

MILE HIGH EAA CHAPTER 43

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Mile High Flyer

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Rocky Mountain Metro Airport Makes a Big Change

Original Tower



Current Tower



The new tower provides air traffic controllers with better airfield views and with the latest radar and communications technology, ensuring they'll continue to provide the safest, most efficient service to flights in and out of Broomfield.

"The new tower demonstrates the FAA's commitment to aviation safety and to modernizing the air traffic control system in Colorado," said FAA Acting Administrator Michael Huerta. "Investing in new air traffic control facilities is a key component of the FAA's Next Generation Air Traffic Control system."

The new facility includes the 124-foot-tall air traffic control tower topped by a 525-square-foot tower cab with four air traffic controller positions and one supervisor position. A 6,000 square-foot, single-story base building will house training rooms, administrative offices and equipment rooms.

Air traffic controllers at Rocky Mountain Metro handled 110,509 takeoffs and landings in 2011. The airport primarily serves general aviation traffic.

EDITOR
Bob Young

Cell:
303-921-4423

E-Mail:
Bobapilot@aol.com

Chapter 43 next meeting will be on April 14 at 7 PM in the Mt Evans Room at Metro Airport. Program will be the Rocky Mountain Metropolitan Airport Air Traffic Control Tower staff.

Minutes EAA 43 March 10, 2012

Meeting called to order by Dave Bieseimer, president.

Guests: Fred Black. Welcome.

Anecdote: Scott Serani presented the humor. Some places I have and have not been.

I have been in many places, but I've never been in *cahoots*.

Apparently, you can't go alone. You have to go with someone.

I've also never been in *cognito*. I hear no one recognizes you there. I have, however, been in *sane*.

They don't have an airport; you have to be driven there. I have made several trips there, thanks to my friends, family and work.

I would like to go to *conclusions*. But, you have to jump, and I'm not too much on physical activity anymore.

I have also been in *doubt*. That is a sad place to go, and I try not to visit there too often.

I've been in *flexible*, but only when it was very important to stand firm.

Sometimes, I'm in *capable*, and I go there more often as I'm getting older.

One of my favorite places to be is in *suspense*! It really gets the adrenalin flowing and pumps up the old heart! At my age I need all the stimuli I can get!

And, sometimes I think I am in *vincible* but life shows me I am not.

I have been in *deep-shit* many times; the older I get, the easier it is to get there.

Minutes from February were approved.

Financial Report: Myles Lee, treasurer, gave the balance of our accounts. Stan Specht gave an update on the Dean Cochran fund. Donations are still being taken.

Progress Reports: Greg Hall finished the engine baffling on the Horizon. An engine start will show if it is correct. Jeff Jones doing plenty of riveting on his RV-7, and also installing wing tips and lights. He is also looking for a partner.

Trip Reports: A few members went to the Cactus Fly-in in Casa Grande, Arizona. On a business trip to the East coast, Scott Serani, developed a case of kidney stones. The street vendor told him it was just a hotdog with mustard.

Safety Report: Stephanie Wells shared about an article in the FAA Safety Briefing. Loss of control in flight has been the major cause of fatal accidents in general aviation in the past decade. She made a proposal that to improve flying skills, you might partner with the IAC group.

Scholarship Report: Lynn Miller reported 14 people applied for the scholarships. 3 of those candidates were interviewed for camp. Two people were chosen and the names will be announced at the picnic. Six more were just interviewed for various goals. Four more were just interviewed. There are several good candidates and once the decision has been made by the committee which comprises of Lynn Miller, Gene Horsman, Scott Serani and Steve Beach, they will be presented to the board for the final decision.

Young Eagle Report: No event this past month. Next is March 17 at Erie with 42 kids signed up.

Young Aviators: Destiny Krell and others reported the progress of the KiddyZ project. They were learning the use of epoxy, building the fuselage, layout and hotwiring foam.

Old Business: Dave B. mentioned the chapter is on a membership drive to attract new members. Greg Hall has some calendars left and can get an additional printing. Dave B. still has some cd's of member s aircraft for \$5.

New Business: Scott McMillan of Colorado Sport Aviation is recruiting ideas for the summer air show event. Looking for different forums for pilots and builders, Swift fuel, electronics and construction methods.

If you have not yet paid your dues for 2012, mail them in to the chapter.

Adjourn.

Proposed monthly Programs for 2012

April: The New Metro Airport Tower, changes, markings and lighting?

May: Picnic at Erie Shared Hanger & Possible Auction

June: Platte Valley Air Museum Tour

July: Project Visit? (Rans S-19)

August: Pizza Party and Oshkosh Recap

September: Buying and Selling Experimentals with Rod Woodard

October: Flight Planning with Ipad and Foreflight with Don Dolce

November: Aerobatics with Dagmar Kress of the IAC

December: Amelia Earhart (9 NEWS) Round the World Trip?

Other possibilities: animal ferry and taxi operations, Redstone College,
Wings Over the Rockies, Rotors helicopter school.

Note: all programs not set up as yet.

Pilot's Tip

Engine Failure Guide

By Bob Martens

When your engine fails at altitude, most general aviation aircraft will yield a 500-700 feet per minute sink rate. Depending on your height above the ground, you have a given amount of time before you land. Your distance traveled will depend on your ground speed. With a given height above the ground and a given airspeed, you can calculate how far you can travel. For example, if you are at 2,500 AGL, you might have four minutes to reach the ground and cover 4-5 miles.

Engine failure procedures should not be complicated by trying to include a cross country into them. The best landing area is right below you because it gives you the maximum time to set up for restart and prepare for an eventual landing.

It is strongly recommended to find the best landing area close by rather than trying to find the perfect landing area somewhere in the distance. Trying to stretch the glide has gotten many pilots into serious trouble (ie stall/spin). Trying to reach a runway has proved costly to many pilots.

From Pilot Workshops

Homebuilding enthusiasts!

A group of volunteers in the Ft. Worth area have just completed a restoration of Dick VanGrunsven's original RV-1, a project many EAA members may be quite familiar with. As a young man, Van bought a Stits SA-3A Playboy, and began a series of modifications designed to improve performance. He continued to fly and modify it for several years, eventually naming the resulting airplane the RV-1. What he learned throughout this process led to his first original design, the RV-3, beginning what has become a long line of very successful designs. (For whatever reason, the RV-2 was never completed or flown).

Plans are in place for an "RV-1 Barnstorming Tour" around the country this spring and early summer, with different regional pilots flying it, and support groups at all planned stops to host it for overnights. A network of RV escorts will meet and escort it all along the way.

The tour will culminate in Oshkosh at EAA AirVenture 2012, where the EAA will honor Van and 40 years of RVs. The opening day events will include the arrival of the RV-1, flown by Van himself. The airplane will then sit in Conoco-Phillips Square for the week, to be placed in the EAA Museum at the end of the show.



The current itinerary has the airplane arriving at Denver's Rocky Mountain Metropolitan Airport - KBJC - early in the afternoon on May 30th. Pilot and airplane will be spending the night.

Part of hosting the airplane on an overnight stop includes coordination of a reception. The plan is to place the RV-1 in the middle of a large hangar at BJC, and to have a party, to include food and drink, for all those interested, with the focus on our local EAA chapters. I suspect it will primarily be the RV enthusiasts in those chapters who are most interested, but all EAA members will be welcome.

More details will emerge as the itinerary is firmed up as time gets closer.

We hope many of the local EAA members and RVers will find this event interesting! Feel free to contact me with questions or comments.

Thanks!


Jim Gray
c (303) 949-9531
n747jg@comcast.net

What To Do

- April 14 F-16 presentation at Spirit of Flight Museum, Erie 10 to 2. \$5
- May 12 Spirit of Flight Car Show/Fly-In, Erie. 9-noon.
- May 19-21 Annual Rocky Mountain Light Sport Aircraft Expo. Front Range Airport. 8-4. Free
- May 31-June 2 Annual National Biplane Fly-In. Junction City KS.
- June 6 Spirit of Flight Car Show/Fly In, Erie 9-noon.
- June 16-17 Annual 1940's WWII Era Ball. Boulder Airport.



Jeff Cain is looking for a W70DK-40 wood climb prop for his 1941 J4E.
 Cell 303-886-5276
 biplane@ix.netcom.com



**Mile High
EAA Chapter 43**


www.EAA43.org


P.O. Box 1725
Broomfield, CO 80038-1725

Name: _____

Phone: _____

E-mail: _____






**EAA Chapter 43
Young Eagles**

www.eaa43.org/youngeagles

For more information on the national
Young Eagles program:
www.youngeagles.org

 For pictures, find us on Facebook:
Young Eagles EAA Chapter 43

Support Your Local FBO

Vector FBO and Flight Training. Jason Hurd runs a first class business at Erie Airport.
 Contact him at 303-664-0633 or www.vectorair.net

MILE HIGH EAA CHAPTER 43

Chapter Officers

President	Dave Bieseimeier	970-669-2286
Vice President	Stan Specht	303-232-8474
Vice President	Kyle Heckman	303-926-4431
Secretary	Bob Young	303-921-4423
Treasurer	Myles Lee	303-277-1775

Board of Directors

Dave Bieseimeier (Chairman)	970-669-2286	John Evens	303-420-2724* *
Bill Kendall	303-452-6057*	Don Smith	720-963-4108 *
Bill Mitchell	303-427-4025 **		

(Note: * 2 year terms expire end of 2012) (** 2 year terms expire end of 2013)

Volunteer Officers

Technical Counselor	Bob Green	303-659-5829
Technical Counselor	Dave Bieseimeier	970-669-2286
Technical Counselor	Art Schwarz	303-9052125
Flight Advisor	Bill Mitchell	303-427-4025
Newsletter Editor	Bob Young	303-921-4423
Young Eagles Coord	Terri Bazacos	559-618-0159
Young Aviators Advisor	Pat Miller	303-666-8233
Member Data Base Ed.	John Reuterskiold	303-881-3517
Web Master	Brian Cabebe	303-748-5570
Safety Officer	Stephanie Wells	303-503-0147
Refreshments	John & Roxie Juul	303-466-2600
Audio / Visual	Herrill Davenport	303-460-7789
Scholarship Chairman	Lynn Miller	303-666-8233

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Mile High Flyer

Mile High EAA Chapter 43

P.O. Box 1725

Broomfield, CO 80038-1725

FIRST CLASS



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