advised.

Safety Report: **Jerry Knievel**

The subject of Special VFR operation with in an Airport Traffic area was briefed.

Meeting Adjourned.

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](http://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**

Editor's Notes:

► The membership is encouraged share articles, personal experiences, pictures, etc., related to aviation - to be used in the newsletter. Ed.

► If anyone is having a problem accessing the web site, contact Treasurer and computer guru **Russ Grell** (303-791-3528) and he will change your password to whatever you need. Right now, for the new folks, the *User ID* is: **firstname.lastname** and the *Password* (that should be changed at the first sign-in), is in the e-mail you get automatically from the web site.

## President's Page Continued

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mental Aircraft. You already know what the future brings. Your anticipation at this point is different than the anticipation of completing your first aircraft.

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

*Jim Elliott*

Previously, you were anticipating the completion of something you had never done before. Now, you are not anticipating the completion of a flight, but the initiation of a flight. In building an airplane, you got to experience anticipation every day of your progress. Day after day, month after month, you kept anticipating a special event. Now, you are anticipating a very short event that you are putting your life into. The anticipation is now like the finale of a great fireworks display. Everything of your life for months preceding the event is on the line. For the next 60 to 90 minutes you will be experiencing all of your anticipated thoughts and will find that it is very much like what you have done with other aircraft. The only difference is it will be something you truly have had your heart in. You will love it!



### 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:

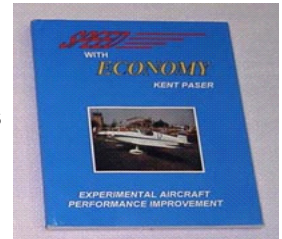
- B-17 "Aluminum Overcast" at Centennial Airport, June 4-8
- International Young Eagles Day. Saturday, June 14, as EAA volunteers continue an outstanding aviation tradition.
- AirVenture Oshkosh 2008, July 28-August 3
- To view all EAA events go to:

<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](mailto:paserpubs@mindspring.com) to place your order.



## **KEN AERO Supplies**

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**Fax: 303-536-9941**

*(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).



**“Aluminum Overcast”**



### Introducing the “Newbie”

By Paul Gregory, EAA Chapter 1410

I am in many respects a “newbie.” I am new to this world of homebuilding and to aviation as a whole. Unlike some of our members, I have not assembled anything more complicated than a scale model aircraft, nor am I a high-time pilot.

Despite always being interested in aircraft since I was six, it wasn't until I was thirty-four that I did anything about it. At the time I had a false alarm regarding my heart and this scare made me change some of my priorities - so I decided to learn to fly. Every week I learned to fly despite juggling the responsibilities of launching my own software services company and the arrival of my second child. This was eight years ago.

Once I earned my wings in 2001, I enthusiastically took up friends and family for rides. But my friends at the time were not aviation junkies so the thrill of solo \$100 hamburger flights began to wane and I never got over being a newbie and an outsider to general aviation. Like many other newly licensed private pilots I began to leave the hobby.

For the intervening years I let my priorities shift back and let life take me over—I continued to build my company, Intervera Data Solutions (with two business partners), and watch my daughter Sarah and younger son Jonathon grow up. My passion for aviation never died and I never stopped reading about it as my wife Mary can testify to by pointing to all the boxes of magazines and flying books as evidence! Despite this, I stopped flying.

In 2004, I came across the International EAA website and I thought I'd join. At first I enjoyed the articles in *Sport Aviation* magazine and I began to think about the possibility of building my own aircraft. But the stories covered people far away from home and as a newbie I remained intimidated that I could never tackle such a project alone.

A year later, a newsletter arrived in the mail from a newly formed group based in High River. From reading this newsletter, I realized that there were others in Alberta who not only considered homebuilding but also had done it! With encouragement from many, I decided to drive down from Calgary and see what this group was all about. From the first moment I walked into the meeting room in the flight services building, I realized that I had found a group of like-minded people from many different walks of life who were passionate about the same thing. I joined EAA Chapter 1410 High River that night.

Since joining the chapter, I changed and made aviation a priority again. I signed up for pilot recurrency training, got all checked out and now I fly regularly either renting or flying with chapter friends. I flew down to Oshkosh in 2006 and along with twenty other chapter members volunteered in the “Lancaster at Oshkosh” tent. I took two EAA SportAir Workshops courses at High River - Sheet Metal Basics and Electrical Systems. Last year my family hosted the Ram River Fly-Out and later we drove down with our trailer to the Arlington Northwest Fly-in. I volunteered to play an active role in the chapter.

It is 2008 now and I haven't committed to a homebuilt yet, but I am fine with this since I will know when the time is right. So, I still consider myself a newbie. But now I am among friends who are either newbies themselves or remember being one and are enthusiastically willing to help.



*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 the meeting room at the base of the control tower – Centennial Airport (see Chapter 301 website – [www.eaa301.org](http://www.eaa301.org) – click on the heading of front page “New Location”....to view a map for directions).

#### **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:**

Jim Elliott (303-840-2199)  
Ted Lemen (303-985-3684)  
Lynn Schwankl (303-431-0270)  
Mark Brown (303-797-3515)  
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:**

Librarian: Jack Bongberg (303-671-6095)  
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)