

EAA 301 - Rocky Mountain Chapter

November Meeting:

Ted says,

“John Penny of ‘Rare Bear’ fame, will give us a Reno report. ‘Rare Bear’ is a highly-modified, unlimited race plane and has won many races at Reno over the years.”

- **Date:** Fri., November 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 by Jim Elliott

November 18th, 2010

Last month's newsletter ended with "goals" and how far you might be from them. This month I'm thinking goals for several reasons, but for those in the chapter and what we come together to do, I am thinking "goals" for building your aircraft. The six basic questions most of us were taught as kids are an intimate part of the goal accomplishing process. Those questions are: Who?, What?, When?, Where?, Why?, and How?

Another way of thinking about the basic six is discussed by several web sites with the following acronym to follow when you are thinking goals: (SMART), or Specific, Measurable, Attainable, Realistic, and Timely. Let's

take these one at a time and see what is really in them. Specific; is the "What, Why and How" of a goal. The more refined you can be here, the better your end result will be with respect to the intended picture you have in your mind. It is better to say in a written list that you want to build a 330 knot experimental aircraft, rather than just saying you want to build a "fast" aircraft. By refining your goal to this specific and item, you now have only a couple realistic choices of projects to look at.

With a specific qualification in the speed category for your project, you need to address the "Why" so that you can explain it to your Better Half or you won't get very far before it gets shot down. Then, with the "Why" clearly defined and spelled

out, you need to identify the "How" so that you will know what to do that will get you there! The first part of this is selecting a specific kit that hopefully has already been tried and tested by others. They have done it and they know how it is done! Follow their advice on everything.

The next piece of the acronym is "Measurable", which in this case ends up as the simplest piece of the puzzle. When you take your first flight it will be close, but not quite close enough. You will need to operate your machine in the approved flight test area until you have

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EAA Chapter 301 Meeting Minutes

October 15, 2010

President **Jim Elliott** called the meeting to order at 7:00 p.m. He invited visitors and guests to identify themselves and tell us something about their aviation interests and experience.

Bill Dube with **Eva** had a half built *RV-7* which he has given up for other projects.

Randy Poet with **Sue** is looking into possibilities, considering an *RV9* or a *Bakeng Deuce*.

Dagmar Kress is a CFI, does aerobatic training, is a *Pitts* instructor.

On motion, **the minutes** of the previous meeting were accepted with the following correction: Under Safety last month there was a discussion of TFRs and smoke.

Treasurer **Russ Grell** reported we are still financially sound. There are currently 103 paid members for this year and 19 who have prepaid for 2011. On motion the report was accepted.

Tech Counselor Reports:

Brian North reported he had visited **Tex Arnold's** full-size *Nieuport 28* replica project.

There was no **Flight Advisor Report**.

Jim invited members to give **Progress Reports** on their building projects:

John Tedder reported he had obtained a new medical after having experienced some questions related to an ulcer. He reported the FAA people he dealt with were helpful.

Brain North reported his *Pazmany 4A* and *FE5A* replica have arrived from England. He thanked the members who had helped with unloading.

Tex Arnold, as reported above, had **Brian North** visit his *Nieuport 28* replica.

Jim Berry successfully completed the first flight his *RV-10*. The only hitch was the loss of radio communications. He wants to consult regarding mags and asked for recommendations for a painter/paint shop.

Jeff Hardy is working on his *Davis DA2*.

Pete Vinton reported no progress on his *RV-8*, but said progress is being made on the runway (3000' grass) at the Everett Airfield.

Terry Henningson has the ailerons on his *Sonex* 90% complete; flaps are next. The canopy, interior, landing gear, engine, and cowling are left to do.

Lyn Langer brought his *RV-7A* panel in for show and tell and asked for suggestions on labeling techniques.

Will Steiner reported he had completed the private ground school.

Jim Elliott discussed the rebuild of a 1946 *Ercoupe* he is helping with.

Scott Mills reported he has upgraded the panel in his *RV-9A* with a Garmin 430 and a Grand Rapids Technology EFIS.

Announcements:

► The membership is encouraged share articles, personal experiences, pictures, etc. – related to aviation – to be used in the newsletter. Ed.

► Hi, I'm in Boulder and have a Spezio Tuholer--it's an open-cockpit blue-and-white two-seater (tube and fabric with wood wings, 0290G, 125 hp). This is my first aircraft and I have 100 hours flying her (and she is indeed fun). I spent the last year doing lots of little things to fix her up, but there's still other minor work to be done. However, last week my aircraft took a big step backwards when my mechanic did a prop strike while running her up--still unbelievable to me. Thankfully, I had a wooden prop, so I don't think the engine needs to be overhauled. However, through this whole experience, I've learned that I don't love being a mechanic or a builder--I want to be in the sky rather than in the hanger. This last setback has pulled the wind from my sails. Of course, I am looking for a new prop. But more importantly, I need to find a partner or a mechanic who can work on this aircraft and help me maintain her. Or, I need to let the airplane go and sell it to someone in its current condition. Pictures can be seen at <http://www.jasongore.com/Flying.html>.

It's been such a beautiful journey, and she's a beautiful airplane, but her owner (me) is just not up for this last hurdle alone. If you have any suggestions for mechanics, have a prop that would work, want to partner with me, or want to buy this aircraft, I'm exploring all possibilities. I can be reached by e-mail at Spezio@JasonGore.com or by phone at 415-205-0667 (I still have my California area code even though I live in Boulder).

FOR SALE

O-235C LYCOMING ENGINE: LESS THAN 6 HOURS SMOH
 BUILT BY: AIRCRAFT CYLINDERS & ENGINES INC., GREELEY, CO
 L MODEL PISTONS YIELD 100 HP AT THIS ALTITUDE
 NEW RAPCO DRY AIR PUMP — NEW SLICK MAGNETOS
 NEW SKY-TEC FLYWEIGHT STARTER — BOSCH 35 AMP ALTERNATOR
 GM VOLTAGE REGULATOR - CULVER 72X48 WOOD PROP-USED, BUT IN AIRWORTHY CONDITION — WITH PLATES & SPINNER
 ICOM RADIO (IC-A200) - KING TRANSPONDER KT-76A
 ACK ENCODER A30 - AMERI-KING ELT AK-450
 GS-AIR LED WING TIP POSITION/NAV/ STROBE SYSTEM
 COMPLETE "SIX-PACK" PANEL WITH WIRING, SWITCHES, FUSES & BREAKERS

JOHN SCHNEIDER

HOME: 303-841-2206

CELL: 303-884-6707

fireflyerjohn@msn.com

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President's Page (Cont'd)

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completed the required time of 25 hours or 40 hours, whichever your DAR requires. Now, when you have that complete, you can take the machine to altitude and stretch out on a short trip and run the throttle to the wall and make sure your aircraft can achieve 330 knots true by flying a racetrack course, and making sure that with the wind and into the wind provides you an average speed of at least 330 knots.

When you are contemplating the "Attainable" aspect of your project, you need to do some homework and see what the other builders have done with their similar projects. Be relentless here. If you are not, you may have invested a few years and a sizable chunk of cash and still lack in the final capabilities. Check for modifications others have had to do and why. Check everything about the engine (s) they have used and why. When you select all of your components, have solid reasons why you did so that the goal you have in mind becomes attainable.

"Realistic" is a relative condition in this goal quest. Given that you have the necessary time and money that has already been required of others to complete similar projects, if you can match that, your project goal is realistic simply because it has been done before by others. You just need to make sure that what they were required to do to complete their project, you are willing to do also.

The final piece to this is "Timely". Well, whatever you think it might take for time, the rule of thumb here is to take that amount of time and double it. There is always something that gets in the way and you need to plan for hiccups and road bumps. If you do that, you will not become too discouraged as things take longer than you expected. Be cautious, but at the same time, do set numerous smaller steps (goals) that require you to stay on course, so that the project doesn't lag too far into the future and you just never get it done.

Most of all, enjoy the process, you might not ever get to do it again. On the other hand, you might enjoy it sooooo much that you do it 3 or 4 more times. No kidding, there are a lot of folks that build more than one project! You might be one too.

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

Jim Elliott

November 8, 2010

2010 Young Eagles Wrap-Up: by Rudy Kniese

Chapter 301's Young Eagles program concluded its 2010 flying season this past weekend November 6, 2010. We had several milestones this year worth mentioning:

- We flew our 2,000 Young Eagle, Nathan Graham, since the inception of our program.
- Preliminary numbers show we posted a record year with a total of **508** missions via **14** Rallies, toppling our old record of **334** set in '08.
- We experienced record setting support of our program both on the ground and in the air: Our 2010 Rallies received help from **31** ground volunteers through the year as well as 32 pilots; with an average of **12** aircraft and **10** grounds per event. Preliminary numbers show that **21 out of these 32** pilots recorded a minimum of 10 rides throughout the year. We saw pilots when unable to fly assist on the ground! (thanks to the Jeffa Group and others)
- Our Year to Date number since inception in 2001 now stands at **2,323 Missions!**

Our **Win**, **Place** and **Show** for numbers of missions flown:

Win - Charlie Phillips with 41 missions * **Place** - Denis Walsh with 37 missions * **Show** - Chuck Spaur with 31 Missions

Runner Up - Adam Charles with 30 Missions

Something a little different for this year, Win, Place and show for Pilot participation:

Win - Jerry Knievel with attendance at **12 out of 14** Rallies

Place - Denis Walsh, Chuck Spaur, Charlie Phillips share the honor with attendance at **11 out of 14** Rallies.

Show - Adam Charles and Bill Totten share the honor with attendance at **10 out of 14** Rallies

Runner's UP – Rod McLean and Bill Meine share the honor with attendance at 9 out of 14 Rallies

Ground Crew participation:

Win - Russ Grell with attendance at **14 out of 14** Rallies (no surprise here – thanks Russ!!)

Place - Joe Peterson with attendance at **13 out of 14** Rallies.

Show - John Schneider with attendance at **12 out of 14** Rallies.

Runner's UP – Sue Blish, Don Shipman and Doug Hindman with attendance at **10 out of 14** Rallies!!

As in the past, my thanks and gratitude go out to **each** and **every** member that has taken time out for our Young Eagles program, for without any **one** of you, we would not have one of the best Young Eagle programs in the country!!! Thank you one and all for a great season!!!

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 2010:

(To view all EAA events go to:
<http://www.eaa.org:80/calendar/>)

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

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

Partners wanted: 2 or 3 partners for a flying RV7/7A or 8/8A. Based at Front Range airport. Call Bob Spry, 239-437-9146.

Chick Spaur says that Mike Henney's workbench, a really nice grinder and a few small tools are available to anyone from the Chapter for a VERY REASONABLE price. Contact Chuck for details: 720-934-3427/chuck@spaur.com

For rent: Hangar Space at Centennial Airport: Hangar has generator power. Space is suitable for homebuilt-sized aircraft like an RV-7 or Mustang II. Share hangar with Kent Paser and Jess Wright. \$200 per month. Call Kent Paser at 303-904-3417.

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

Aircraft trailer for sale: It is rated for 1500lbs., has a flat-based plywood bed of approx. 6' X 18', with a cable hoist at the front of it and tie downs about mid point, as well as up front. It has a leaf at the rear for loading. Is wired for lights. Has a spare tire. Asking \$750.00. See Jesse Wright at meeting or call at 720-434-3987. E-mail is (flyinisfun@aol.com).

Somebody, whose name I didn't catch, reported working on a PA17 rebuild at Everett Airfield.

Jim asked if there were any **Flight Reports**:

Alan Bilbro reported he had flown his *RV-7A* to Montana and back.

Roger Stout flew his Highlander to Kiowa and Bijou Bottom (?) for breakfast.

Pete Vinton described a recent flight in a *Carbon Cub* from Valdez AK to here via Juneau AK to here. He burned 5.5 gallons per hour at 90 mph..

Rudy Kniese reported about **Young Eagles**. The next events will be next weekend and the first weekend in November. The most recent event flew 25 kids. We have earned \$1800 in credit with the national EAA of which \$536 is left. He raised the possibility of sponsoring a kid to the EAA Academy with this money. See new business below for more about this. We have flown 443 year to date and he is projecting 513 by year end. Program to date, we have flown 2258.

Jim asked if there was **Old Business** to be dealt with:

Howie Cammack reminded us he has or can get nametags for the members.

Jim reported Douglas County had assigned an executor to the Bongberg Estate and he and the board are continuing involvement in clarifying our status with respect to the hangar and its contents, which **Jack Bongberg** sold to the chapter prior to his death.

Jim asked if there was any **New Business** to be considered:

There was a discussion about scholarships for students and a committee consisting of **John Schneider**, **Don Shipman** and **Dagmar Kress** was designated to develop a proposal. **Rudy Kniese** will select and send someone to the EAA Academy under the banner of Young Eagles, independently from the committee.

We were reminded the holiday dinner will be at the Mt. Vernon country club in January.

Russ Grell said he is starting to send mailings to solicit new members and it was noted if we get more members we will need a bigger meeting room.

Dwight Hapeman suggested the chapter have a booth at the next regional fly-in/air show and was promptly designated the responsible party to research and propose specifics for this.

Jim asked if there were any **Safety Notes**:

Russ Grell reminded us that Lycoming publishes technical notes about maintaining and operating their engines. These are updated periodically and are available from their website. (They are also typically available at the Lycoming booth at Oshkosh and other major fly-ins) He characterized these publications as, "a Pilot Operating Handbook for each engine."

A coffee recess was declared.

After the break, **Bill Dube** and **Eva** discussed their electric powered motorcycle project and explained they were looking for assistance in locating a suitable test site.

Alan Bilbro showed us the iFLY 700 moving map/chart display device. (For further info see iFLY.adventurepilot.com.) It has a 7" screen costs \$499 and for \$69 per year you get up-to-date VFR charts and airport diagrams etc. The IFR version costs \$89 per year.

Lyn Langer answered a few questions about his panel and avionics choices.

Respectfully submitted,

Lynwood Langer, Secretary



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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: Ted Lemen (303-985-3684)
Secretary: Lyn Langer (303-337-9745)
Treasurer: Russ Grell (303-791-3528)

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Terry Sickler (303-816-2090)
John Linz (303-771-0685)
Brian North (303-805-9428)

Volunteer Officers:

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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)

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