

Mile High Flyer

EAA MILE HIGH CHAPTER 43

Founded 1957

AUGUST 1999

Volume 22 Issue 8

JULY MEETING MINUTES:

THE meeting was called to order at 7:20pm by president George Hayes. The meeting was held at the Tri-County Airport in the Hangars of Gene Horsman, Ron Denight, and Mark Yelich. Our thanks for their hospitality.

Guests included: Tom Milschimer a T-18 Flyer, Greg Inman, a One Design builder, Mark Glastetter, Kitfox owner, Lynn Miller, Vari EZ owner, Ron Holzem, Acro Sport Coupe owner, Fred Gray, Bill Persell and Frank Greg, partners in a BD-4, Chris Platt, and Kirk Jubeck and his finance, Jill Golat, Velocity owner.

The minutes of the June meeting were adopted as printed in the July newsletter.

Treasurer's Report: Mas Yoshida, filling in for Bob Wilson reported a balance in the chapter account of \$1,227.00.

EAA Oshkosh Video: George Hayes has received one copy of the Arrival Procedures Video for the Chapter to view.

Progress Reports: Brent Haugen had his freshly painted (and beautiful) T-18 at the meeting for all to view. George Hayes has the engine running on the Ultra Piet again and, in case you hadn't heard he won Grand Champion at the RMR Fly-In at Longmont.

Trip Reports: Don Coleman flew his Ercoupe to Jacksonville, IL and won the award for most original Ercoupe at the Ercoupe Fly-In. Bill and Mary Mitchell flew their T-18 to the T-18 Fly-in in Canon City. Gene Horsman flew his Luscombe to the Luscombe Fly-In in Matoone, IL and won the award for longest distance flown. Tom Milschimer flew his T-18 to Montrose, and got stranded by weather and had to "rental car" back and forth a week later. Cliff and Patty Begnaud flew their Kitfox to Buena Vista.

Young Eagles Report: Bob Lee reported that 66 YE's were flown by 9 pilots in 8 aircraft during the RMR Fly-In in Longmont.

Lee King (Caren King's husband) came to the July meeting to thank all the Fly-In volunteers for their hard work at the Fly-in.

EAA Chapter E-Gram: Steve Beach reported that the EAA

AUGUST MEETING:

**Sat. the 14th, 7:00p.m.,
OSHKOSH WRAP-UP: COME SEE WHAT
YOU MISSED, OR TELL US WHAT YOU SAW!
MAD EAGLE AERO, TRI-COUNTY AIRPORT**

now publishes the Chapter E-Gram on the Internet. It is available at the EAA web site: www.eaa.org.

Michael Charles reported that the D-25 built in 1929 built as a barnstorming ride hauler, will be at the Steamboat airport (in town) until Labor day giving rides. It has a 45' wingspan, with a 255 hp Wright J-6 engine.

STEVE'S CORNER

MID-YEAR CHALLENGE!

Its time for the annual mid-year challenge. Its time again to think about helping out the chapter in the year 2000. Officer elections are not that far off and many of the current volunteers could use some additional help.

Speaking only for myself, I can say that volunteering for something that you believe in is extremely rewarding. In fact it is a little addictive. This past year I overextended and got into too many activities. As much as I wanted to continue with all the positions that I held I realized that a few things simply had to go. I think that I have whittled the tasks down to a manageable level and next year should go much smoother.

I spent a little time contemplating why I stuck my hand in the air so often. What I determined is that the perks that go with volunteering feel good. It is knowing that you have a hand in making things run. It is also being able to have a direct role in pushing the organizations in a direction that you think is right. When you can affect changes that turn out right, the mental high is better than anything else that you can experience. That is where the addiction begins and without a few checks in the system you can get overloaded very quickly.

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Steve's Corner - from page one.

I am relaying this information because for many years I sat back and watched others having the fun. I had wanted to be more involved but was waiting for the proverbial engraved invitation. By chance an EAA member got me started with a couple of simple little volunteer jobs and from there it has mushroomed into almost a full time job.

The reason that I have continued is because of the perks and good feelings. Have I been involved in a couple of disasters? Absolutely! Who hasn't. But the few bad moments do not come close to the great hours of enjoyment from the rest. As I mentioned last month, not everyone gets a charge out of helping out. But if you are one of the people sitting on the outside and wishing you could be more involved do not hesitate to volunteer. The more volunteers that the chapter can count on, the smaller each job gets and everyone can enjoy and benefit from the experience.

This is one of the best chapters around for members helping out. Let's continue the tradition. If you need any help on figuring out where you might fit in just give me a call. Remember, if you don't like the direction the system is headed, or you feel like it could work better, you can make a change very quickly by getting involved.

RECOGNITION:

Besides being time for the mid-year challenge it is also time to recognize the people that are making a difference in 1999.

First there is our President George Hayes, who has not only kept the chapter running, but managed to finish a Grand Champion Aircraft in the same period of time! Right behind him are the other officers;

V.P. Roger Standard: Roger has gotten involved with the Regional Fly-In and coordinated a fine rib-building workshop. He also introduced Air Academy Attendee Jan Hensen to the chapter.

Treasurer Bob Wilson: Bob also helped out the Regional with duties from selling program ads to giving rides in his Long EZ to some very important VIP's.

Secretary Dave Bieseimer: Dave added Secretary to his list of credentials this year in addition to his being the editor of our excellent newsletter. He also got involved with the Jeffco hanger committee and helped them get over the first hurtles.

Young Eagles Coordinator Bob Lee: Bob has put together more YE rally's this year than any of the previous years since the program began. Not only is this already a record year, but he is still planning for one or possibly two more before 2000.

Gene Horsman: Gene remains our chief contact with the Regional and this year he was chief judge for the aircraft judging. He has also completed the recovering of the wings on his Luscombe and continued work on his Mercury, written an article for Sport Aviation, and continues to keep the membership up to date on governmental issues concerning aviation.

Flight Advisor Bill Mitchell: Bill continues to volunteer his time and skills for the chapter every chance he gets. And right along with him is Mary Mitchell helping out at more events than can be kept track of. If you don't see these two helping at every local aviation activity than one of them must be home sick in bed.

Herrill Davenport & Don Coleman: Thanks to these two individuals the chapter has hot coffee for its coffee break at each and every meeting. In addition to coffee Herrill is also keeper of the chapters history and takes care of getting the name badges ordered. Don opens his hanger for our annual picnic and this year held a very informative judging seminar in June. On a national level Don is the second in command for Vintage Aircraft Judging at AirVenture. Don was the sponsor for chapter 43's second Air Academy Attendee Chris Goodholm.

Gene Milligan: Gene maintains the chapters membership list, and faithfully gets out the mailing labels for the newsletter every month. This year he also produced a chapter roster for the first time since 1995, and has been involved with the Jeffco Hanger Committee and its efforts in getting a community center at the airport.

There are also numerous members that volunteer at all of our functions. A few of the names that come to mind are John Evens, Dean Cochran, Tom Young, Mas Yoshida, Charlie Graf, Bud Auman, Daril Cinquanta, Pete Clinton, Ron Denight, Mark Yelich, Ron Cothorn, Kelly Koop, Ruby Lanich, George Meshko, Pete Kelly and Blue Grassfield.

The only problem with recognizing all of these special members is that someone is always forgotten. I apologize if you were missed but I guarantee that your efforts have not and will not go unnoticed.

AUGUST 28TH:

As announced at July's meeting, the Jeffco Aviation Association is hosting a fly-in to benefit the Columbine Rebuilding effort. This event will have a pancake

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Steve's Corner, continued.

breakfast, aircraft judging with trophies as nice or better than the Regional, and will be a good summer wind-down party for our local flying population. All aircraft will be charged ten dollars for registration and that includes one breakfast. The proceeds after costs will be donated to the Columbine initiative.

Daril Cinquanta is heading up this fly-in and can use some help from chapter 43. Bob Lee has already volunteered his services to coordinate a Young Eagle Rally, and many of our members that are based at Jeffco have also volunteered (or at least have been coerced) to help out. If you would like to help, give Daril a call at 303-423-9846. This is a fun get-together and one of the last local fly-ins this year.

NAFI NEWS:

The following three items were pulled from the NAFI e-mail newsletter that is now coming from the NAFI office in Oshkosh.

FAA Proposes Extreme Grand Canyon Restrictions. This article is a little long to include here but Gene Horsman will have it at the August meeting. The point of the article is the fact that the FAA is once again proposing severe limitations on flights over the Grand Canyon. If this happens it could revive action to limit the flights over other National Parks (i.e. Rocky Mountain).

Aviat Aircraft Plans Factory Fly-In. Aviat Aircraft's third annual factory fly-in will have an expanded agenda when it begins on September 24, 1999. The event is open to all pilots, but Aviat is extending invitations to all owners of Pitts Specials, Huskeys, Eagles, Globe Swifts, and Monocoupes. Attendees who fly in will receive a free plane wash and free aircraft service and advice.

Registration starts on September 24, followed by a casual dinner at the factory and facility tours. Saturday will include seminars on the aircraft Aviat produces and updates on the Millennium Swift and 110 Special projects currently under development. Flying contests, demonstration flights in new aircraft, and hangar talk will follow the seminars.

The fly-in is free and you can get more information by calling Aviat at 307-886-3151 or visiting its Web site at www.aviataircraft.com.

The fifth annual Copperstate Dash Air Race, which runs from California's Apple Valley Airport to Coolidge Airport south of Phoenix, AZ will take place October 8, 1999 and will include a new category. In previous

races contestants were limited to 160-hp. This year aircraft with 180-hp engines will be able to compete.

Prizes include \$4,000 in gift certificates and plaques. Copperstate runs from Oct 7 to 10 1999 at the Williams-Gateway Airport. For info on the race call Aircraft Spruce and Specialty's Jerry Aguilar at: 800-824-1930.

EVENTS:

CHAPTER 43 MEETINGS:

August: Project Visit & Oshkosh Review
(NEED A VOLUNTEER!)
September: Engine Building
October: Special Guest – Still being scheduled
November: Ron Denight – Air Racer
December: Open – Any Suggestions

OTHER REGIONAL EVENTS: (Bold print indicates an EAA sponsored activity)

Aug 21 st	Fly-In/Pancake Breakfast/ Burger Burn Lunch/Steak Fry EAA Chp 806 - Spearfish SD.
Aug 28 th	Jeffco fly-in Pancake Breakfast – Columbine Benefit.
Sep 10-12 th	EAA Golden West Fly-In – Atwater CA – 530-677-4503
Sep 11-12 th	EAA MERFI Fly-In - Marion OH - 937-849-9455.
Sep 16-19 th	Reno Air Races – Reno NV
Sep 25 th	Telluride Breakfast Fly-In.
Sep 28 th	Aspen Air Show – Aspen – Featuring the Canadian Sno birds.
Oct 2 nd	2nd Annual Mountain Pilot Fly- ing Competition - Buena Vista – Dan Bremmer 719-395-2496
Oct 7-10 th	EAA Copperstate Fly-In - Mesa AZ - 520-298-3522.
Oct 8-10 th	EAA Southeast Fly-In - Evergreen AL - 334-743-3916.
Oct 8-10 th	EAA East Coast Fly-In - Wilmington DE - 302-738-3077
Oct 14-17 th	EAA Southwest Fly-In - Abilene TX - 830-997-8802.

CPA Mountain Flying Courses – For information about the August 21st classes: call Walt or Terry Barbo at 303/367-0670.

FOR SALE:

RV8A Quick build Kit. Includes entire kit less empanage for \$17,750. Contact:

Lee Romero

4785 South Memphis Street

Aurora CO 80015

303/627-9071 (evenings, at home)

303/770-9883 (days, at work)

N3 PUP ULTRALIGHT - 'Cub Look Alike' - This one is flying! Mosler 2cylinder 4cycle engine 37 HP. \$10,500 Call Gene Milligan 466-0831 (At this rate Gene is going to own this one for a longgggg time!)

MICHAEL MAYA CHARLES

IF You are a member of AOPA and get their excellent publication, **AOPA PILOT**, you probably have already read the article on the Performance Aircraft Turbine Legend written by chapter member **Michael Maya Charles**. It is an interesting look at a fascinating kit aircraft. You can sense the awe that Michael must have been feeling during his demo ride in this everyman's space shuttle.

There are some great shots of the Legend taken at Tri-County Airport and in the air with the mountains in the background. Funny how photographers always shot to the west around here and not to the east. Anyway, if you don't get this magazine but would like to read Michael's article, just let me know at the meeting and I will lend you my copy.

Besides that, it is pretty cool knowing the author, too!

RAMBLING FROM THE EDITOR

NEAT NET STUFF:

I know I've mentioned this web site before, but it is so cool I want to tell you about it again. It is at www.AirNav.com. It can provide information on airports, nav aids, fixes, work out a fuel plan and route with shortest or cheapest routes.

I have been trying to get information on a private strip at Chama NM, where my sister lives, but none of the usual sources had any info. Finally I tried **AirNav** and there it was with the elevation, Lat - Long., strip length and width, and even the owners name and phone number!

The trip planner is really fun. You enter your departure and destination airports in the appropriate boxes, maximum desired range between stops, fuel burn per hour, and check off how many airports you want to research along your route (up to ten). Choose either shortest or lowest cost route and it will list up to ten choices with identifiers, fuel price, total distance, longest leg, and savings. It will also show which one is shortest even if you choose cheapest route.

For instance, for my upcoming trip to the Reno Air Races I will bed the plane down at Truckee CA. From BJC to TRK, the shortest route is 694.7 nm with a fuel stop at U14 (Nephi, UT) where fuel is \$1.87 per gallon. The cheapest route is via U42 (Salt Lake City Muni 2) at 700.1 nm, and fuel is \$1.75 per gallon. Landing there will save me \$1.30 over the shortest route.

You can change the scenario any way that suits you, and it is a tremendous resource, as well as fun for the whole family. OK, so I'm getting carried away, but give it a try. You won't be disappointed!

Dave



4th ANNUAL MID-AMERICA EAA CHAPTER 1091 FLY- IN "99"

OR DRIVE -- NO REGISTRATION CHARGE

SATURDAY, AUG. 28th

Kearney Municipal Airport - Kearney, NE

Kearney to San Francisco or New York 1300 air—1444 land.



REGULATION CLARIFICATION:

This timely and important update on FAA regulations was sent in by Dick Vose. If there is any confusion regarding the following, please contact Dick to explain things.

FEDERAL AVIATION REGULATION 0-00(a)1 (c)

Section I - No pilot or pilots, or person or persons action on the direction or suggestion of supervision of a pilot or pilots may try, or attempt to try or make. Or make attempt to try to comprehend or understand any or all, in whole or in part of the herein mentioned Aviation Regulations, except as authorized by the Administrator or agent appointed by, or inspected by, the Administrator.

Section II - If a pilot, or group of associate pilots becomes aware of, or realizes, or detects, or discovers, or finds that he, or she, or they, are or have been beginning to understand the Aviation Regulations, they must immediately, within three (3) days notify, in writing, the Administrator.

Section III - Upon receipt of the above-mentioned notice of impending comprehension, the Administrator shall immediately write the Aviation Regulations in such a manner as to eliminate any further comprehension hazards.

Section IV - The Administrator may, at his or her discretion, require the offending pilot or pilots to attend remedial instruction in Aviation Regulations until such time as the pilot is too confused to be capable of understanding anything.

STRATEGIC AIR COMMAND MUSEUM

located at I-80 EXIT 426 EAST OF Ashland, Ne

The SAC Museum is a non-profit 501(C)3 organization

P.O. Box 8343 Omaha, Ne 68108-0343 Phone 1-800-358-5029 Fax 1-402-944-3160 www.sacmuseum.org



The SAC Museum is open daily
9AM to 5PM, closed New Year's Day,
Thanksgiving, and Christmas.

JEFFCO AVIATION ASSOCIATION (Jefferson County Airport)



FLY IN

TO BENEFIT COLUMBINE HIGH SCHOOL
MEMORIAL FUND

AUGUST 28, 1999

6:00 a.m. - 2:30 p.m.

Trophies awarded at 2:00 p.m.

REGISTRATION FEE (includes Breakfast): \$ 10.00

Pancake Breakfast at Denver Air
Young Eagles Flights - Hosted by EAA

GRAND CHAMPION & 1ST - 3RD PLACE TROPHIES WILL BE
AWARDED IN THE FOLLOWING CLASSES:

- ◆ Classic
- ◆ Contemporary
- ◆ Homebuilts
- ◆ Warbirds
- ◆ Antiques
- ◆ Special Interest

Colorado Pilots - Let's show our support for the
Columbine High Students by attending this FLY-IN

Fly-In sponsored by Firststate Bank - Tim Wicns
For more information, contact Daril Cinquanti at 303-423-9846

SPECIAL AIRWORTHINESS INFORMATION BULLETIN

To quote in part directly from the FAA bulletin no.ANE-99-22:

"The purpose of the Special Airworthiness Information Bulletin (SAIB) is to alert the owners/operators of Textron Lycoming O-320-H, O-360-E, LO-360-E, TO-360-E, and LTO-360_E series engines of the following approval of an alternative method of compliance to the requirements of AD 80-04-03 R2.

The FAA has determined that the anti-wear additive contained in Aeroshell Oil W 100 Plus is the same as Textron Lycoming additive LW-16702 and therefore meets the requirements of Textron Lycoming Service Bulletin 446B, 446C, and 446D. Engine oil change to Aeroshell Oil W 100 Plus is approved by the FAA as an alternative method of compliance to the requirements of AD 80-04-03 R2, paragraph b.1, with the limitations described below. "

(See the full context of this bulletin on the FAA web site on the internet.)

SAIB's are posted at <http://av-info.faa.gov>, or write to:
FAA, AFS-610, PO Box 26460, Oklahoma City OK 73125.

EAA MILE HIGH CHAPTER 43

CHAPTER OFFICERS:

President - George Hayes.....303-772-7040
Vice President - Roger Standard.....303-857-4821
Vice President - Gene Milligan.....303-466-0831
Secretary - Dave Biesemeier.....303-384-3760
Treasurer - Bob Wilson.....303-682-1857

VOLUNTEER OFFICERS:

Technical Counselor - Ron Denight.....303-452-0458
Technical Counselor - Marvin Wahl.....303-395-9934
Flight Advisor - Bill Mitchell.....303-427-4025
Flight Advisor - Tom Young.....303-833-4091
Newsletter Editor - Dave Biesemeier.....303-384-3760
Young Eagles Coordinator - Bob Lee.....303-456-1268
Membership Data Base Editor - Gene Milligan.....303-466-0831

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Submission of articles, comments, or inquiries for publication in the newsletter are encouraged.

Meetings are normally held on the second Saturday of each month at 7:00 P.M. The place is determined each month.

Disclaimer: Be aware that as always, in past, present, and future, any communications issued by Experimental Aircraft Association Chapter 43, regardless of format, and/or media used, which includes, but is not limited to, this newsletter and audio/visual recordings, is presented only in the context of a clearing house of ideas, opinion, and personal experience accounts. Anyone using ideas, opinions, information, etc., does so at their own risk. Therefore, no liability is expressed or implied by the Experimental Aircraft Association Chapter 43, or any of its members. Any event announced and/or listed herein, except as noted, is done as a matter of information and does not constitute approval, sponsorship, control, or endorsement of said event.

MILE HIGH FLYER

EAA MILE HIGH CHAPTER 43

David Biesemeier, editor
430 Antero Street
Golden CO 80401



FIRST CLASS



Eugene Horsman
210 Lookout View Ct.
Golden, CO 80401-2518



THIS MONTH'S MEETING:

SATURDAY, AUGUST 14TH, 1999 at 7:00PM TRI-COUNTY. See inside for details.

