

MILE HIGH FLYER

EAA MILE HIGH CHAPTER 43

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JANUARY BANQUET:

On January 10th, fifty seven chapter members and friends enjoyed the annual banquet at the Double Tree Inn. The Double Tree provided good food and a nice atmosphere for our meeting. Bob Pardo, a Viet Nam Air Force F-4 pilot, gave an interesting speech about his heroic efforts to save another pilot over North Viet Nam. Bob used his aircraft to literally push the second F-4 into Laos to insure that the pilot of the disabled aircraft would not have to bail out into enemy territory. Bob showed a short video that was used by the Air Force for the official version of the story. He then filled us in on what really happened.

Due to a scheduling conflict, Steve Ptacek, the Solar Gossamer Pilot, could not speak at the banquet but has volunteered to speak about the historic flight at a later date.

Gene Horsman finished the banquet with his collection of aviation humor. Gene collects tidbits of aviation one liners throughout the year and then shares them with everyone at the banquet. This years notable quotables were particularly good.

Many members were recognized for their chapter service in 1996. I think it is appropriate to list their names one more time as official thanks for their commitment to '43'.

Gene Milligan..... President
 Mas Yoshida..... Treasurer
 Ron Cothorn..... Secretary
 Glenn Grove..... Young Eagles Coordinator
 Dwight Cresap..... Newsletter Editor
 Brad Davenport Technical Counselor & Safety Corner
 Ron Denight..... Technical Counselor
 Bill Mitchell..... Flight Advisor

Tom Young..... Flight Advisor
 Charlie Graf..... Program Presenter
 Gene Horsman..... Gene's Corner Presentations
 Bill Wright..... Membership Data Base Files
 Herrill Davenport..... Coffee Co-Chairman
 George Hayes..... Coffee Co-Chairman
 Don Coleman Picnic Chairman
 Jug Eastman..... Host for Meetings at Colo Aero Tech

These are just a few of the many people in the chapter that participate and help make Mile High 43 so successful.

The Newsletter

This Newsletter is being brought to you courtesy of Dave Bieseimer. At the next meeting, shake his hand, congratulate him, and thank him for the great publication.

It is fantastic to have you on our team, Dave!! Thanks!!

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Help Wanted

Although we have many people from last year that are again volunteering their services, we have a couple of positions that we can still use some help with. The first is Banquet Chairman, to find a place to hold the banquet, enlist the help of others to find a speaker, decorations, etc. This is not a demanding job and you will have a lot of time to plan for it.

The second position is actually help with the meetings. The board of directors met on January 6th and one of the ideas for meeting agenda items was a safety topic. Not to be confused with Brad's safety corner, this will be a short 5 minute discussion on a particular safety subject. Anyone with any experience could research a topic and give a quick talk about a safety concern. A sign-up sheet for various topics will be at the February meeting.

The third position is the picnic chairman. Don Coleman has again graciously volunteered to host th picnic at his home on the Tri-County Field. However, we need a person to coordinate the event to ensure that all the details are taken care of. The picnic will probably be in May, so we need someone right away for this job.

Please contact any of the officers at the February meeting or give any of us a call. If everyone can take on one job then no one will be overburdened with too many duties, and we should have a year of nonn-stop fun and excitement.

AIR SHOW COMING

Jeffco will be the home of a full blown air show on May 31st and June 1st. The Thunderbirds are scheduled to perform along with the Bud Light Micro Jet, the Jeppeson Northern Loghts (Very good!), Waco wing walking, and others.

With 65,000 people expected, it seems like a good place for the chapter to have a booth set-up. Hopefully I (or someone else) will have more ingormation at the February meeting. If anyone has a personal aontact with 'Air Show Colorado!'97', please give me a call.

Rocky Mountain Air Fair '97

Rocky Mountain Air Fair Colorado is being held on March 8 & 9 at the Wings over the Rockies Air & Space Museum at Lowry Air Force Base. They can use some volunteers to introduce speakers, help with the displays, general help, etc. We will have a sign-up sheet at the meeting for anyone interested in volunteering a couple of hours. I will ensure that Carol Leyner gets the information. Think about helping out during this great event. This is one place where we can really get kids interested in aviation.

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FLY-IN COMMITTEE REPORT..... by Gene Horsman

As your representative to the Rocky Mountain Sport Aviation Committee and the annual Rocky Mountain Regional Fly-In, I feel it is time to give you a report on the plans for the '97 Fly-In..

The committee is quite far along in this years plans. It works smarter each year and has the long range things well underway. Notices are out to magazines, potential vendors have been sent packets with booth space rates, and we have been meeting monthly with the new airport manager for Vance Brand Airport, Tim Barth. Posters have been printed and we could use all of your help in getting them distributed and on bulletin boards everywhere when the time comes.

Food operations are being lined up and there will be a pancake breakfast Saturday and Sunday mornings, a noontime hot meal and a Saturday evening awards meal. We will again have pop stands.

We hope to have the airplane parking more organized this year and for sure the volunteer situation.

We goofed last year in not having the volunteer registration booth right up front and not being well organized. We have a new volunteer organizer this year whose name is Julie Wilson, and she will be visiting every EAA chapter and sponsoring group, by attending one of their meetings during the months of March or April. She intends on asking for advance sign-up and will also be following up on those two Fly-In days to make sure, you, the volunteer, followed thru and that you are recognized for your time spent. There may be a sweepstakes for the volunteers this year with the opportunity to get a ride in a Warbird or unusual airplane. Plans have not been finalized on this yet.

Auto parking is being organized and a more interesting aerobatic contest is in the mill.

The Antique Airplane Association of Colorado will again conduct a Fly-Market, so start rounding up items to sell at that time.

By the way, the dates are June 28 and 29, with early arrivals coming on Friday the 27th.

I would encourage you all to get involved. Just like Oshkosh, or any other well run Fly-in, volunteers make it go. I think you all have been to at least one of ours and know that it is getting better all the time!

Last, but not least, the Fly-In Committee is looking for a PA equipment whiz who can tell us what we need in equipment and help set it up and keep it running. The work is hard and the pay is, well, non-existent, but very vital. If you are interested contact Gene Horsman at 279-5782 or Bob Leyner at 442-5002.

BOARD OF DIRECTORS MEETING

As I mentioned earlier in this column a board of directors meeting was held on January 6th. The by-laws call for a board of seven members to be made up of the officers and two 'at large'. The board meeting in January was a group of people that I have seen as having more than just a casual interest in Chapter 43. Their recommendation was to increase the size of the board to 9 members consisting of the 5 officers and 4 'at large' members.

At the February meeting I hope to have a proposal for the changes to the by-laws to make this effective and in March have a vote to make the changes permanent. If you have any suggestions for the by-law changes, or have any experience with organizational by-laws, I could use a helping hand with them.

In the mean time we will keep the board operating with the people that were at the last meeting. To keep the business part of our monthly meetings shorter, the board is going to work on many of the chapter administrative duties and make recommendations or proposals to the full membership. This should avoid long discussions at our meetings that can tie-up an evening on small details and trivia.

If you have an interest in being a Director on the Chapter 43 board please contact one of the officers at the February meeting.

Programs

I talked with Doug Bloomberg this week and it sounds like he and George Hayes are lining up some good 'back to basics' programs for the spring. I think Doug's suggestion for two VP's is going to work out in favor of the whole chapter with the quality of programs that can be worked up.

Hope to see all of you at the February 8th meeting.
Until then Blue Skies and Smooth Air!

Steve Beach

COMPLIANCE INSPECTIONS

Accipiter Aviation, Inc., has an A&P mechanic on staff who can perform compliance inspections (annuals) on experimental aircraft on time with proper documentation. These inspections are required annually, and if you did not build the aircraft and hold neither an A&P nor repairman's certificate, you cannot do the compliance inspection.

Accipiter Aviation is located at the Longmont Airport at 229 Airport Road, 11-4, Longmont CO 80503. They will do inspections on Fridays, Saturdays, and Sundays. They are a full service company and their phone number is (303) 684-0855.

THE SAFE SIDE

Shoulder Harness information

by Randy Palma, Colorado Springs, CO
Luscombe Association Newsletter #118
Sept./Oct.1995

Randy correctly points out that while many members are concerned that their aircraft look as original as possible, the addition of a shoulder harness could easily save their own "looks"—if not their lives. OCCUPANT RESTRAINT injury studies of helicopter occupants in TR79-22 "Crash Survival Design Guide," show that life threatening injuries occurred primarily in head, neck, body torso and spine. This accounts for 70 percent of major and fatal injuries. Your tolerance to impact loads are determined by the way you are restrained.

Many factors such as age, muscle tone, rate of onset, time duration, etc., can vary these tolerances. In the forward direction, eyeballs out, (as in a head on nose impact) the human body is capable of withstanding about 15 Gs with only a lap belt, assuming the area in front is cleared of any obstruction, such as a seat or instrument panel. However, adding a shoulder harness to restrain the upper torso increases the uninjured tolerance in tise direction to about 45 Gs, a three-fold increase. The most important impact direction for a helicopter occupant is vertical (or downward). With a lap belt only, your tolerance to a vertical impact (eyeballs down) is about 4 Gs. With a shoulder harness, your tolerance without injury increases to 25 Gs, an improvement factor of six. Laterally, you increase your tolerance by a factor of two using a shoulder harness. Not only does the shoulder harness prevent many disabling or fatal injuries during many impact sequences, it also permits you to be conscious and coherent by preventing a severe head impact sot you can escape quickly.

The reseason that a shoulder harness is so effective in the vertical direction is that it will hold the upper torso upright to allow the spine to be aligned properly, thereby carrying much higher crash loads. You must sit upright and against the seat back, or a shoulder harness cannot function properly. Seat strength is important, but raising vertical strength without ensuring a shoulder harness is used is meaningless and a waste of time, money and weight. It is of little value, since the human vertical injury tolerance level is 4 Gs, above which body flailing is expected. Thus an increase to a 20 G seat with only a lap belt would be a weight penalty without and improvement in injury prevention.

LYCOMING WRIST PIN A D

The FAA has issued an AD note regarding replacement of faulty wrist pins in certain 0-320, 0-360, 0-540, 0-541, and 0-720 series aircraft engines. Engines overhauled after December 15, 1995 are affected.

WALKER - U.S. PILOT

From *The Sidewinder Flyer*

HOW MANY pilots will loose their medical certificates and in turn their pilot privileges this year? I'm sure the Flight Surgeon's office can provide the statistics, but the point is: many of these lost medical's could have been avoided.

The U.S. Centers for Disease Control and Prevention States that more than one third of overweight U.S. adults do not participate in any physical activity during their leisure time, increasing the risk of chronic disease, according to an article in the *Rocky Mountain News*. But regular physical activity isn't just for those of us who are overweight. Anyone who desires a longer, healthier life and just plain wants to feel better, and feel better about themselves needs to take stock of their lifestyle. and, it just might allow you to keep your medical certificate a few more years.

You don't have to spend hours in a gym each day striving to look like Arnold or Sylvester. All that is really necessary is to hit the bricks...take a hike, go for a **walk!** Start out by walking around the block each day before you head for the shop to work on your project. It doesn't take long, and soon you will be walking a mile or two each day. Fifteen to thirty minutes is all it takes. Park farther away from the building when you go to work or the store, shun elevators like the plague and take the stairs, especially if it is only a flight or two.

Smoking is probably the single most harmful thing you can do to your body, and the one thing most likely to cause you to loose your medical!

Begin to think about what you are eating. Do you really need that second helping at dinner? If you regularly eat deserts, try eating one of your favorite cookies after the meal. One cookie will satisfy your sweet tooth without adding a great deal of fat and calories. Try eating more cereals like Cherrios, Corn Flakes, and Rice Krispies along with 1% milk,

whole wheat toast and a banana instead of eggs, bacon, sausage, french toast, etc. Eat less red meat and more chicken and fish.

The pilot's body is just as important a machine in the flying equation as the one with the wings. Just like your airplane, it needs to be maintained, fueled properly, and exercised often to be kept in tip top shape.

Just as in building an airplane, your attitude and frame of mind will help you to do the best job you can to maintain your health. So, everyday make it a point to...**take a walk!**

TECHNICAL TIP

From: The chapter 301 newsletter
by Tom Young

Many of us are always on the lookout for good tools and a way to save a few bucks. One of the hats I wear is that of a farrier (horse shoer). When my horse shoeing rasps are no longer sharp enough for comfortable use on horses feet, they are tossed in the corner of my shop.

These used rasps are usually still good for use when I am pursuing my hobbies or other trades. The coarse side of the rasp will remove a lot of soft metal in a hurry and the fine side works well even on harder metals. I regularly use mine to shape wood, aluminum, steel and even to clean up welds. The fine side will leave your work piece ready for sanding or filling and with more control than a grinder.

Contact your local farrier for some of these used rasps. He or she will probably give them to you for free. A horseshoer that has been in the business for a while will have a pile of them around! If you have to buy a new one they are about \$13.00.

From The Editor

Dave Bieseimeier

Welcome to the first edition of the *Mile High Flyer*, the new official name of our chapter newsletter! The name was suggested by Doug Bloomberg and approved by your board of directors.

I have many plans and ideas for the newsletter for the coming year, but it will entail a bit of your input and thoughts to succeed as I hope. One change I would like to incorporate is the inclusion of photos of chapter member's airplanes and projects, along with a paragraph or two describing the details, performance, modifications, etc. This can only take place if you send me a copy of your favorite photo and said paragraph, so please do so now, before you forget and I have to nag you about it again later!

On an historical note, I was wondering if someone might be able to provide me with some background information on exactly when Chapter 43 was founded, who the charter members were, and how many of those individuals are current members. According to Dean Cochran, the chapter was founded in 1957, Don Coakley of Golden was president and Dean was vice-president. I will research this a little further and see if I can come up with some additional history.

Please send me any other items of interest, travel stories, safety notes, and pertinent information you would like to see included. This is **your** newsletter, so feel free to contribute what you can, offer critical suggestions, and let me know how I may be of assistance. I'm looking forward to a safe, interesting, and fun-flying filled 1997!

If you would like to contact me, you may reach me by phone at 384-3760, by "snail mail" at the address on the back page, or by E-Mail at 105120.335@compuserve.com .

Future Events

Feb 22 - 23, Riverside, CA EAA Chapter 1, Flabob Airport Oper House/Fly-in. (909) 686-1318.

Feb 28 - Mar 2, Casa Grande, AZ, 39th Annual Cactus Fly-in. (602) 830-9670.

Apr 6 - 12, Lakeland, FL, 23rd Annual Sun'n-Fun Fly-in. (941) 644-2431.

May 3 - 4, Cleveland, OH, 13th Annual Air Racing History Symposium. (216) 255-8100.

July 16 - 20, Dayton, OH, United States Air and Trade Show.

July 30 - Aug 5, Oshkosh, WI, 45th Annual EAA Fly-in Convention. (414)426-4800.

Sep 11 - 14, Reno, NV, Reno Air Races

DUES.....ARE DUE! DUES ARE \$15.00 THIS YEAR.

For Sale

Sensenich metal prop, M76-Am2, 74" diameter X 54" pitch, used on 135 HP Lycoming 0-290 D2, inspected by prop shop and said to be serviceable. Asking \$995. Clarence Corrigan.....429-5254.

Kistling wood prop, 68" diameter X 69" pitch for Lycoming 0-320. Will work on Sidewinder, T-18, Mustang II, RV-4 or 6, etc. \$300. Also a 3 1/4" recording tach, used, and 3 1/8" manifold pressure gage. Make offer. Dave Bieseimeier.....384-3760.

Pacesetter 66" diameter X 69" pitch wood prop for Lycoming 0-360, 180 HP flange with 3/4" drive lugs and 1/2" bolt holes. \$400. Hurstle Stidhan.....(719) 633-5680

Exhaust System and Sensenich 74 - 50 Prop, fits Piper PA - 14 with Lyc 0-290D. Bob Green.....659-5829.

Cassut Project \$1000, Hummel Bird Project \$1000 Call for details. Dave Cousiminer.....733-7017.

EAA MILE HIGH CHAPTER 43

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Vice President - Doug Bloomberg.....477-3725
Vice President - George Hayes.....772-7040
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Treasurer - Mas Yoshida.....421-2776

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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.

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THIS MONTHS MEETING:

Will be held at Colorado Aero Tech at 7:00 PM, February 8, 1997. The program will be "Corrosion Control" by John Evens.

MILE HIGH FLYER

EAA MILE HIGH CHAPTER 43

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