

# EAA 301 - Rocky Mountain Chapter

## September Meeting:

### Scott says,

“John Barry will be speaking at this month's meeting about lessons learned from the Space Shuttle Columbia accident. John was in the Air Force for over 30 years as a combat veteran, fighter pilot and commander multiple times at the squadron, group and wing command levels. He retired in 2004 as a Major General, and his last tour was as the Executive Director for the Space Shuttle Columbia Accident Investigation.

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- **Date:** Fri., Sept. 18th
- **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

September 16th, 2009

As most of you know, my certified M20C Mooney has been in the hangar and has gone through a rather rigorous refurbishment. No matter what you seem to do to old airplanes, they are still old airplanes. Oh well, they are an airplane and when all things are done according to the rules and regulations, they are still wonderful machines.

My M20C now has 2.1 hours on it SMOH (Since Major Overhaul). Seeing I took this aircraft through the end of normal time or TBO (Time Before Overhaul), I am amazingly intrigued by the times called out in advertisements on aircraft. As you probably well know, the price of an

aircraft with a low or 0 SMOH (0 hours Since Major Overhaul) commands a greater price than the same basic aircraft that has 1400 SMOH. Well that seems to stand to reason. The 1400 hour aircraft should only have 600 hours of flight time before it will require a major overhaul again.

However, there is a level of peace of mind in that higher time engine that one doesn't or might not truly appreciate until one has been on both sides of the curve. A flying friend of mine and I, years ago, always joked about the two times to not be flying an aircraft. They are, simply, the 2 hours before inspection and the 2 hours after inspection. This has some characteristics in it from the Reliability world. As ma-

## Jim Elliott

chines which are made up of multitudes of parts and pieces are used, they tend to wear out. Thus, as the time approaches for a normal inspection, there may be some critical pieces that are already past their usefulness. On the contrary side, new machines or machines that have just been inspected commence to clang together, that one or two piece parts that were installed incorrectly quickly disintegrate and become useless.

If two hours have past since the assembly or inspection (which may and often requires disassembly

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## EAA Chapter 301 Meeting Minutes

### EAA Chapter 301 Meeting Minutes

August 21, 2009

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

#### Visitors:

**Bill Marcy** is a chapter member and infrequent attendee from Socorro, NM. Good to see you, Bill!!!

**Rob Matson and son Sam.** **Rob** is a Frontier Airlines pilot and owns an all-wood replica of a Piper Vagabond RW-11. Welcome **Rob** and **Sam**!

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

#### Financial Report:

Treasurer **Russ Grell** stated the Chapter is "flush," with the usual kinds of expenses, such as the website and Young Eagles. The chapter has 68 paid members, and two have already paid for 2010.

#### Tech Counselors:

**Bill Marcy** reported on an RV he inspected in Socorro, NM. Good to see you're remaining active, Bill!

#### Flight Advisor Report:

**Ted Lemen** reported that **Roger Stout** flew his Highlander that day for the first

time. **Ted** took a video, which we'll see later in the meeting.

#### Progress Reports:

**Don Smith** took possession of the wing kit for his Rans S-19.

**Lyn Langer** continues work on his RV-7A (He also reported that work on the aircraft may slow down, since he is changing his marital status in September-congratulations, **Lyn**!)

**Dwight Hapeman** bought a Sonex kit from California, listed on Barnstormers. He reported the former builder exhibited good workmanship.

**Bill Marcy** has changed his Navion back to Standard certification after removing the turbocharger (couldn't get an STC).

#### Flight Reports:

**Roger Stout** told of his first flight in his Highlander that day, as he showed a video of the experience. The aircraft appeared to fly perfectly. Congratulations to you, **Roger**!!!

#### Young Eagles Report:

**Rudy Kniese** reported 28 Young Eagles were flown in August. The next rallies will be on September 5<sup>th</sup> and later in the month. Chapter pilots have flown about 1600 Young Eagles since 2001 when **Rudy** took over the program. Hurray!!!

#### 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.

#### Old Business:

**Brian North** reported the **Annual Founders' Dinner** will be held January 15, 2010, at the Hickory House on Parker Road (no regular meeting that month).

The **chapter picnic** will be held at noon at **Ted Lemen and Rudy Kniese's** hangars during the Front Range Airport open house and car show on August 29.

**Jack Bongberg** is getting the **chapter library** set up at the Front Range Airport.

#### New Business:

**Dwight Hapeman**, master electrician, will generously trade electrical work for help on his Sonex project.

**Ray Carr** donated a **flight simulator**, complete with controls and a computer, to the chapter. It will be auctioned off at the chapter picnic. Ray will be given a letter documenting his donation.

**Allen Bilbro** is seeking use of an occasional hangar

space for his RV-7A. (He has recently been reinstated as a flight instructor).

#### Safety Report:

**Denis Walsh** reminded us that if we drop a spark plug, **THROW IT AWAY!!!** It may have undetectable damage and not be worth the risk of failure.

**Bill Marcy** warns us, if our proficiency is down, do NOT practice touch and goes!

**Ted Lemen** related an account of a fellow experimenter who recently damaged his homebuilt when his tail spring malfunctioned.

**A V-tailed Bonanza** was seen being run inside a hangar at Centennial Airport. Most of us would agree that this is not a very safe practice.

#### Break:

Donuts and coffee provided by **John Tedder Enterprises**.

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## President's Page Continued

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thus requiring re-assembly), then one can start to develop a level of confidence in the total assembly that it will make another 50 or 100 hours as a complete functioning unit. So, the confidence factor starts into play as the time on the aircraft increases. If you think of an up-side-down bathtub and use the profile of the tub as a curve of confidence then you can visualize the time frames in which it is good to own and operate an aircraft.

In the beginning or left side of the curve of the bathtub the line is low indicating low confidence. As time wears on, the curve climbs to its' max where confidence should be at its' maximum. As the time continues on, the curve returns to the low end and therefore, one might assume the confidence factor is back to low. I, however, operated my engine to a total of 2600 hours SMOH which is over 25% more that the recommended TBO of 2000 hours. Applying maintenance at regular intervals, monitoring compression and oil

consumption, can greatly increase the usability of the machine -while keeping the confidence high. Lycoming, the manufacturer of the engine in my airplane, says that the engine may be operated past the TBO, as long as the compressions tests are good and that the oil consumption does not exceed 1 quart in 2 hours.

I could not see the use of my engine with such high oil consumption and called it off at 1 quart in 4 hours and one of the cylinders running at 65/80. The other three were doing really well at 76/80 or better. However, when they were removed and sent to the cylinder shop, they were past their limits for serviceability. They were all replaced with new.

The crank and other metal parts went to Aircraft Specialties in Tulsa, OK and the case went to DIVCO in Tulsa, OK. The crank was machined to 6 thousandths under and the cam was polished (sizes were within specification). The lifters were replaced and all the hardware replaced.

There were many other things changed, repaired or replaced and the only thing that still needs peeking and tweaking is the prop governor. After several adjustments to bring the prop speed up, it now has jumped too high and has to be set back down a smidgen. Oh the joy!

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

*Jim Elliott*

**Note: Due to the late arrival of certain information and a glitch in the software, pictures of Chapter 301 members at Oshkosh will be included in next month's newsletter. 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 2009:

- To view all EAA events go to:

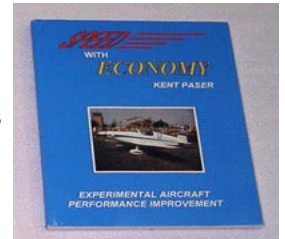
<http://www.eaa.org:80/calendar/>

**(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.)*

### 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. OS-MOH by Ron Denight. Contact: Darl Cinquanta – (303) 423-9846

**Hangar Space Available:** Very nice hangar space for rent at Front Range Airport. Ideal for RV, similar airplane or project. Hangar is heated. FTG is user friendly and usually has the lowest fuel prices for the larger airports of the Denver area. Please contact me at (303) 984-4469; Lothar Klingmuller, RV-6A

### **Minutes Cont'd**

#### **Program:**

Numerous members shared their thoughts, observations, and showed pictures about new and exciting sights and activities at the **2009 AirVenture**. Highlights included the Airbus A-380 and the White Knight II, as well as electric and jet-powered aircraft. Of course, the biggest highlight was our own **Russ Grell** receiving the **Young Eagles Ground Support Person of the Year** award from **Harrison Ford**. Again, we are very proud of you, Russ, and we thank you for the unending generous service you provide the chapter.

**Meeting Adjourned** somewhere around 9:00 pm.

Respectfully submitted by **Stan Specht**

Secretary, EAA Chapter 301



*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: 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)