

# EAA 301 - Rocky Mountain Chapter

## November Meeting:

### Scott says,

"Norm Teltow of Gold Metal Paint Works will be presenting on the aircraft painting process. This will be good for tips and tricks from a professional painter, so bring your questions."

- **Date:** Fri., Nov. 21st
- **Time:** 7:00 p.m.
- **Location:** The meeting will be held at the Parker Fire Station #75 (5), 16801 Northgate Dr., Parker, CO. The station sits on the corner of Keystone and Northgate, is just west of Jordan Rd. and a few blocks north of Lincoln Ave.



## President's Page

### Jim Elliott

**November, 17<sup>th</sup> 2008**

#### Turbulent Times

Just when things look promising for the restart of Adam Aircraft, wouldn't you know that the foreign stock markets would sink the operations again? Those guys had everything focused on the right direction and still got smacked! Seems strange the aircraft, that even uncertified, is in better condition than a competitors aircraft that completed certification.

I met a pilot a week ago that is flying a privately owned VL for the owner and he provided some interesting insight on the problems and challenges of this certified aircraft, compared to the well-

designed A700. He happened to be a Test Pilot for the A700 prior to the February shut down and knows the A700 very well. Upon losing the A700 testing job, he picked up this special job as single pilot hired to fly the privately-owned, other manufacturer's VLJ for its owner.

In the very short time of discussions with him, he was able to provide a picture of the trials and tribulations that this other aircraft has provided for him. There have been several instances of his aircraft not being able to operate while at destinations where he has had to send the owner back home on commercial flights and then wait for repairs to be made to bring this VLJ back to operational status. In addition,

while in IFR conditions he has had the panel go completely blank more than once! His saving grace was the forethought to carry a hand held GPS.

Maybe, we in the Experimental world can glean some knowledge from this situation. This fellow provided some basics about both aircraft that seem to hit the core of the problem and it provides insight on how we might steer clear of these issues. The primary problem in the troubled-yet-certified aircraft, is obviously from engineers short-circuiting the known solutions and going for solu-

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**Remember the  
new meeting  
location!**

## EAA Chapter 301 Meeting Minutes

**October 17, 2008**

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

Introduction of Guests:

Jeff Kildow

Steven Cheney

Meeting Minutes September, 2008 approved by voice vote:

Treasurer's Report: **Russ Grell**

Verbal report, the Chapter remains solvent with 83 members. Dues for 2009 are being accepted.

Technical Advisor Report: **John Linz** reported progress inspection on a Long Eazy.

Flight Advisor Report: None

Progress Reports:

**Chuck Spaur** is fitting his propeller to his RV-10. He has to make the cut out on the spinner, place the nut plates and all will be ready in short order.

**Lyn Langer** is working in the cabin area of his RV-7A, riveting in air vents sealing in the fire wall, setting in fuel

pump mounts, lines, and break lines.

**Randall Eaker** is riveting the fuselage on his RV-7A.

Flight Reports: Anecdotal stories were aired about local flying in Colorado, New Mexico, and Montana.

Young Eagles Report: **Rudy Kniese** reported 36 flights in October and 266 total year to date.

Old Business:

Banner System for Chapter Events.

Donation to EAA Museum.

New Business:

The web sight is to be transferred to a new individual. Scott Wiseman will report on progress.

Elections of new Officers:

President: Nominations being accepted

Vice- president: Scott Wiseman nominated

Secretary: Nominations being accepted

Treasurer: Russ Grell nominated

Board members, Technical Counselors, Volunteer Officers, Flight Advisor, Webmaster, and Young Eagles

Leader are to be confirmed.

Safety Report: **Jerry Knievel**

The pros and cons of running fuel tanks dry were discussed.

The hazard created when pilot or front passenger seats are allowed to travel too far. Suggest thorough inspection of seat tracks and stops are a part of your pre-flight inspection.

15 minute Break

Program: Engine Change by **Mike Casey** and **Jerry Ballard**

Meeting Adjourned.

Submitted by:

Jack Bongberg

### Announcements:

► 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

(Continued from page 1)

tions that are unknown and/or improperly tested. The primary advantage of the A700 is in using certified and well-tested (properly tested and proven) concepts in everything they designed in.

So, in a nut shell, what this fellow is saying is stay with proven technologies! I couldn't agree more. However, this is where I couldn't have more interest in challenging the status quo. I like the "Experimental" in the Experimental Aircraft. So what does Experimental mean? To me, it means that you are pushing the envelope! You are going beyond what is currently available, so that those who come later are able to make use of even better systems than we have now. This should be a never-ending process.

But what about the certification of these two different airplanes? Where is the problem? I believe the difference is in the final use. If an individual

wants to build a device (in this case an airplane) that has cool new technologies, then have at it! If a group of people want to build a production aircraft, build away, but you better be prepared to properly and very thoroughly prove everything about it. This takes substantial investment of time and money. There is no pushing allowed. It also takes something that most engineers and managers don't have in the certified world. That is a perspective that goes outside the box. This isn't something learned in school. It is a perception or an instinct that allows the person to view problems not anticipated to be addressed and verified.

Maybe that is why so many of the EAA folks like building their own aircraft. They are testing themselves on their perceptions and instincts. Even the mechanical engineers among us like to push the envelope, or the electronic engineers that we have like to see what else can be done. They are the ones that put things together and take them apart over and over until every-

thing about the concept complies with what was designed.

In our current EAA world, we can take from both sides. If you want an airplane to fly soon, you simply stay with the already known and sure enough, in short order, you will have a flying machine like many others that will provide thousands of hours of trouble-free enjoyment. Yet, if you want new technologies, you are free to move about the concept(s) as you desire and with the right amount of time and money, you will have what no others have!

Remember, our meeting this month will be at the Parker Fire station #75 (#5 on the address stone). See the web site {[www.eaa301.org](http://www.eaa301.org)} for specific address.

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

*Jim Elliott*



**Somewhere in here there is a lesson regarding weight and balance, center of gravity and especially, failure to understand them. There are so many of these types of pictures (with cranes as the featured piece of equipment) floating around the internet, it seems no training is required to operate them. With that in mind, if any of you has a crane I can borrow, please contact me. Ed.**



↑ Wanna bet this guy was the operator? "It's his fault. He told me I could drive."

### 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:

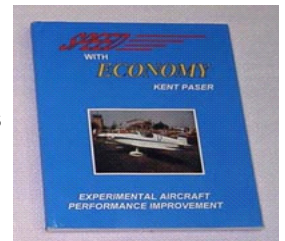
- To view all EAA events go to:

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

**(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**

**AN-MS Hardware • Hose & Tube Fittings • Aircraft Supplies**  
**Now located at Platte Valley Airpark**

**Tel: 303-536-4978**

**Fax: 303-536-9941**

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

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

### Advertisements

**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).

C: 720-272-5563

H: 303-841-2994

**POLY-FIBER HAS NEW FABRICS:** Heavy-3 and Medium-3 Dacron that now shrink the same in both directions are now available. Also, Ranthane, a high solids polyurethane finish paint is now usable under the Poly-Fiber STC as well as Aerothane and Polytone. These products are available through Colorado Classic Aircraft.

Colorado Classic Aircraft in Longmont Colorado ([www.coloradoclassicaircraft.com](http://www.coloradoclassicaircraft.com)) has been a stocking distributor of Poly Fiber covering materials since 2002 and is now providing fabric covering and painting services. Owner Carol Leyner was Director of the Rocky Mtn. Fly-In for many years and has been a participant at the Montana Aviation Conference presenting Fabric Covering Seminars for the AI refresher courses. We have recently completed recovering a KCAB Citabria after replacing the wood spars with aluminum spars. [cca@hughes.net](mailto:cca@hughes.net) or toll free at 1-888-600-5222.

November 15, 2008

### 2008 Young Eagles Wrap-up:

Our Young Eagles program concluded its flying season this past weekend November 15, 2007. With its conclusion we posted a record year with a total of 327 missions flown by 21 pilots assisted by our ever present ground crew. This beats last years record of 299 missions, however we hosted an extra Rally on the 15th of November which aided our numbers.

As in the past we have had awesome pilot participation and ground crew support. My thanks and gratitude go out to each and every member that has taken time out for our Young Eagles program, for without any one of them we would not be as successful as we are!

The table below illustrates the participation of our pilots and ground crew. Please take a moment when you see these people and thank them for a job well done!! REALLY

We are fully booked for 2009 January through October!!!

We also christened several new YE pilots in 2008:

Karen Hitchcock, John Barry, and Chris Jones.

We welcomed their participation in 2008 and look forward to another successful year in 2009 with everyone's support. Have a great Holiday Season!

Rudy K.



*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.**

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: **Parker Fire Station #75 (5), 16801 Northgate Dr., Parker, CO. The station sits on the corner of Keystone and Northgate and is just west of Jordan Rd. and a few blocks north of Lincoln Ave.**

#### **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**

#### **Young Eagles Leader**

Rudy Kniese (303-841-7180)