

EAA 301 - Rocky Mountain Chapter

October Meeting:

Scott says,

"This month we'll be hearing from chapter members Jerry Ballard and Mike Casey about the Eggenfellner Subaru engine. Anyone interested in automotive conversion engines won't want to miss this one."

- **Date:** Fri., Oct. 17th
- **Time:** 7:00 p.m.
- **Location:** Adam Aircraft
12876 E. Adam Aircraft
Way, Centennial Airport,
Englewood, CO 80112



President's Page

October, 10th 2008

The Do-It-Yourselfer...

There are so many things out there that you can have done or if you chose, do yourself. Most folks think that construction is a specialized art and only the Masters of the trade need indulge. For example, how many folks do you know that are willing to tackle a plumbing job or an electrical wiring project? Not a whole lot I would be willing to wager – if I were a betting kind of guy. How about building a complete house from the ground up? Very few will take on these kinds of projects, because of the magnitude and seeming complexity.

But for those who are willing to put their time on a specialized project, the end results can be much more than ending up with simply something

you can buy. Actually, there seems to be thousands of people that realize this fact. Just look at the building supply stores that have cropped up in the last twenty years. There are a couple really large ones in the area that I'm sure you are aware of. If you need something for your home project, these guys have everything you need in one easy to shop place. As a true to form "Tool Time" advocate, I love going to those stores just to check on what they have that I might need.

I'm not the only one. There are so many people using those stores that they are not just big business, they are mega business ventures showing that there are many people that are willing to embark on the owner projects. The complexity of the project can vary from a simple repair job to a complete remodel. Being a person that has built my entire house and done

Jim Elliott

numerous repairs, I find that the remodel is actually more difficult than the start from scratch complete build.

But what do you get from all your hard effort when you do the "Do-It-Yourself" approach to home repair? You get a nicer place. You get an improved place or you might just get your place back in shape with a faucet repair that was sorely needed. However, you need to ask yourself what you DON'T get. You don't get to go around the patch with your magic carpet. You don't get to go to the \$100 hamburger joint in Greeley or Cheyenne. You don't get to see the fall colors in the mountains from the air and you certainly don't get to go to Oshkosh in July (with your magic carpet).

(Continued on page 3)

Inside this issue:

| | |
|-----------------|-----|
| Announcements | 2 |
| Meeting Minutes | 2 |
| Tools | 4 |
| Events for 2008 | 4 |
| Hangar Space | 5 |
| For Sale | 4,5 |

EAA Chapter 301 Meeting Minutes

September 19, 2008

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

Introduction of Guests:

Mark and Kyle Ryan

Frank Niehus

Kem Heald

August, 2008 minutes approved, a minor typo correction made.

Treasurer's Report: **Russ Grell**

Financial status for the Organization remains stable. 2009 membership dues are being accepted.

Technical Advisor: None

Flight Advisor: None

Progress Reports:

Roger Stout's Rotax 912 installed, cowl boot and fuel lines installed.

Steve Wyman has finished his wing on his RV 12 in a 6 ½ week period.

Don Smith has started the fuselage kit for his Rans S-19.

Lyn Langer received the firewall forward kit. Fuselage is ready to bolt in gear sockets/engine mount and gear legs.

Young Eagle's Report: **Rudy Kniese**

Rudy had awarded a Tee Shirt to the Ground Crew. The program is booked for 2009. **Steve Wyman** has provided the Parker Fire House for Ground School.

Old Business:

Banner System for Chapter events.

Donation to EAA Museum.

New Business:

Chapter 43 is sponsoring a Builders Workshop October 18, 2008 at the Longmont Airport, fee \$15.00

Volunteers are needed at Oshkosh for the Kitty Hawk flight simulator.

Safety Report: **Jerry Knievel**

Brief airport taxi-way procedures and he mentioned the flight restrictions around Washington DC.

Break

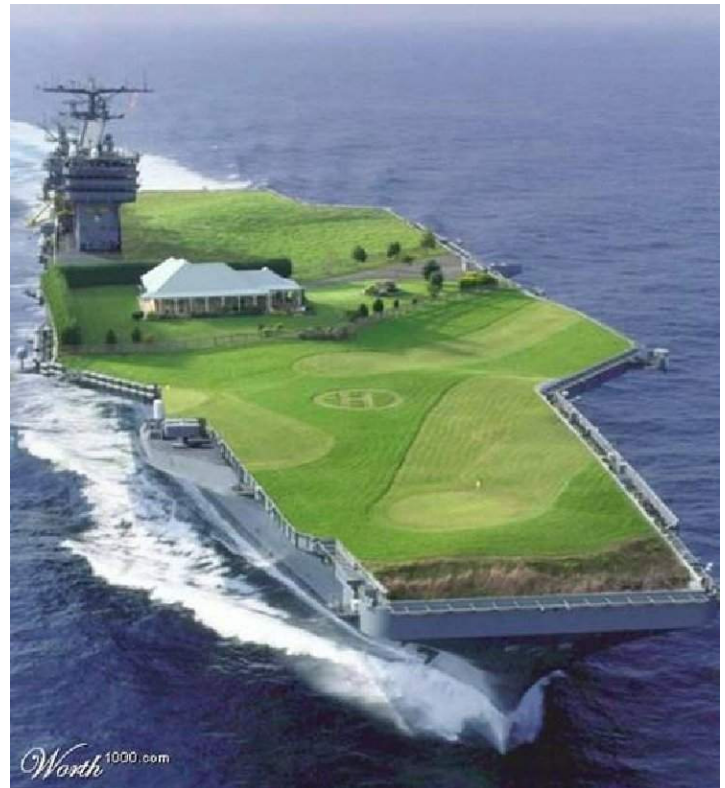
Program: John Rezler presented a program explaining the new Flight Service System.

Meeting adjourned.

Submitted by:
Jack Bongberg/Secretary

Mission Accomplished.

(That's an airstrip, not a fairway. Ed.)



Announcements:

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

(Continued from page 1)

Building an airplane from plans or a manufactured kit is as simple as any other project you would do around the house. There are a few tools that are specific to the trade and can be easily acquired. There are a few processes you will need to follow closely and there are those inspections you should have done regularly by the technical counselor, but there isn't anything out of the capabilities of any "Do-It-Yourselfer" that can follow instructions and call for inspections.

The end result is a machine that has no equal. There are no other devices, tools or articles including computer programs that can return the personal satisfaction like that of an airplane. To top it all, the fact that you can build your own airplane can be the first layer in the enjoyment of the end product. The second layer is one that two of our members are currently working out and several others in the past have worked out. That is the original airplane you build that is certified under the "Experimental" Amateur built rules has flexibility like no other. If you buy a certified aircraft there are rules and regulations covering what can or can not be used in

the operations of that airplane.

Two folks currently and one other in the recent past, have decided that the engines originally selected for their aircraft are not what they prefer. This months meeting presentation will have the two most recent upgrades being discussed and their reasons for making the changes. I think it is a topic well worth the effort to hear about! Hope to see you there.

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

Jim Elliott



The picture below depicts a recent modification to his Mooney by our President Jim Elliott. When questioned about the mod. , he mentioned something about the pigeons in his hanger..... Would I kid you? Ed.

Editor's Note:

This would be a great place to share the history of one of our illustrious members. All I need is for one of our illustrious members to send me some biographical data, so I may proceed with the article. It can be short or long – I will have it run in more than one issue, if necessary.

Clearly, many of you have unique and interesting stories to tell, that many of us would love to read. Me, for instance. There are probably a few other military/commercial/etc. pilot wannabe's beside me, who might drool with envy over your adventures. War may be hell, but it makes much more interesting reading than telling about buzzing fence-lines in Saskatchewan with a Cessna 140.

This is another call for someone to break the ice and send along your story. It would be an honor to print it. 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:

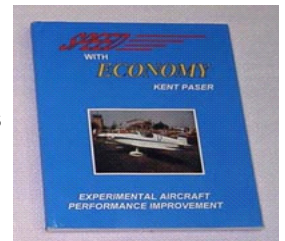
- To view all EAA events go to:

<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.



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 301 - Rocky Mountain Chapter
www.eaa301.org

Lynn R. Schwankl, Newsletter Editor
3440 Youngfield St., #255
Wheat Ridge, CO 80033-5245
editor@eaa301.org

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:

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)