

EAA 301 - Rocky Mountain Chapter

June Meeting:

Scott says,

“Steve Garra and Mike Kiehl from Club Workshop will tell us about their facility, membership, and skill building classes. The club has a 16,000 sq. ft. open access workshop for prototyping, electronics, wood-working and metalwork. Their equipment includes Engine Lathe, CNC Milling Machines, MIG/TIG welders, rapid prototyping machine and much more.”

- **Date:** Fri., June, 19th
- **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.

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President's Page

June 17, 2009

Well, the wires were completed and the details were handled on the old M20C. The first run took place and the engine fired and ran PURRRRfect! The new EIS provides an improved batch of data for engine monitoring and information. I get to see all four cylinder head temps, all four EGTs, fuel flow, oil temp, oil pressure and other bits of information. Wow, it was nice to see all of that working after the long dry spell.

Only one minor problem, the prop governor would not change the pitch of the prop. Yech, Phue, BUMMER. But I knew that.

There was the small incident I mentioned in last months newsletter: “The prop governor which was simply removed from the old engine had enough wear on the control spline shaft that the control arm fell off during the fuss of taking the non-usable engine mount off. This arm is safety-wired through a small bolt to itself. Age has its factors of wear! After reconditioning and inspection, the arm was re-installed and re-safetied. It will be interesting to see if the proper alignment was applied to the installation, so that the prop is set to the correct pitch on first run.”

So, after a thorough check of all systems and the only

Jim Elliott

problem being the prop governor, the engine was shut down and inspected for leaks. All went well. Everything was dry like it should be. So, the airplane went back in the hangar for rest and relaxation, while I contemplated the probabilities and possibilities of the error. A couple days later, with a plan in hand, I set about to make adjustments in the prop governor control arm and see what would happen. Carefully scribing the location where the arm was located, I un-safetied the arm, loosened the retainer bolt and proceeded to remove and relocate the arm. Turns out, the arm

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EAA Chapter 301 Meeting Minutes

May 15, 2009

Meeting was Called to Order at 7:05 p.m. at the Parker Fire Station #75 by President **Jim Elliott**. He introduced the chapter officers.

Visitors:

Josh Wiseman, Scott Wiseman's brother visiting from Maine.

Joe Peterson, a light sport pilot, presently flying a Remos.

John Apfelbaum has a Glastar at FTG and a Pietenpol in pieces.

Pat Halloran, this evening's speaker from Colorado Springs.

The **Minutes of last month's meeting** were approved as published.

Financial Report:

Treasurer **Russ Grell** stated the Chapter is "flush" with 65 paid members.

Tech Counselors:

John Linz inspected a Longeze.

Bryan North is our new Technical Counselor.

Flight Advisor:

Ted Lemen hasn't done any lately, but reports he has "a warm one!"

Progress Reports:

Randall Eaker has his RV7-A still upside down in the "canoe" mode, but will be uprighting soon.

Roger Stout reports a mysterious short in his Highlander panel.

Albert Thomas is wiring his RV8-A, with his metal work almost done.

John Tedder is almost ready for a taxi test (Yea, right, John, in who's airplane!!)

Jim Barry will be doing the weight and balance in his RV10 next week. (Discussion followed about the quality of the Chapter's scales...yawn.)

Russ Grell said his RV9-A is in the same position as Randall's.

Jack Buschman and his RV7 are almost ready for a DAR inspection. (Discussion followed about the lack of a local DAR.)

Jim Elliott is making progress on his "Experimental Mooney."

Flight Reports:

Allen Bilbro flew his RV7-A on a nice trip to Provo and Boise.

Ted Lemem decided, after flying his Midget Mustang for about 13 years, to spin the aircraft in both directions (and he's still here to tell about it!!)

Young Eagles Report:

Rudy Kniese said it took five tries to get last Saturday's group up. The weather has been a real deterrent this spring.

The latest issue of **Sport Pilot** listed all the pilots who flew 10 or more kids during 2008. A number of Chapter 301 pilots were listed, who Rudy acknowledged.

Sporty's Pilot Shop is offering a free computer-based ground school to all new Young Eagles, along with a log book.

Russ Grell has been nomi-

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.

nated by the chapter as

"Young Eagle Support Person of the Year." We all wish Russ the best of success!

Old Business:

We forfeited our **chairs at Adam Aircraft**, since we didn't have any place to move them to (they were the ratty leftover ones, anyway).

We are continuing our search for a place to hold our **annual banquet** next January. Suggestions are welcome.

New Business:

Russ Grell mentioned an article about Rotax engines in the current issue of **AMT Magazine**.

The June performance of the Blue Angels at FTG has been canceled.

Safety Report:

Jerry Knievel noted that the carburetor manufacturer **Voilaire Carburetors, LLC**, notice of 6/1/09 states that one must replace the floats with blue epoxy floats (... or something like that. Call Jerry).

Break:

Donuts and coffee provided by Tedder Enterprises.

Program:

Major General Pat Halloran, 34 years U.S. Air Force, gave a great presentation about his experiences flying the SR-71. He flew the F-84, 100 combat missions, has over 8,000 total flying hours, presently flies his Lancair, and is a member of the EAA. Thanks, Pat, it was an attention-keeping presentation!

Meeting Adjourned at 9:30 p.m.

Respectfully submitted by **Stan Specht**, Secretary, EAA Chapter 301

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President's Page Continued

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can be relocated a full 90 degrees at a time.

With all things tied and ready for another run, the second start was as fast as the first. As soon as the starter engaged, the OSMOH engine was purring. A quick run through the numbers and oil pressure indicated a great 75 psi and all's well. Then on to the prop governor check. Wow, I couldn't have asked for a better alignment on the control. At $\frac{3}{4}$ of an inch, the prop engaged and the RPM started a decrease. Then at about 4 $\frac{1}{2}$ inches of the max pull on the control (about 6 inches) proved a fully loaded engine. That should work great. I will have to run tests again when airborne to confirm that the travel and loading are where they should be.

Now all I need, is to complete the an-

nual. Wish I could get some of my other projects completed, so I would have time to work and fly my magic carpet. Oh well, I'll just keep plugging away at it and it is bound to happen.

Hope all your projects are working out and everyone is staying safe!

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

Jim Elliott

P.S. Check out this link to see a panorama view of the Airbus 380 cockpit:

Shared from the internet:

The Cessna 182 is, of course, a high-wing aircraft. When I first looked at the photos I didn't think it was a C-182.

Warning: do not carry fuel in your airplane other than in the tanks.

This was a year or two old C-182. It was going north to get to a camp carrying a weed eater (with gas in it) in the back seat. Pilot had planned to clean up the yard. Also had a 12v to 110v inverter plugged in with the inverter sitting on the floor in the back, running a laptop computer. Landed, bounced a little and smelled gas fumes during rollout. Stopped at end of runway and turned the airplane around to back taxi. Reached back to pick up the weed eater and stop the fuel leak before it messed up the carpet any more than it already had and POOF! the entire back seat area ignited. Pulled the mixture out, jumped out, called 911, and began running to the line shack in hopes of finding a fire extinguisher. Got half way there and turned around to see the wings fold down to the ground. Fire trucks arrived 12-15 minutes later and put out the fire. Best guess is that the inverter somehow sparked and ignited the gas fumes. The pilot is a really good pilot, but apparently not a very good judge of what to carry in the back of an airplane. He said if this happened in the air, he would be dead. There would not be enough time to get on the ground and get out before the smoke and flames would have gotten to him.

(See picture below.)



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/>

FLY IN:

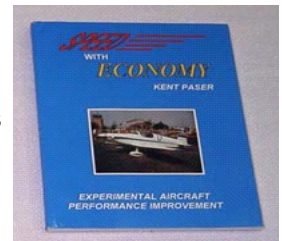
June 20 - Broomfield, CO, USA. **JAA 14th Annual Fly-In** in conjunction with The Italians of America Car Show 6 a.m. - 12 noon. Rocky Mountain Metro Airport (BJC). Registration Fee \$5.00. Italian Pancake Breakfast a.m. Trophies given in 9 aircraft classes. Drawing to be held, for fly-in pilots only, for a flight in a mystery plane to be announced. Contact Daril, Phone 303-423-9846, Email: cq7014@aol.com.

(Have a favorite? Let me know. Ed.)

Announcements cont'd on next page →

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.)

Announcements cont'd

Announcing the
Sixth Annual AHS Convention
Indianapolis, Indiana
(Wednesday July 15 – Saturday July 18, 2009)

This convention will enjoy three July days in convenient Indianapolis, Indiana. We will have a unique opportunity to explore the archives, storage, restoration, and display areas of the recently dedicated Rolls-Royce Heritage Trust Allison Branch Museum. The James A. Allison exhibition hall contains several dozen engines including the piston Liberty and V-1710, turboprops like the T-40 and T-56, jet engines such as the 578-DX unducted fan, regenerated gas turbines, and the AE1107 that powers the V-22 Osprey tilt rotor. For those with the interest, a working program is being developed that will allow us to partner our diverse talent with the Museum during our visit, from assessing and restoring the Powerama collection of wooden models, archiving, or some hands-on engine experience.

Chapter Dinner - January 2010

Message from Brian North:

It is intended to hold a Chapter dinner in January, 2010. Before proceeding with the planning, members are invited to give me their views on what cost per head would be acceptable and also on venues that can be considered. Ideally we are looking for somewhere central and easily accessible that can accommodate 50-60 persons in comfort, with spare capacity to be taken up if needed. I will follow up on the suggestions to get the best deal we can on price and quality.

If there is anything else you might think helpful in connection with the proposed dinner, I would appreciate your thoughts.

Brian North (303 805 9428) briannorth2@hotmail.co.uk

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



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.

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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: **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)
Brian North (303-805-9428)

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)