

EAA 301 - Rocky Mountain Chapter

October Meeting:

President Jim says,

“It’s ‘Bring Your Plans’ night. An open discussion on plan sets, questions and answers, etc. And I can also cover some electrical wiring situations, of late, on certified aircraft.”

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

October 13th, 2010

Some things are not always as they seem. A few weeks ago, I completed my annual on the old Mooney and the wife wanted to get out of town. Well, the weather had been looking great across the eastern plains all the way to Missouri where we wanted to go. Checking and re-checking, all things seemed perfect. We completed our packing and I had the plane fueled the night before and we were ready!

Seems that a chance of rain popped up in the news late Friday night for some late night rain and early morning mist (or sometimes referred to as fog). Hmm, well we’ll get out as soon as the sun starts shining and burns off that nasty stuff. Yeah right!

Saturday morning arrived and it was Pea soup at 6am, so I climbed back in the sack and got a couple more winks.

Along about 7am we were up fixing a little breakfast and checking what the weather guys were saying. Oh, mid-morning it should be gone. Yippee, yeah right... At the airport with the airplane packed and clouds still breaking up on the top edge of my hangar the break-up wasn’t looking too good. The weather service PC at the terminal showed no moisture and the clouds could hardly be made out by the satellite view. However, there was a very thin-looking layer from Colorado to eastern Kansas and as far south as Lamar, reaching all that way to Dodge City, KS. The thick clouds were all in Nebraska and appeared to be moving north.

Lunch time came and we had a small lunch at the FTG café and waited a bit more. Finally about 1:15pm it was up enough for the big decision. OK, let’s go, I exclaimed with great enthusiasm! I filed a VFR flight plan and the briefer

advised against it, saying “You’ve got IFR through most of western KS”. “Yeah, I know, if I get near any of that nasty stuff I’ll head south and keep Flight Watch advised”. “OK”, says he. In a few minutes we are wheels up and heading east with what looks like some decent weather just under the cloud deck. That didn’t last long. About 15 miles east of Beyers it was either turn around or get going south. So south it was, and I quickly crossed the familiar sight of I-70. Then in no time, I was going south of Limon and talking to Flight Watch to see just how far I might have to go to get around this.

Wouldn’t you know, as I’m gathering the input from Flight Watch, I get a good break in the clouds so seeing I know

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EAA Chapter 301 Meeting Minutes

September 17, 2010

Rudy Kniese called the meeting to order at 7 pm.

Visitors:

Andy Craig is interested in a building a Sonex.

Wayne Robinson is building an RV-4.

Wayne Steiner and son William

Darren Wize and Friend.

Program Presenters from Chapter 43: Lynn Miller, Steve Beach, Tom Krell, Destiney Krell, Roxie Juul, John Juul.

The minutes of the previous meeting were approved as published in the Newsletter.

Financial Report:

Treasurer Russ Grell reported that we are solvent. He noted we had nice Young Eagle donations from the last event.

Tech Counselors:

John Linz inspected **Dick Dougherty's** gyrocopter.

Flight Advisor:

No report.

Progress Reports:

Don Smith continues work on his Rans S-19.

Tex Arnold is working on his Neuport and requested folks stop by and give him ideas.

Stan Shalgren is making progress on his Zenair-701.

Peter Wells is about done with the tail section of his RV-7A.

Mike Casey has an RV-7A and highly recommends getting a headset with Bluetooth. He said to add Bluetooth, one can purchase an adapter from Pilot Communications for \$290.

Rudy Kniese has been flying and repairing his Glastar.

Flight Reports:

Denis Walsh flew to the Badlands on his way to an RV fly-in in Hot Springs, South Dakota.

Jesse Wright flew off his hours in his KR-2. He solved a rough-

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).



Unintentional and expensive plowing maneuver.

George Giboney's Thunder Mustang, *Rapid Travel*, cartwheeled after making a dead stick landing during the Gold Super Sport race at Reno. Giboney received minor injuries in the incident. Photo credit: Danny Busch

President's Page (Cont'd)

(Continued from page 1)

that this is just a low level layer, I'm full power and climbing. Two thousand feet and we're above the layer! Yippee! Now it is east bound and I climb and maintain 7,500 with this layer below. The further east we go, the thicker the layer is below. Ok, what is changing now, I think to myself while the wife constantly queries me about when we are going to see the ground again. Without weather on board that is a difficult question. However, I'm staring at this cloud wall in front of me for at least a half an hour wondering what changed out east. So, I climb to 9,500 and continue. The clouds below are even thicker and this cloud wall in front of me is getting me intimidated. I make the decision to call Flight Watch and get some alternate input. All they can tell me is that Great Bend is reporting 7500 broken. Well that is out in front of us, but from here it sure doesn't look like it.

Now I have a decision to make, climb over this stuff in front or head south or descend to the cloud tops that are below me and see what it really means. Based on the report on Great Bend, I opt to descend for a better perspective. Wouldn't you know it, the lower I went, the thinner the cloud deck below. Now I'm really close to what looked like a wall of clouds in front and they seem to vaporize and become broken. It was a beautiful sight. Now I can go below the clouds and the rest of the trip to Monett was simply in the haze. It sure is humid and warm in Missouri!

Some times your project might have a perspective about it when you are far from your goals, but as you get closer you can get an improved version of it.

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

Jim Elliott

Below: One of the spectacular views from the AirVenture 2010 Saturday night air show.



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@lbarrett.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 (flyinifun@aol.com).

running engine by tightening some loose clamps.

Stan Specht flew his Kitfox to the annual Kitfox fly-in in Homedale, Idaho.

Three Chapter members attended the CPA fly-in in Marble, Colorado.

Young Eagles:

Rudy Kniese reported the Young Eagles team on 9/4/10 flew three troops of Boys Scouts to earn credit toward their merit badges.

Old Business:

The Board of Chapter 301 is looking into the best path to proceed in managing the hangar, aircraft project, and many tools left to the chapter by member **Jack Bongberg**, who passed away in August.

New Business:

None.

Safety Report:

None.

Break:

Refreshments provided by Tedder Enterprises.

Program:

EAA Chapter 43's scholarship committee, a scholarship recipient, and members presented the program. Lynn Miller and Steve Beach told how the chapter invests about \$4,500 each year toward usually three scholarships, normally to youth, and how fund raising occurs. Destiney Krell shared some of her experiences as a scholarship winner in attending the Air Academy at EAA Headquarters this past summer.

Meeting Adjourned.

Respectfully submitted by **Stan Specht** for, **Lyn Langer**, Secretary Chapter 301



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: Ted Lemen (303-985-3684)
Secretary: Lyn Langer (303-337-9745)
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

Scott Wiseman (720-427-5037)

Young Eagle Coordinator

Rudy Kniese (303-841-7180)