

# EAA 301 - Rocky Mountain Chapter

## May Meeting:

### Scott says,

“Pat Halloran, Major General USAF (Retired), will present Flying the U-2 Dragon Lady. He'll review the history of the U-2 program, including both the CIA and Air Force programs. He has 34 years of Air Force experience, and 8,000 military flight hours, including the SR-71 Blackbird.”

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- **Date:** Fri., May 15th
- **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

May 11, 2009

Inch by inch everything's a cinch. That is how the saying goes, but I can tell you from direct experience that as you're going about it; it sure doesn't feel like it! The closer I get to completing my "standard certified" aircraft, the tougher things get. Months ago I had the rebuilt engine on the engine mount and on the airframe. I thought it would be all down hill from there, but it has been a real up-hill climb.

As the paper work was being wrung out to make sure that everything would be ready, there was this minor detail of a MSB (Mandatory Service Bulletin) in the FAA documentation that described these strange little sleeves and

gussets for the engine mount. Upon close physical inspection, it became clearly obvious that this service bulletin, issued in 1974 had never been complied with. There were AD's along the way requiring annual inspection of the engine mount for cracks, but this MSB requiring the gussets and sleeves to be added was completely buried – which allowed my magic carpet to escape the scrutiny of the inspections over and over.

I'm still amazed that the situation was missed for a whopping 34 years or 34 inspections. Out of those, I had a hand in 10 of the inspections and never came across the MSB. Anyway, after careful inspection - review and consultation with a very reputable

## Jim Elliott

Mooney service shop called LASAR (Lake Aero Styling and Repair), it was determined that the M20A, M20B and M20C engine mounts were identical and that anyone of those mounts could have the MSB applied and that would be a usable engine mount for the M20C. So I sent one of my A model mounts to them and they had it finished and back to me in a jiffy.

Changing out the mount produced some interesting finds. The bolts used in the Lord mounts were very questionable. I had already replaced the bolts that hold

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## EAA Chapter 301 Meeting Minutes

**March 20, 2009**

(Repeated due to cancellation of last month's meeting.)

### Meeting was Called to Order

at 7:07 p.m. at the Parker Fire Station #75 by President **Jim Elliot**. He introduced the chapter officers.

### Visitors:

**Bob Iverson** flies a Cessna Cardinal kept at FTG.

**Karen Hitchcock** flies with the Jepessen Flying Club.

The Minutes of last month's meeting were changed to reflect the correct spelling of **Jeff Budny's** last name. Minutes were accepted as corrected.

**Financial Report:** Treasurer **Russ Grell** stated the Chapter is liquid, invested, and solvent. He encouraged all members to pay their 2009 dues if they have not done so, to assure they are listed in the current roster.

**Tech Counselors:** No reports.

**Flight Advisor:** No report.

**Progress Reports:** **John Schneider** reports his engine

runs well, his avionics not so well, on his Protec PT -2A.

**Jeff Budny** is working on his RV-7 wing kit.

**John Tedder** continues to expound about his RV-7 quick-build project.

**Jack Bongberg** is mounting the engine on his Legendary P-51.

**Jim Berry** is ready to take his RV-10 to the airport.

**Lyn Langer** is "penetrating" the firewall on his RV-7A.

### Flight Reports:

**John Tedder** is now flying a Bonanza F-33A at Ten High Flyers.

**Ted Lemen** reported starting problems on his Midget Mustang.

**Young Eagles Report:** **Rudy Kniese** said the chapter has flown over 1,546 kids since 2001. **Year-by-year totals** are: **2001= 14; 2002= 90; 2003= 186; 2004 = 137; 2005= 160; 2006= 278; 2007= 299; 2008= 327.**

We have already flown 55 kids this year and we're on schedule to break our yearly record. We're booked well into 2010.

**Old Business:** We will purchase a **Young Eagles Banner** from our Young Eagles ac-

### 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.

count to fly at various events.

**New Business:** None.

**Safety Report:** The discussion was lead by **Jerry Knievel**.

We discussed the **Zenair 801** crash at the Ft. Morgan Airport. Jerry emphasized that **batteries should be removed from ELTs** before discarding them.

The second **Cessna 162 LSA** factory aircraft has made an emergency landing using its BRS parachute.

Famed mountain flying instructor **Sparky Imeson** recently died in an airplane crash in Montana.

Be aware, as a pilot of **passengers talking at crucial times** during flight, so as not to become distracted.

**Don Shipman** shared details about balloonist **Joe Kittredge** and his standing record for parachuting from a balloon at 106,000 feet in 1959, and other such feats.

### Break:

**Program:** **Scott Wiseman** showed a one-hour **PBS video** about **life on a U.S. Navy aircraft carrier** (part of a ten-hour series). Very Interesting! Thanks, Scott!

**Meeting Adjourned** at 9:15 p.m.

Respectfully submitted by **Stan Specht** - Secretary

(Continued on page 5 as needed.)

## President's Page Continued

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the engine mount to the frame. Those are very small, but long 3/16 inch and just seemed a good thing to replace. The Lord Mount bolts are large at a nice 5/8 inch and didn't have any indication that they would be better changed to new. The stress of tightening the large Lord Mount bolts to their torque range cracked the threads on two of four of those. So, they were all changed to new.

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 re-conditioning and inspection, the arm was re-installed and re-safetyed. It will be interesting to see if the proper alignment was applied to the installa-

tion so that the prop is set to the correct pitch on first run.

Speaking of age, the baffles around the engine had been rebuilt due to too many cracks and that created another problem in the fit of the lower engine cowl. Seems with new, strong aluminum baffles the lower cowl could not get back into position. When it did, the next thing was the oil cooler mount that had the fiberglass reconditioned now holding the oil cooler too close to the exhaust, which required the mounting and bolts to be relocated so that the unit would fit without touching the exhaust.

That was only one of the non-fitting situations. The battery case that sits directly behind the left side of the engine on the M20C, would not fit into place. Seems all the new wire used in the sensing of CHT and EGT from the left cylinders combined with the wires

for the new fuel-metering device and the new crankcase breather tube and the starter cable that all have to pass between the engine mount frame and the battery case were consuming about an inch-and-a-half more space than they were allowed.

Re-packing the wire bundles and tube and carefully zip-tying everything back produced a clearance of about 1/8<sup>th</sup> of an inch, thus allowing the battery case to properly fit.

Only a couple wires to go and the engine will be ready for first run!

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

*Jim Elliott*



### 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:**

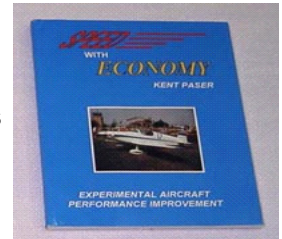
**June 20** - Broomfield, CO, USA. **JAA 14th Annual Fly-In** in conjunction with The Italians of America Car Show 6 a.m. - 12 noon. Rocky Mountain Metro Airport (BJC). Registration Fee \$5.00. Italian Pancake Breakfast a.m. Trophies given in 9 aircraft classes. Drawing to be held, for fly-in pilots 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](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.)*

### 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.

### 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

### **Front Range Airport 25th Anniversary Air Show Cancelled**

Denver (Watkins), CO—May 06 — Denver International and Front Range airports today announced the cancellation of the previously scheduled air show, which included performances by the U.S. Navy's Blue Angels aerobatic flight team and other air show performers. The air show was to take place this summer at Front Range Airport as part of the facility's 25th anniversary.

Airport officials made the decision to cancel the performance after determining the negative impact on commercial air traffic to and from adjacent Denver International Airport was no longer acceptable. It was determined that the resulting flight delays and cancellations would cost DIA's airlines hundreds of thousands of dollars, and adversely impact tens of thousands of passengers.

"We have a fiduciary duty to our airline stakeholders and a service commitment to our passengers to ensure that we operate DIA in a manner that does not impede the ability to do business at the airport," said Kim Day, manager of aviation for Denver International Airport. "We have a great relationship with our neighbors at Front Range Airport and we'd love to see the Blue Angels help them mark their 25th anniversary. We have looked at a number of alternatives in an effort to find a way to make this happen, but the impact is far too immense at this time." "We are disappointed that we couldn't find a way that didn't have a significant impact on DIA's operations," said Dennis Heap, director of Front Range Airport. "We looked at every possible solution, but it just isn't feasible. We are honored that the Blue Angels and other performers were eager to perform at Front Range, and we hope someday to find a solution that will allow them to perform at our great facility."

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Contact: Dennis Heap

Front Range Airport (303) 261-9103

[dheap@ftgairport.com](mailto:dheap@ftgairport.com)



*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: **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)