



# Mile High Flyer

The Official Newsletter of  
The Experimental Aircraft Association Chapter 43

Established May, 1958

Volume 41, Issue 1

On the web @ [www.eaa43.org](http://www.eaa43.org)

January, 2014

## Next Meeting

**Saturday, January 11, 2014**

*Our annual awards banquet starts at 6 P.M. @ The Colorado National Golf Club, 2700 Vista Parkway, Erie. This is just East of the Erie Airport. Tickets should be purchased prior to the meeting.*

*See information on page 5 of this issue.*



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## Editor's Corner

*This issue of the Flyer is dedicated to our friend, President of Chapter 43 for the past 2 years and long-time member, David Biesemeier.*



*There is a very touching letter on page 2 that had been sent to Dave's wife, Lyne. It thoughtfully expresses some of the things that made David special and loved by those who knew him.*

*There is also an article on page 3 that Dave had been working on before his death. It had not been completed, but it is worth reading now.*

*It was David's wish to have no public funeral service, but there may be a gathering next year in his honor.*

*As we start the new year, I am so very thankful for the special friends I've made because of this wonderful passion we share called flying. My resolution is to enjoy the precious freedom to build & fly my own airplane as often and as much as I possibly can.*

*Merry Christmas!*

John 

Lyne,

Speaking for our entire chapter membership of EAA 515 we are sincerely sorry for your loss and our prayers and thoughts are with you and your family. Words cannot express our sorrow and sympathy for this unimaginable tragedy. We have all lost a good friend and fellow pilot in David that had the highest respect from all the lives he touched.

David was one of the first smiling faces we met when Kim and I moved here from Texas and, I will never forget that his handshake was firm and his personality was warm and welcoming. We felt like we had known him all of our lives in the first ten minutes after we just met. He was an Aviator's Aviator and took great pride in mentoring up in coming young pilots! Personally I came to know David as a selfless man that was always at the front of the line to help before asked. Lyne although we didn't get to spend as much time with you, Kim and I enjoyed every moment together with you and David. I know God will hold you close in his grace and watch over you and I hope you find piece soon.

Someone once told me "A person can live forever if they just give enough of themselves to enough people so that it will be carried forward and multiplied by the messengers".

Well David has a basket overflowing with messengers and thereby a legacy that will live forever. Thank you for sharing him with us.

Please let us know of the funeral arrangements so we may pay our respects to David and your family.

God Bless you and your family.

Sincerely,

*Rick*

Rick Raesz

Lyne Biesemeier received this letter from Rick Raesz, the President of EAA Chapter 515. She asked that we share it with our members. I think that it says a lot about the way that Dave affected so many lives, and the kind of person that he was. Thank you Lyne, for sharing it with us. And thank you, Rick, for putting your feelings so eloquently into words. (ed.)

(Editor's note: Dave had been working on this article before his untimely death on November 27th, 2013.)

## MEMORIES OF CHAPTER 43

By David Bieseimeier

Back in 1976, I began looking for a local EAA chapter to join for advice in choosing and building a homebuilt aircraft. I finally was put in contact with Ron Denight who was a chapter officer. I don't remember what office he held. Ron invited me over to his house to see his project and talk airplanes. At that time, Ron's project was just the beginnings of a single place Pazmany PL-4, which Ron had decided to expand to a two place. We reviewed a number of available plans (no kits at that time) after I expressed an interest in an all metal plane. Ron suggested joining EAA national for me to receive EAA's magazine, *Sport Aviation*. I also found out from Ron that Chapter 43 held it's meetings on the second Saturday each month (as it still does), and the meetings were held at the homes of members who had projects of one sort or the other in the works. Lyne and I soon went to our first meeting, introduced ourselves, and joined up.

Some of those first members I met were Dean Cochran, Jim Ernst, Brad Davenport, Gene Horsman, and a little later, John Evens. I knew Brad Davenport from Colorado Aero Tech, where he had been the school director. I also visited Jim Ernst at his home to see his T-18 project to see if I might be interested in building that model. I later chose to build a Sidewinder, and at that time there was another chapter member building a Sidewinder, although I don't recall his name. He sold his project and moved out of the area.

Some time later, we began meeting at the Broomfield Rec center, and later at the Ball Company facility at Jeffco Airport courtesy of Brad Davenport, who was then working there. Other meeting spots were Denver Air Center in their old hangar club house at Jeffco, upstairs in one of the old hangars at Jeffco where the new Denver Air Center facility now resides. Later still, we began meeting at Colorado Aero Tech across the road from Jeffco, and we continued to meet there for several years. When that was no longer available, one of our members by the name of Blue Grassfield, generously volunteered his personal hangar at Tri-County Airport. We met there for several years before moving back to Jeffco to the terminal building for a couple of years. We then met for a couple of years back at Tri-County upstairs in a too small and narrow and hot room. When we wore out our welcome there, it was back to Jeffco where we presently meet in the Mount Evans Room. This chapter really needs a permanent place to call home! My memory of the order of all these meeting places is probably scrambled up a bit, but you get the general idea that we have moved around a lot.

Somewhere along the line, the Chapter began having pot-luck picnics each year, with Don Coleman offering his hangar at Erie for many years, and for the last few years, Bob Wilson has allowed us to have our picnic at his hangar at Longmont. Does anyone remember when we started that tradition?

Chapter 43 members have always been very involved in the staging of the Rocky Mountain Regional Fly-in, which has also bounced around from airport to airport. Some of the most fun fly-ins for me were the ones held at the Greeley Weld County Airport, when I first started flying the Sidewinder along with many other newly completed homebuilts back in the early 1980s.

December 12, 2013

As Dave Bieseimer was a dear friend and associate to most of us, and the cause of his untimely death was such a mystery to all of us, I decided to try to find out what has already been discovered through investigation. An accident like this is naturally of great concern us in the homebuilt aircraft world.

Since I worked for the Denver FAA FSDO in general aviation operations, have been trained on accident investigation, I knew how the investigation would go. When an aircraft accident happens, the FSDO always does an investigation – to determine if there was a violation, and the NTSB only investigates certain accidents in order to determine cause and make recommendations.. They usually only investigate large aircraft crashes, fatalities, or unusual circumstances, as they have limited resources. I was able to speak to the FSDO investigator – a friend of mine and good guy with whom I worked while I was there. He gave me some details, and most importantly, he told me the NTSB *IS* doing a full investigation of this accident. This is very good news, as the NTSB investigators are highly trained and experienced in issues such as structural failures, and we should be able to get a good understanding of what happened. I was fortunate to be able to speak to the NTSB investigator as well, and got more details. His request for me was to obtain the maintenance logs and builder's log and manual for the aircraft, if possible. This is being worked now.

Here is what I found out:

Dave took off after lunch on November 27 on a beautiful day from Metro (BJC) to Fort Collins (FNL) in his 30+ year old Sidewinder which he built. While maneuvering near Boulder, the left wing separated from the aircraft resulting in the fatal crash. The ATC radar history showed he made an abrupt (or steep) turn to the right, which resulted in the left wing coming off. There were geese in the area and the turn could have been an evasive maneuver, but there was no bird strike. Investigation of wreckage clearly showed that there was a structural failure of the left wing spar, where there appeared to be low cycle fatigue damage along the rivet line closest to the fuselage. This means the damage had been there for an unknown amount of time previously, and this maneuver was enough to cause it to separate. This does not imply that any g-limits were exceeded or that the aircraft was maneuvered improperly.

The NTSB investigator couldn't tell me when the full report would be released, but that his part would be completed fairly soon. When the full report is released (sometimes as much as a year later), it will be on the NTSB website.

I will let everyone know if I get any more information.

Stephanie Wells

## **Annual Banquet Meeting**

EAA Chapter 43 annual awards banquet will be on **Saturday January 11 2014**, starting at **6pm**. It will be in the same location as the last few years at the Colorado National Golf Club just East of Erie Airport.

**Colorado National Golf Club  
2700 Vista Parkway  
Erie, CO 80516**

The dinner menu is as follows:

Mixed Green Salad served with Balsamic Vinaigrette & Ranch Dressing  
6 oz. Grilled Sirloin Steak  
Steamed Vegetables  
Baked Potato Bar  
Fresh Rolls  
Homemade Chocolate Chip Cookies

Coffee, Tea, Soda Beverage Station  
Cash Bar for All other Beverages

The Chapter Board voted on picking up the additional cost for each Chapter member and their first guest.

Cost for Chapter member - \$20.00  
Cost for 1st Chapter member guest - \$20.00  
Cost for each additional guest - \$26.00

**Payment** can be made by Cash or Check made out to **EAA Chapter 43** and can be mailed to the Chapter's PO Box below, or hand delivered to our Chapter's Treasurer, Myles Lee.

Payment can also be made via our Chapters website and **PayPal** account using the following link, or opening the Chapters Website and selecting *Banquet*.

<http://www.eaa43.org/banquet.htm>

**EAA Chapter 43  
PO Box 1725  
Broomfield CO 80038**

# Upcoming Events Calendar

Submitted by *Don Smith*

## 2014 EVENTS

### JANUARY

- Sat 11 EAA Chapter 43 Holiday Dinner, Master's Restaurant, Colorado National Golf Club, Erie CO , 6:00 p.m.
- Sat 11 CPA Fly-in planning meeting, KBJC, 1:00 p.m.
- Jan 16-19 Sebring FL U.S. Sport Aviation Expo <http://www.sport-aviation-expo.com/>
- Mon 20 AFC/FAA Team Wings Safety Seminar, Ramada Hotel, Centennial airport, 6:00-8:00 p.m.
- Sat 25 EAA Chapter 301 Young Eagles Rally, FTG 7:45 a.m.  
25 Rocky Mt. Airshow Casino Night, Lakewood Country Club  
<http://www.cosportaviation.org/seasonofaviation.html>

### FEBRUARY

- Sat 8 EAA Chapter 43 Meeting, KBJC, 7:00 p.m.
- Sat 1 AAHS Annual Aviation Meeting, 9am-3pm, CAL AERO FIELD, Chino Airport, Chino, CA [www.aahs-online.org](http://www.aahs-online.org)
- Sat 8 EAA Skiplane Fly-in, Pioneer Airport, Oshkosh WI, 10 a.m. to 1:30 p.m.  
[http://www.eaa.org/news/2013/2013-12-03\\_eaas-skiplane-fly-in-moved-to-february8.asp](http://www.eaa.org/news/2013/2013-12-03_eaas-skiplane-fly-in-moved-to-february8.asp)
- Mon 10 AOPA ASI Accident Case Study: Live Safety Seminar, Ramada Plaza, 10 E 120th Ave, Northglenn, 7-9 p.m.
- Mon 17 AFC/FAA Team Wings Safety Seminar, Ramada Hotel, Centennial airport, 6:00-8:00 p.m.



## ***Update on the third-class Medical Petition From the AOPA***

After nearly two years of FAA inaction on the AOPA/EAA third-class medical petition, Congress has taken matters into its own hands, offering up legislation that would vastly expand the number of pilots who could fly without going through the expensive and time-consuming third-class medical certification process. Reps. Todd Rokita (R-Ind.), a member of the House General Aviation Caucus, and GA Caucus Co-Chair Sam Graves (R-Mo.) on Dec. 11 introduced the General Aviation Pilot Protection Act. The legislation would dramatically expand the parameters for flying under the driver's license medical standard. Rokita and Graves are both AOPA members and active pilots.

"We have waited far too long for the FAA to expand the third-class medical exemption to more pilots and more aircraft," said AOPA President Mark Baker. "Congressmen Rokita and Graves stepped forward to take decisive action in the best interests of general aviation when the FAA refused to act. We appreciate their outstanding leadership on this issue and look forward to seeing this bill move forward."

The General Aviation Pilot Protection Act would allow pilots to use the driver's license medical standard for noncommercial VFR flights in aircraft weighing up to 6,000 pounds with no more than six seats. That includes virtually all single-engine airplanes with six or fewer seats, including Beech Bonanzas, as well as many light twins like the Piper Aztec, Beech Baron 55 and 58, and Cessna 310. By way of comparison, most large SUVs on the roads today weigh more than 6,000 pounds and can carry six to seven passengers, making them larger than the aircraft that would be operated with proof of a valid driver's license under this new bill.

Pilots would be allowed to carry up to five passengers, fly at altitudes below 14,000 feet msl, and fly no faster than 250 knots. The act also would require the FAA to report on the safety consequences of the new rule after five years.

"As a pilot, I am pleased to introduce this important legislation with my colleagues and fellow pilots," said Rokita. "This bill eliminates a duplicative and therefore unnecessary medical certification regulation that drives up costs for pilots and prevents the general aviation industry from fulfilling its economic potential."

"For many recreational pilots, the FAA's third class medical certification process is nothing more than a bureaucratic hoop to jump through," said Graves. "It discourages new pilots and does not truly improve safety. As a pilot, I have gone through this process several times. However, like all pilots, I am responsible for determining whether I am medically fit to fly during the time between my mandated medical certifications. Expanding the current exemption makes sense and will promote greater recreational aviation activity across the U.S. without an impact on safety."

In addition to Rokita and Graves, the bill was co-sponsored by Reps. Collin Peterson (D-Minn.), Bill Flores (R-Texas), Richard Hanna (R-N.Y.), and Mike Pompeo (R-Kan.). All four co-sponsors are members of the GA Caucus.

The legislative action comes after the FAA has repeatedly declined to rule on a March 2012 petition filed by AOPA and EAA. That petition asked the FAA to expand the driver's license medical standard already used by sport pilots for nearly a decade. Under the petition, pilots would be able to operate noncommercial VFR flights in single-engine aircraft with 180 horsepower or less, four or fewer seats, fixed gear, and a maximum of one passenger. To participate, pilots would need a valid driver's license and would be required to take recurrent safety training to help them accurately assess their fitness to fly.

More than 16,000 overwhelmingly favorable comments were filed during the public comment period on the petition. But despite strong support from the aviation community and solid evidence that the exemption would maintain or improve safety, the FAA failed to act, so AOPA turned to supporters in Congress for help.

Building support for the General Aviation Pilot Protection Act will be critical to its passage, and AOPA will be calling on members to show their support in January after Congress returns from recess. Look for details about how you can help in upcoming issues of AOPA ePilot and on [AOPA.org](http://AOPA.org).

## Want Ads

**For Sale** - **RV-7 tail kit**, completely built and inspected by EAA Tech Counselor and IA with supporting paperwork. Includes horizontal and vertical stabs., elevator and rudder and trim tab. Get a jump start on your RV-7 project for just \$2,000! All proceeds go to EAA Chapter 43 to support this year's EAA Leadership Camp attendees. Please contact John Evens @ 303-420-2724 or [jrepilot@hotmail.com](mailto:jrepilot@hotmail.com)

### Price Lowered!

**STRATUS ADS-B RECEIVER FOR SALE:** 1st Generation. Compatible with ForeFlight (see Sporty's Catalog for details). I purchased it about a year ago for \$799, now selling for \$699 at Sporty's, I'm asking **\$450** OBO. Worked perfectly the last time used. Includes RAM suction cup mount. Call Stan Specht 303-807-4699 or [sourdostan@aol.com](mailto:sourdostan@aol.com) for more details.

**NEW** (never installed) **Narco AT-165 Transponder with rack** for sale. I will take offers to purchase it. Detailed information & original sales invoice available.

John Ewan (970) 227-5998 [johnewan42@gmail.com](mailto:johnewan42@gmail.com)

2003 *Storm Century*, 250TT, 200HP Subaru 6 , MT 3 blade electric prop, 3-4 seater, 825lbs useful, 135kts @6.5 GPH on Mogas, 38gallons, EFIS sport+ EIS, Narco radio, FADEC, water cooled, dual fuel, dual Ignition/ batteries.

89K new - asking 45K or trade??

Lost medical. [720-938-6207](tel:720-938-6207) Jeff

## Want Ads (cont.)

### For Sale

1. A pair of Telex headsets (AIRMAN 750).....\$100.00
  2. Magneto Synchronizer Model E50.....\$25.00
  3. Differential Cylinder Pressure Tester Model E-2 .....\$30.00
- Mas Yoshida @ **303-421-2776** (home) or **303-589-8552** (cell).

Looking for a hangar, or hangar space to share, for a T-18 size aircraft (low-wing, 21' wingspan) - prefer KBJC or Erie. Please contact:

Kelvin Anderson  
**303-478-4135**  
[ka767@hotmail.com](mailto:ka767@hotmail.com)

**For Sale:** RV-7 empennage w/ many extras—\$1,500.

**Contact:** John @ (303) 907-9509

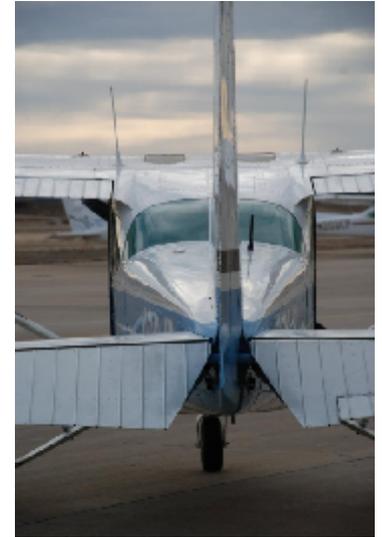


# FOR SALE

## 1979 Cessna 172N Skyhawk II



Registration: N90JR  
 Type: Single Engine  
 Year: 1979  
 Make: Cessna  
 Model: 172 Skyhawk II  
 Aircraft Location: Erie, Colorado



Price: \$59,900

Contact Terri Bazacos @ (720) 675-8643 or [tbazacos@gmail.com](mailto:tbazacos@gmail.com)

### Description

**Total Time:** 6560 hours  
**Engine Time:** 305 hours SMOH on 0320-H2AD,  
 Engine by River City Aircraft Engines in Texas  
 Compression 77, 76, 77, 76  
**Prop:** McCauley Propeller, Model  
 1C160DTM7557M1  
**Annual Due:** October, 2013, all AD's complied  
 with

### Avionics

IFR equipped  
 KMA 24 Audio Control System with Marker Beacons  
 Dual KX-165 Nav/Com System  
 KI-206 VOR/LOC/Glideslope Indicators  
 KI-208 VOR/LOC  
 Sperry RT 359A Transponder/Encoder with Mode C  
 Pilot and Copilot PTT  
 Four Place Intercom with Pilot Isolate  
 DC Quartz Hobbs Hour Meter  
 Davtron M800 Digital Clock  
 Avionics Master Switch  
 Music Jack that yields to ATC transmissions  
 Garmin 295 Dock in Instrument Panel  
 Artex ME406 ELT  
 Post Lights

### Airframe

43 gallons (40 usable)  
 Pilot's side articulating seat  
 Factory Shoulder Harnesses  
 Skylights  
 Ground Power Receptacle  
 Outside Air Temperature Gauge  
 Pitot Heat  
 Factory Extended Baggage Compartment  
 Wingtip Nav and Strobe lights  
 Whelen LED Headlamp  
 Wheel Pants  
 E-Z Heat Engine Heater

**Interior:** Blue interior, Rated 8 of 10

**Exterior:** Overall white with light blue major and  
 black minor accent in a stock original scheme.  
 Rated 8 of 10

### History:

Damage history shows that in 1987 the aircraft  
 sustained wind damage. Fin, rudder, and both  
 wings replaced. Repainted in 1998.  
 Complete log books

## **2014 Chapter Officers**

<b>President</b>	John Reuterskiold	303-881-3517
<b>Vice President</b>	Ken Scott	303-674-7846
<b>Vice President</b>	Bob Smith	720-542-9231
<b>Secretary</b>	Roxie Juul	303-466-2600
<b>Treasurer</b>	Myles Lee	303-277-1775

### **Board of Directors**

John Reuterskiold (Chairman)  
 Brian Cabebe\*  
 Terri Bazacos\*  
 Lynn Miller\*\*  
 John Juul\*\*

(Note: \*- 2 year terms expire end of 2014, \*\*- 2 year terms expire end of 2015)

### **Volunteer Officers**

<b>Technical Counselor</b>	Art Schwarz	303-905-2125
<b>Technical Counselor</b>	Robert Smith	720-556-9066
<b>Technical Counselor</b>	Jim Sutton	303-598-4205
<b>Technical Counselor</b>	Bill Truax	303-249-2578
<b>Technical Counselor</b>	Peter Will	303-656-0678
<b>Flight Advisor</b>	Bill Mitchell	303-427-4025
<b>Flight Advisor</b>	Dennis Moss	970-330-4509
<b>Newsletter Editor</b>	John Evens	303-420-2724
<b>Young Eagles Coordinator</b>	Terri Bazacos	559-618-0159
<b>Young Aviators Advisor</b>	Pat Miller	303-666-8233
<b>Data Base Editor</b>	John Reuterskiold	303-881-3517
<b>Web Master</b>	Brian Cabebe	303-748-5570
<b>Safety Officer</b>	Stephanie Wells	303-503-0147
<b>Refreshments</b>	John & Roxie Juul	303-466-2600
<b>Audio/Visual</b>	Herrill Davenport	303-460-7789
<b>Scholarship Chairman</b>	Lynn Miller	303-666-8233

### **CFI's in Chapter 43**

Cleon Biter	303-678-7524
Richard Brown	303-558-0793
Mark Davis	303-425-4080
Bill Mitchell	303-427-4025
Tom Shaw	303-275-0904
Stephanie Wells	303-503-0147

## *Mile High EAA Chapter 43*

### **Disclaimer**

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*Mile High Flyer*  
*EAA Chapter 43*  
*P.O. Box 1725*  
*Broomfield, CO 80038-1725*

**First Class**



**Meetings are normally held on the second Saturday of each month at 7:00 P.M.—Location determined monthly. See Page 1 for details of the upcoming meeting.**