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Founded 1957
**MILE HIGH
FLYER**

The Official Monthly Newsletter of EAA Chapter 43

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Mark

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It's going to be a photo finish.



Now this is an experimental aircraft, designed for those hot Colorado days.

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**NEXT MEETING FOR CHAPTER 43
IS ON APRIL 9TH. AT 6 PM
LOCATION IS UPSTAIRS AT ERIE AIRPORT.
SPEAKER IS DEAN BEARD.**



To: All Mile High EAA Chapter 43 Members and Friends
 From: Mark Graf, President
 Subject: Changes and Status

I want to take a few lines of ink, a few bytes of information to keep you all up to date, and give credit to where credit is due.

This week we submitted our paperwork to become IRS code 501 c 3 status approved. This helps us by removing most limits on donations, and making those donations tax deductible. We will be holding a briefing for all members as soon as we obtain the approval. Many thanks to Stan Specht for all of his efforts to complete this goal. We have updated the web site with the suggested changes to the by laws. Please review them before the next meeting. They are minor changes, but I want all of us to be involved in our future. I will also ask Bob to put the additions in the newsletter.

As many of you know, the Jefferson County Airport has had its problems with tenants. With a new staff of commissioners, we are learning of many changes, some of which might bring an open door back to our chapter. I am requesting a meeting with Commissioner Congrove to discuss our participation at the airport. I am hopeful that many of the barriers to communications will be removed, and that we as part of the aviation community will be heard. For those of you that have joined since then, we used to have a meeting place at Jefferson County Airport at no cost. The airport took that away when the new terminal was built. We then thought we had a meeting place when we donated monies towards a computer projector, only to learn that the airport was just counting down the time to begin charging for the room use. I am hopeful that we can negotiate a permanent meeting facility, either at Jeffco, or at Erie. We need a home, and we need a home that all members can come to, be safe, and be comfortable.

I am continually amazed at the strength and support our chapter provides to each other. The sharing of technical issues, safety concerns, continued devotion of our volunteers, and good old friendship. I want to thank all of our volunteers for their continued support. This chapter runs on those people. Please take the time to thank one next time you see someone volunteering, working for our chapter, working for you.

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Donald L. Coleman, MD, MPH
 PRESIDENT

Many thanks to Dan Jensen from Redline Aviation for his informative talk on dynamic propeller balancing and how it can prevent premature on you plane and systems.

Announcements were made at the last meeting about our regional fly-in and the need to sign up early to volunteer. 4 hours equals free admission. Use the link on the website. RMRFI

Lothar Klingmuller flew his RV-6A from Denver to Managua Nicaragua. See details this issue

Ed Pruss has hanger space in Longmont for a high wing aircraft for \$130 per month. Call Ed at 303-489-8002 or edpruss@earthlink.net

John Starkey passed away this past month going to his hanger of final resting.

Try out a new website: <http://www.young eagles.org/>

The Young Eagle team is looking for equipment to take photos, and print them with diplomas on site after the flights. Donations readily accepted.

Aircraft Cockpit Demo Day April 9 10-5 at Wings Over the Rockies Museum

RMRFI Planning Committee Meeting April 10 3PM Terminal Building at Front Range

Sun'n Fun April 12—18 Lakeland Florida

Fremont County Airport Fly-In Breakfast May 7 7-11 Canon City

Balloon—A—Vista Central Colorado Regional Airport Buena Vista June 11-12

Stearman Fly-in June 11—12 St. Francis Kansas

RMRFI June 25—26 Front Range Airport

Note: The Anthem Ranch by Del Webb Homes south of Hwy 7 is expected to open Oct. 2005 and have a projected 1500 homes for the site.

Promoting Aviation Safety Through Education and Cooperative Events

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Chapter 43
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EAA



To: Antique Aircraft Association and EAA Members
From: John O'Donnell
February 2, 2005

The organizing committee of the Colorado Spring's "*In Their Honor Air Show*" would like to invite the members of the Antique Aircraft Association and the EAA to this years event. The dates of the show are July 9th & 10th at the Colorado Springs Airport

We are looking for a dozen or more aircraft for static display for each day.

There is not much available hanger space at COS so we wanted to invite owners to bring in their aircraft on a one day rotation. Of course if you want to stay over night we will provide uncovered tie downs at one of the FBOs on sight.

We would ask that you be on the ground in Colorado Springs by 7:30 each day. (Saturday the 9th or Sunday the 10th.) and that you stay until 4 pm. We have a four hour waiver for aerobatics each day, from 11 am. until 3 pm., the show gates are open until 4 pm. If the Weather gets to looking bad we will open the gates to get you headed home.

We want to offer to cover the following for those participating:

1. We will cover your fuel and oil.
2. Meals, breakfast, lunch and a burger before you head home. (Hospitality tent.)
3. Tickets, just in case you have friends coming to the show. Of course we will have a pilots pass to get you in and out of the show grounds.
4. All aircraft that request it will be roped off.
5. Pilots gift package.

If you are interested in joining us please contact John or Carol O'Donnell at:

director@csairshow.com or call us at 719.635.8803

The air show web site is www.csairshow.com

Once you sign up we will send you a personal and aircraft information sheet to fill out and return. If you have a photo we would like to have your permission to use it in the program.

Subject: Central American Trip with A RV-6A by Lothar Klingmuller

For the benefit of those in the RV community who have completed their airplane and those who are currently building and are dreaming about places to fly, I have summarized my concerns, flight planning and pertinent data of our February 2005 trip from Denver, CO to Managua, Nicaragua.

I would have liked to have included some of the great aerial photos of this very interesting, unusable and enjoyable trip. However, I lack the know-how of setting up a web site.

Equipment: "Stock" RV-6A, new O-360 1A1; original had the Lasar ignition system, now regular Slick mags (post coming up), fixed pitch prop, night VFR with gyros, Navaid autopilot, hand-held GPS (Garmin 195), now 495 hours total time.

Trip statistics:

- 1) GPS distance flown: 5110 nmls (includes one 100 nmls local flight in Guatemala) = 5880 st mls [equals great circle distance from Denver to Athens, Greece; or Denver to Point Barrow, North Slope, Alaska round trip]
- 2) Trip tach hours: 34.0 (I cruise at 2450 rpm: 1 tach hr = 1 clock hr)
- 3) Total fuel burned: 298 gal at average cost of \$ 2.88/gal (includes a \$6.50 fuel navigation fees levied each fueling in Mexico)
- 4) Total fees for permits, landing, parking etc : \$297.- for a total out of pocket airplane cost of \$1,211.-
- 5) Landed at 15 different airports

Preflight Planning/Permits/Fees:

Forget about contacting either AOPA or EAA about experimental airplanes and flying south of the border! AOPA gave me verbally incorrect information. Helpful advice can be obtained from Baja Bush Pilots (www.bajabushpilots.com).

They sell an airport directory for Mexican airports. Because of its bulk and weight, I did not purchase one.

The best practical advise I received was from fellow pilots of the Colorado Pilots Association (CPA) who had been in Central America in the last couple of years. I did have a lot of questions and concerns about permits etc.

The most useful advise I received and followed: Set up a binder containing copies of all airplane-related documents such as pilot's license and medical, registration, airworthiness certificate, and insurance policy (see comment below).

These documents are a must have. I even included weight and balance and a picture of the airplane. AOPA's real flight planner was very helpful for the initial and overview planning.

A) Entering Mexico: No prior permits are required to fly into Mexico. Just file a flight plan in the USA or from Central America. if you are coming back, you may receive a squawk code. Confirm the approach or tower frequency for the port of entry (POE).

You can fly way past the international border as long as the first airport is a POE. I used the listing of the Pilot Express Directory to check if a specific airport is a POE. This listing came in handy, as my return flight plan changed.

Mexico requires that you have liability insurance. Because of recent Mexican changes, it is no longer a requirement to purchase liability insurance from a Mexican company, as long your US insurance company states that you are covered in Mexico.

I have my insurance with AIG ('JT' Holmes, agent for Nation Air). My policy specifically states "...political boundaries of the United States of America, Mexico, Central America, Canada, the Islands of the West Indies (excluding Cuba) and while en route between places therein". I choose not to buy extra insurance. Just prior to my departure I had the bright idea to get something written in Spanish, as some Mexican custom officials do not read or speak English. 'JT' e-mailed me a cover letter both in English and Spanish stating the specific pages where it states that my policies cover Mexico. A copy of this cover letter plus the two main pages of the policy including the page stating the countries/region covered was extremely helpful to get the permits.

Thanks are due to 'JT' for a speedy reply!

Now Mexico will issue a multiple entry permit, good for the calendar year applied for. Insist of in, if you plan to fly more than one time to Mexico. It costs the same (502 pesos ~ \$45.-) as the single entry permit. Now in my case, I did have to buy two of these permits, as the one issued in Tampico, my initial POE, states "...multiple entries in 2005 FROM the United States of America.." After waiting for almost four hours to get this permit, I did not realize this discrepancy until the return trip.

Yes, I had to buy an other permit coming from Guatemala because of the restrictive wording. I really do not know if one will be able to get one permit stating to enter Mexico "...desde los Estados Unidos De America o Centro America" !

By the way, I had to show these permits at every airport. Yes, the Mexicans are very bureaucratic and like their paperwork!!

B) IN Mexico: There is now a new fixed Navigation fee levied every time you buy fuel. 100 gal or 1 gal, it is 70 pesos (~\$6.30). This fee depends on the wing span. The RV ended up in the BE 35 category, which has wingspan less than 10 meters. At all airports there is a charge for parking, landing, or misc. Not much (between \$6.85 including 2 days parking to \$16.45 incl. 3 day parking), but time consuming paperwork. Pay in pesos, and save 10% +/- . Most fuel can be paid with a credit card, but they will charge an additional 4% for Visa or MC. American Express seems to be the preferred cards for fuel charges.

C) Leaving Mexico: You must leave Mexico from a POE. Flying to Guatemala, we filled up in Tuxlan [MMTG], which is not a POE. So we had to make an other stop in Tapachula [MMTP]. On the return trip we did fuel and checked out in Guaymas, the most efficient fuel/flightplan filing/paperstuff airport we landed in all of Mexico

Guatemala, El Salvador and Nicaragua

Advanced permission, usually 24 hrs are needed to land or overfly Central American countries. Either fax or (?) phone the DGAC (Derecion General de Aeronautical Civil). Fax seems to work best particularly if you have a fax number for a reply. Baja Pilot Association has a list of these numbers. If you get a reply, you will get an authorization number. Since I joined a group of 5 CPA planes in Guatemala City [MGGT] one batch request was send for all 6 planes to the three countries. The request contained the following information: (1) date of landing or overflight (use a window date or 'about') (2) departure airport (give two or more if not sure), (3) POE, (4) Aircraft type {Experimental RV-6A} and registration or N number, (5) Pilot's name and license number, (6) copilots name and license number or passenger name and citizenship, and purpose of flight (tourism). In Guatemala we needed a permit for a local flight. If I remember correctly it was free, but needed the permit number for the flight plan.

Fuel and Fees

All 11 airports south of the border I landed at, had 100/130 fuel. Prices varied between \$2.75 to \$5.00/gal. The trip average including US was \$2.88/gal The highest was paid in US cash and with a prearrangement in Managua [MNMG]. Interestingly, in Guatemala they use gallons, all other places it is liters.

Landing, parking (even at customs while checking in or out), navigation and or other fees are collected at all airports with control towers. These fees ranged between \$6.85 for 2 days parking and landing fees (POza Rica, MX [MMTP]) to \$85.50 for 8 days of parking plus landing fees (Managua, Nicaragua [MNMG]).

Since we arrived and departed from [MNMG] as a group, we decided on using a handler which charged each airplane \$56.57, a rip off in my books. Talking about handlers, these are paid companies who handle all the paperwork (immigration, customs, flight planning, fees etc) at airports. Corporate pilots/owner like to use them to avoid personal hassle of the paper war. With a little patience, a smile, and a few Spanish words you do not need a handler!

Communication, Flight Plans and Navigation

All controllers spoke English. Some better than others, but always understandable. I always read frequencies etc back which where answered with "correct". For me it looks like each controlled airport is like a little empire. When leaving one controlled airport they advise on the frequency for the next airport, even if this airport is 200 nmls away. My impression was that most airports in Mexico did not have radar. The best communication/English and radar cover was over El Salvador. Since the entire flight was VFR, I did not follow airways. It worked great as I told the controllers I was on a VFR flight.

Flight plans are required when leaving from a controlled airport. First you close and then file if there is no overnight stay. Pay your fees either on arrival and departure or both times. Ask for weather forecasts or current conditions of your route. At one place the regular system was down so they called up the tower who then called up at destination for weather info. At other places they used the Weather Channel, NASA's site, or other commercial sites in order to get the big picture.

I used a handheld moving map GPS (Garmin 195) and ONC charts for back up/following. The GPS had all the frequencies, airport data etc. This was one of my big worries, as the ONC charts do not have any airport information except field elevation. The ONC charts are really outdated but serve as a vital backup for

big picture: elevations, rivers, coast lines, lakes etc.. NOTE: It is important that you cut up and prepare these charts prior to your flight!!!

General Comment /Advice

It is not as convenient to fly south of the border as it is to fly here in the States, BUT the air is the same and the scenery and people are tremendous, different, and friendly! Once you have mastered that you are not in the States, speak a couple of Spanish words (si, no, por favor -> is almost enough), and realize that you are a visitor, you can have a lot of fun. If you stay away from the big tourist places, prices are lower, since prices in general at not so favorable any more than a couple of decades ago..

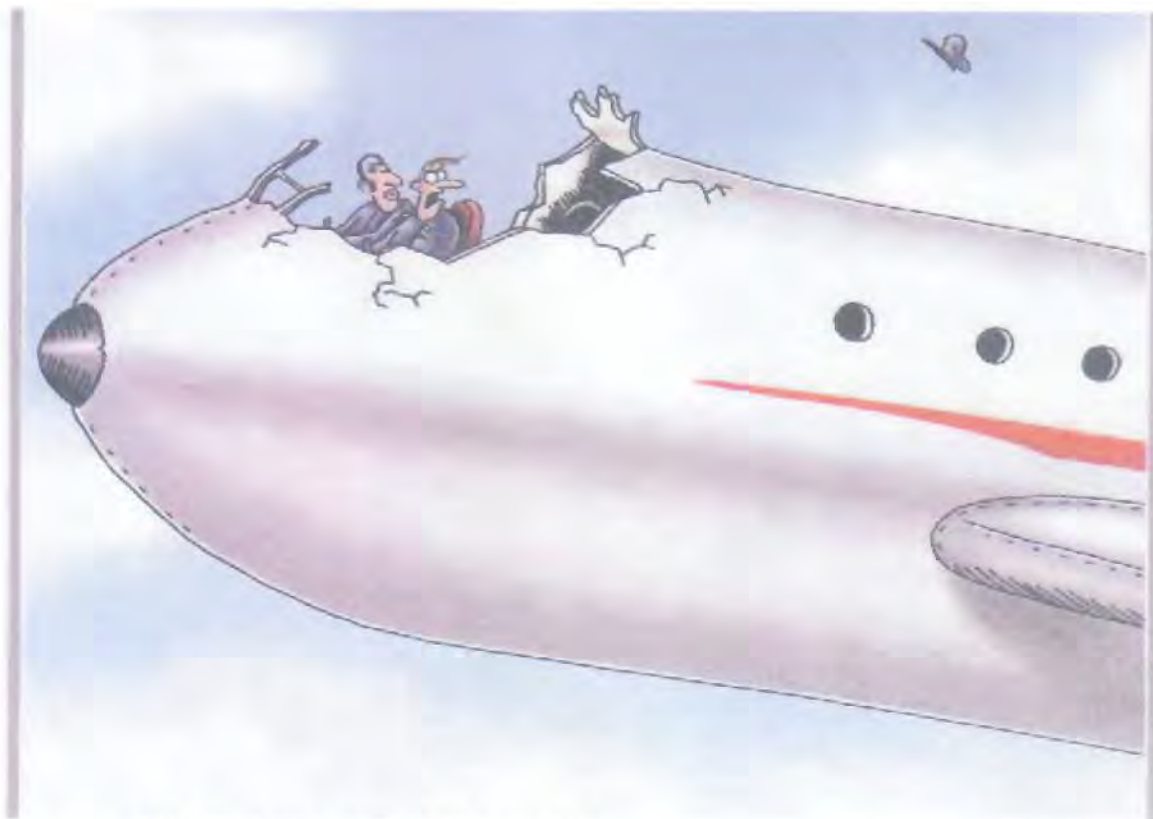
Tips:

Bring long enough tie down ropes, as tie down rings are for BIG planes , bring chocks, as some airports do not have tie down rings (leaving your parking brakes on for a long period could bust the brake seals due to heat expansion) The jury is still out about weather to cover your plane. I did so in Managua for a week only to discover that dust got UNDER the tarp. The constant wind did some rubbing slightly, dulling some spots on the cover. A cover certainly keeps the inside cooler, possible discourages unwanted entry etc.

In summary:

I had no problems flying my RV down south and my advise:**expand your horizon and fly south!**

Happy Landings, Lothar



“Oh, great! Now there goes my hat!”

Larson

EAA Mile High Chapter 43

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FIRST CLASS



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