

EAA 301 - Rocky Mountain Chapter

January Meeting:

Scott says,

“Mike Casey will be presenting about electrical system and firewall modifications, and improvements he made in preparation for his new engine.”

- **Date:** Fri., Feb. 20th
- **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

February, 17th 2009

A very long time ago a boss of mine introduced me to the concept that “Perception” is everything. I immediately grasped the idea and an image occurred in my mind of the thought that this short phrase presented and over the years I have been privy to many enlightening moments where this thought has re-affirmed its position and my understanding has expanded to grasp more knowledge.

However, since I have been in an environment that spends its working days focused on building specialized aircraft, I have been somewhat perplexed by the difference between a technician at the company and the individual

that is dedicating his or her own time to build an airplane.

Strangely enough, here is what I see; during the day time or any shift that one appears at work, there are numerous persons busy here and there doing the things that need to be done to make forward progress in the requirements of aircraft building. Most everyone at the shop is involved in avionics. If they are not avionics, they are sheet metal or QC. It is easy to see that these folks try to do a good job, but the work comes with an attitude. Start time, break time, lunch and end of shift are hard and fast points on the clock. If someone actually tries to work into their break, they are quickly chastised by the others that

it is “BREAK TIME”. Thus meaning, don't be showing off or putting extra into what you do. Get off the airplane and come and sit with us.

Whenever I visited a project in process, I have not yet seen the person or persons working on the individual project watch the clock to see if it were break time. Matter of fact, there have been times that entire days have gone by without even taking a moment out for a lunch break.

This difference has been rattling around in my head for the last 8 weeks and in the last few days I have

(Continued on page 3)

Inside this issue:

Announcements	2
Meeting Minutes	2,5
Tools	4
Events for 2008	4
Hangar Space	5
Advertisements	4,5

EAA Chapter 301 Meeting Minutes

January 16, 2009

650 hours on it. Welcome, Paul!

Meeting was called to order at 7:08 pm at Parker Fire Station #75 by President **Jim Elliott**. He introduced the chapter officers. Jim announced that **Stan Specht** has volunteered to be the club secretary.

Jim asked all **visitors** to introduce and tell something about themselves:

Virgil Polechook (who signed up as a member) is an analyst at Jeppesen and is building a Challenger Aircraft with his brother, **David** (also in attendance). Welcome Virgil and David!!

Bryan North is a member, but has not been here regularly. He shared with us that he is a new United States citizen. Congratulations and welcome!! He was with the Royal Air Force for 35 years in the engineering branch in the U. K. He is building a Pasmay. Keep coming to the meetings, Bryan!

Paul Runyon is familiar to many of us and is flying a Glasair Super II with

Review and approval of last month's meeting minutes: One correction was offered: **Stan Specht** reported on his two-month visit to Ecuador, Peru, and Bolivia, noting he saw very little GA activity, other than in Guayaquil, Ecuador. He said we should feel very fortunate for our ability and freedom to fly GA in the United States! Moved, seconded, and approved to accept the minutes as corrected.

Financial Status Report by Treasurer Russ Grell: We're solvent and then some. We have 37 paid up members so far (total 85 last year). Please get your dues to Russ if you haven't paid.

Technical Counselor Reports: None given. **Jim Elliott** asked for volunteers to become new tech. counselors and **Bryan North** volunteered. Thanks, Bryan!

Flight Advisor Report: **Ted Lemen** reported none were given.

Progress Reports:

Randall Eaker and **John Tedder** reported progress on their respective RVs.

Lyn Langer told about getting new steel tubes for his RV-7A engine from Superior Air Parts. He also gave a dem-

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.

onstration about his newly acquired

AV8TOR by King—quite the GPS!!

Don Smith received his stabilator for his Rans S-19.

John Schneider weighed his Protec PT-2A today. He'll be using the battery location to arrive at the proper the CG.

Roger Stout is wiring his almost-complete Just Aircraft Highlander. He has installed the Rotax 912uls 100hp engine (yeh !!!).

Mel Kuethe showed us a sample home-made aluminum wing from a wing project started by a deceased member airman. The wing resembles one from

Piper tube and fabric aircraft. The owner paid \$8750 plus \$1000 shipping for the new kit. Mel is trying to help the widow sell the project.

Flight Reports:

Ted Lemen reported he had flown today—great day for justifying his investment of time and financial outlay to his wife!

Charlie Phillips flew to Apple Valley and “26 miles” to Santa Catalina Island, California, in an Archer. Turned out to be a fantastic experience. Try it sometime!

Young Eagles: Rudy Kniese reported that next week-end we'll start the chapter

(Continued on page 5)

President's Page Continued

(Continued from page 1)

been getting a mental picture of the difference between the Experimental Aircraft builder and the Certified Aircraft builder. As I began this Presidents Page, the concept of Perception was noted. My perception of what is going on is one thing to look at, but there is the Perception of the individuals involved in building experimental aircraft and those involved in building certified aircraft.

Breaking it down a bit, I can easily see that the Experimental Aircraft is built by someone who owns or is closely associated with the owner. The certified aircraft is being built by an hourly employee who has no direct ownership in the aircraft. This is a strong factor, but I do not think that it is the core feature of difference. The Experimental Aircraft is being built by someone who is a pilot or is in process of becoming a pilot. The certified aircraft is being built by technicians that most likely have no interest in flying in the aircraft when it

is complete. This is actually a core piece of the puzzle. I am seeing more interest and enjoyment by those technicians who actually desire to fly in the aircraft when it is complete than those who are not interested in flying.

My perception of other people's perception of how they view the building process is being modified by the knowledge that if you understand what it really means to fly, you will put much more into the building process than if you do not understand. This seems to be true even if you have never flown. That would be for those who have not been able to afford to fly yet or have not been able to break away from school or work to be in the air, yet are able to imagine the magnificence of flight.

There is air everywhere to be conquered and beat into submission. Upon which supports one can float about on silvery wings and dance between the clouds, only to look down to see the shadows of the trees on the

ground and the washes of the streams that feed the brooks and creeks and rivers where the verses of the Bible have written the fact that the rivers empty into the seas, yet the seas never get their fill!

Flight is the ability to take the machine to a height where the future looks back to the past and history that has been unfolded, the present is being performed and the history to be written will have a place to occur.

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

Jim Elliott

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Below is the new "Sully" modification. 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:

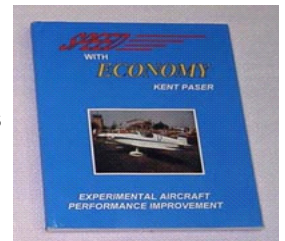
- To view all EAA events go to:

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

(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.

Young Eagles schedule for flights this year. We are now booked with about 35 kids each month into 2010!! We fly approximately 300-330 young folks on an average each year, showing a total flights of about 1400 kids since 2001. Rudy, keep up the magnificent job—"You're The Man!"

Old Business: The Founder's Day Potluck will be held on Sunday, January 18th here at the fire-house beginning at 5 p.m. Come and receive your chapter participation and recognition awards, and bring your favorite dish to share, and your favorite spouse or friend (but not to share!).

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) 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 or toll free at 1-888-600-5222.

For sale: Lycoming O-235 C2C, Logs, Receipts, yellow tags. OSMOH by Ron Denight. Contact: Darl Cinquanta – (303) 423-9846

Business: Nothing this month.

Safety Report: Jerry Knieval reported on general aviation accidents: 703 in 2007 and 491 in 2008. He reminded us the 121.5 MHz emergency frequency will no longer be monitored after 2/1/09, other than possibly by airlines and some other aircraft. 406 MHz ELTs will be required in Canada and Mexico after this date. Find a good aviation medical examiner-only 1/10 of 1% of all applicants are refused a Special Waiver Issuance Medical. We discussed many of the recent aircraft accidents.

Break: Coffee and donuts provided by **J. Tedder Enterprises.**

New Program: "Flying the F-16 'Fighting Falcons' and Iraq." Presented by **LTC Craig Wolf**, Chief of Scheduling, "The Mile Hi Militia," 140th Wing, 120th Tactical Air Fighter Squadron, Colorado Air National Guard, Buckley Air Force Base, Denver, Colorado (Phewwww!!) LTC Wolf graduated from the United States Air Force Academy in 1990, served active duty for nine and one-half years, and has served nine years in the Air National Guard. "Lobo's" presentation could have easily gone on well after midnight with his knowledge of the aircraft and experiences in Iraq, and all the great questions presented to him. (**Find pictures of the F-16** by Googling "140th Wing" and see display @ WORM.)

Meeting Adjourned at 9:40 pm.

Respectively submitted by **Stan Specht**, Secretary, EAA Chapter 301 (Another Phewwww!!)



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: **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: Stan Specht (303-232-8474)
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)