

**December
2006**

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EAA MILE HIGH CHAPTER 43

Founded 1957

MILE HIGH FLYER

The Official Monthly Newsletter of EAA Chapter 43



FIRST FLIGHT N9339N

JUST as predicted in the October *Flyer*, Dick Neeley's RV-9A made a successful first flight on November 15th piloted by our own Bill Mitchell. Bill reported that she flew straight and true with no significant wing heaviness. The stalls were gentle and straight, just like they should be. This photo was taken by Bill on November 24 as Dick rolls out after landing at Longmont on his first solo flight in his newly hatched Niner.

Dick has equipped his plane with a Lycoming O-320 and constant speed Hartzell prop, Blue Mountain EFIS Lite G3, Digi-Track auto-pilot, slider canopy, and Creative Lighting LED nav lights and strobes. It should make an excellent cross country traveler. As of November 24 he and Bill had racked up over 15 hours.

Dick would like to acknowledge the assistance of Bill Mitchell for the test flights and check out, Dick Watson and the many RV builders who offered advice and help, and Dave Bieseimer, Tech Counselor.

Congratulations, Dick for a job well done!

DUES: Please complete the form on page 7 and send your dues to our treasurer Lynn Miller.

DECEMBER MEETING - DEC. 9 , 2006, 7:00 PM.
Jeffco Airport Terminal, upstairs, Mt. Evans Room.
Our Web Master, Bruce Handley will present the
program on winter flying.



MINUTES OF CHAPTER MEETING NOVEMBER 11, 2006

The meeting was called to order by our President, *Roger Newman* at 7:00 PM.

Visitors: Our two visitors were *Dave Dooley* and *Nancy Clair* of Erie.

Roger had all the veterans stand and be honored for Veteran's Day.

The minutes of the October meeting as posted in the newsletter was accepted and approved.

Treasurer's Report: Our Treasurer, *Lynn Miller*, reported the balance of our account and the amount of two CDs.

Safety Report: John Evens mentioned a friend that was a high time pilot, airline captain and homebuilder that never takes a fuel sample. Not a good idea. Copies of Aviation Safety were made available. He also mentions using mo gas with alcohol, which will absorb moisture. It works like a fuel additive and holds moisture in suspension. The issue is that it becomes corrosive in aluminum tanks and lines

Memorial Service: A DVD was shown of the memorial service at Oshkosh with Paul Poberezny presiding over the service. He read the names of those added to the wall including Ron Denight. Present at the meeting were Mike, Adam and Seth Kreutzer. Mike is the son-in-law and Adam and Seth are grandsons. Gene Horsman presented the DVD to the relatives.

Trip Reports: *John Evens* had a trip to Porterville CA at end of September and a couple of weeks later he and *Vicki* went to Kentucky to a T-18 fly-in.

Dean Cochran flew into Paonia CO to attend his 60th high school reunion.

Stephanie Wells flew a glider up to 24,100 feet.

Scott and Eric Serani shared their experience on getting a tour of Air Force One and then meeting the President of the United States, *George Bush*.

Old Business: None discussed.

New Business: *Jim Loyd* said that *Roger Newman* had a fuselage for a J-3 Cub and he had a 100 H.P. Mark 4 V.W engine. He asked for volunteers to form a group to possibly use these components to start a homebuilt aircraft.

Election of officers and board members: *Roger* asked if anyone would like to put their name in for any of the open positions. A vote of acclamation was taken, seconded and approved by the members present to keep all the officers and board members in their present office.

Roger then brought up the annual banquet. His suggestion was to have it at the Vista Ridge Country Club, where it was held before. He also suggested that the chapter subsidize part of the expense for a member and one guest. He will try and set it up for the second Saturday of January.

Gene Horsman informed the group that *Pat Claar* will not run again for board member. *Roger* asked for another volunteer. *Roxy Juul* asked for the duties of a board member and *Roger* explained them. *Roxy* was then voted in as a new board member.

Brian Cabebe reported a Young Eagle Rally at Centennial in partnership with the annual fundraiser of Wings Over the Rockies. *Chuck Yaeger* made himself available to the public. All the different chapters involved flew about 100 Young Eagles in 3 hours. *Chuck Yaeger* gave a brief description of his career. Due to the holidays and inclement weather, the rallies will be postponed till later. Brian also asked those members involved if they preferred an e-mail or a phone call for the rallies.

Correction: Last month a long time friend of *Ron Denight* was introduced with the wrong spelling of his name. The correct name is *Art Muka*.

Building Reports: *Dave Cordner* who is building a RV-7 discussed a poppet valve for a brake reservoir and also a Hooker Harness for seatbelts.

A motion to adjourn the business meeting was made by *Dean Cochran* and carried by the members present at 8:06 PM.

Out program was presented by Bob Freeman on aerobatics flight. Anyone interested in a new adventure should contact him at 303-469-7746 or use the Web site: www.flyaerobatics.com

PASSAGES

MARK YELICH -

To: All EAA Chapter 43 Members
From: Gene Horsman, 43 Data Base Editor

Just received the bad news that 43 Lifetime member, **Mark Yelich**, passed away last Wednesday afternoon (Nov. 22nd). He went into Hospice care last Tuesday and passed away on Wednesday.

Mark was a stalwart in Chapter 43 for so many years. He had been an officer for a number of years, and put together the original software data base for the chapter, passed on building information when asked and loved biplanes. Most chapter old timers remember Mark's Mixture, that Mark had designed and built, the little single seat Blue and White biplane that went to Oshkosh every year off Ron Denight's wing and Ron Cothorn's Long Eze wing. All three have now gone West.

He had a Starduster for a little while and sold it and started a Knight Twister some-time back. His last project was a Rocket, the hopped up RV, which fortunately was sold just about a month ago to a new home back east.

Mark fought a particular type of cancer for many years. He far outlived the Mayo Clinic doctors predictions from so many years ago. He took it upon himself to get better by a strict physical regime, lots of jogging with some holistic medicine added, which added years to his life.

There will be no local service as he will be buried back in Wisconsin where he grew up. I'm awaiting word about memorials from his family. I would like to go on record as recommending the chapter purchase a memorial brick for Mark for Oshkosh 2007. It will be brought up as new business at the December meeting.

Mark, may that final flight west be the best you ever experienced with many more to come. Many green grass runways, free gas, no storms, perfect landings and no engine problems. You can fly anytime that you want and enjoy every flight. God bless you my friend!

Gene

TIM TRACY -

Jim Loyd sent information he received that former Chapter 43 member **Tim Tracy** has passed away while visiting his parents in Florida. There are no details of his death or memorial plans available at this time. Tim was designing a full scale replica of the Star Wars X-Wing fighter that had captured his imagination, and is featured on our web site. Chapter 43 sends our sincere condolences to Tim's family and friends.

JANUARY BANQUET

PRESIDENT Roger Newman has arranged for our Annual Chapter Banquet to be held on **January 13th, 2007** at Vista Ridge Country Club (just east of the Erie Municipal Airport, where it was held two years ago.) The price will be \$10.00 per chapter member and one guest. Additional guests are welcomed, but because of the expense to the chapter for subsidizing the banquet, additional tickets will be at the price of the meal: \$21.00. The time will be discussed at the December 9th meeting.

The Menu: "Master's Club House Steak Buffet"

Grilled 8 oz. sirloin steak served with steamed vegetables, salad, bread & butter, and the Vista Ridge Baked Potato Bar with all the "fixins." Chocolate chip cookies for desert.

Tickets will be available at the December meeting from treasurer Lynn Miller. If you cannot make the Dec. meeting, please contact Roger or Lynn (contact info on last page). We need this notification so that an accurate head count can be given to Vista Ridge.

Thanks! Hope to see you all in December and January. *Roger*

STAN SPECHT IN ANTARCTICA

Greetings from the bottom side of the earth! I've been here in Antarctica for over a month, now, and am starting to really miss flying. The only compensation is to watch the mission support aircraft around here. I arrived in McMurdo Station (fondly referred to as "Mactown") on October 22nd after a 5 1/2 hour flight aboard a C-17 transport from Christchurch, New Zealand. The aircraft was flown by the Air National Guard from McCord AFB near Seattle. That, in itself, was quite the experience! I was fortunate to sit next to a pilot from the New York Air National Guard. They fly the HC-130's on skis that support the science effort here in Antarctica. We had quite a talk on the way down, and during a few dinner meals after arrival. Two Twin Otters on skis are based here, along with a Basler turbine DC-3 on skis, again quite the airplane! They presently use a 10,000 x 220 foot ski strip on the sea ice in front of "Station," as we call it. This weekend, however, they are moving operations to another ski strip on the permanent ice shelf, a little farther away. The move is necessitated because of the deteriorating ice, which will no longer support the aircraft. The C-17's will shift to a permanent snow-ice runway a further distance away, which supports their wheel operations. We have a contingent of five helicopters, as well. All for this month. I wish you all the best for the holidays, and look forward to hearing from many of you while I am here. Keep on flying!!&nbs; *Stan Specht*



C-17 departing McMurdo sea ice strip for Christchurch.



I'm standing in front of an Astar AS350B2 helo.



THE NUGGET

Pictured here are Brad and Herrill Davenport with the Nugget biplane designed and built by Brad. Herrill's story of the Nugget follows on page 6.

NEWSLETTER EDITOR

NOT wanting to give anyone the impression that he thinks he has job security for life, your newsletter editor would like to invite any interested individual to have a go as editor for 2007. All that is required is a genuine interest in airplanes (probably includes all of us!), a computer would be a good idea, with a little background with MS Word, Publisher, or similar programs, and the desire to put in a little time each month to put it all together. This is a volunteer position, so you don't have to be elected - just give me a call at 970-669-2286 (home) or 720-480-5825 (cell) and we'll get you started on the January issue. Benefits include getting to hear all the latest gossip and news before the rest of the chapter, and being the first to find out about all the swell airplanes and tools that will be up for sale in the want ads!

HANGAR WANTED FOR RENT

Hangar wanted to rent on a temporary basis for about March and April 2007, for the purpose of painting several aircraft. A temporary paint booth will be built in the hangar to house the operation in the hangar. Please call Jean-Pierre Verdier at 303-670-5259, Dick Neeley at 303-674-0183, or Scott Serani at 303-469-9328

Dine In		Take Out
Daily Specials		Mon-Sat 7am-3pm Sun 7am-2 pm
Phone (970) 336-3020 FAX (970) 252-6547		
Linda Belleau, Owner Located At The Greeley/Weld County Airport. We Sell Bison Meat By The Pound or Bulk E-Mail JLBELLEAU@AOL.COM		

Lonnie Hilkemeier	303-665-3267
	
lonnie@specialtyflight.com President, Master/Gold Seal CFI, MEI FAA Aviation Safety Counselor Mountain Flight Proficiency	

Herrill Davenport's "Nugget"

The Nugget, by Herrill Davenport

The idea for the Nugget started out with my father, Brad Davenport, drawing a sketch on a napkin. From start to finish, the Nugget took 18 months. The first flight was on February 2, 1967 at the Weld County Airport (KGXY).

I have pictures of me sitting in the fuselage on a chair set in place of the final seat; I was about 8 years old. I don't remember making engine noises, but I probably did. The Nugget with wings attached would just fit into the garage at a 45 degree angle with very little room to walk around. I was probably more of a pain, than a help during construction. During construction Dad had a little demo of how strong the fabric covering on an airplane was, he made a ring about 18" in diameter, finished it through silver, then he would take a sledge hammer and beat on this ring, nothing would happen, this stuff was tough.

The Nugget started out life with an O-290-G4 engine, this stayed in until July of 1968. As I remember the story, a problem developed somewhere over the continental divide and Dad was able to get it back to the Jeffco airport. At that time an O-320-A1B was installed, later changed to a B3B. My father sold the Nugget about July of 1976, because of heart problems. He sold it to a doctor in Wichita. The log book entries show it had a problem in a very short time. That problem as I heard it was that the top of a Pledge furniture polish aerosol can got stuck in the stick. The repairs were done fairly fast.

I bought the Nugget back in March of 1982, as the previous owner thought that this was not the airplane for his son to learn in (1 seat only). I had a problem on a landing in the foothills. While doing repairs for my problem, I found a contributing factor from the previous repairs that were not done correctly. The right gear leg had been redone without welding the heavy inside tubing to the heavy axle, before the outer thin wall streamlined tubing, which is where it failed. I learned a lot about the construction methods used on the Nugget. I had the best mentor, my dad, for the rebuild. Before I finished, Ron Denight took me up in his Luscombe, to get rid of some of the rust from in-activity.

I have made a few changes since I got the Nugget. The first change I did was to put a curtain below the seat so nothing could fall in and jam the controls, then new brakes/wheels, float carburetor, bigger baggage area, new radio, landing light, a Denight light weight starter, alternator, stereo, and a new aluminum gas tank.

Recently I had another problem, the exhaust valve on the number 2 decided it was time to say good-bye while I was flying at 7000'. It was not running very well at all, and didn't want to climb. So I was going down soon. I was near the IBM plant by Boulder, so Antique Field was closer than home. I turned that direction but couldn't locate the strip in the quick rush of finding a good place to land. I did find the strip and had enough altitude to do a 360 on final as to not over shoot the runway. The engine kept running on the ground and I felt every clump of weeds that the gear went through, slowing me down. It died as I started to turn towards Jack Greiner's hangar. Jack kindly gave me a tow to his hangar and graciously let the Nugget stay until the rebuilt engine was installed..

I had Penn Yan Aero rebuild the engine. It is running really smoothly, and a little over 200 RPM, over red line while straight and level. This gives about a 13 MPH increase in speed. I just finished the 15 hours of run-in at full throttle. Now I can get back to doing touch and goes, but I also need to check out this new climb performance.

2007 Membership Information

(Needed for 2007 Roster & Chapter documents, mailing info at bottom)

(Even if nothing has changed from last year, please fill out, and we particularly need EAA # and Renewal date.)

DATE: _____

Name: _____

Spouse: _____

Street: _____

National EAA Membership#: _____

City, State, Zip: _____

Membership Renewal Date: _____

Home Phone: _____ - _____ - _____

****E-Mail**

Address: _____

****We can now send you our monthly newsletter on E-Mail. It will come to you in a form that has a brief message and a link to our website, where you can then bring the newsletter up in color in PDF form. We also send out periodic news items by e-mail. The newsletter will be sent to you automatically this way, if you have an E-mail address.**

If you prefer to receive the newsletter by Snail Mail, check here. _____

AIRCRAFT INFORMATION:

Note: Category - Standard, Experimental, Ultralight, WarBird, etc.

Status: ---Built, Building, Restoring, Considering, etc

<u>Make, Model</u>	<u>Category</u>	<u>Since (Yr)</u>	<u>Status</u>	<u>Based At</u>
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

HOW WOULD YOU LIKE TO BE INVOLVED DURING 2007 ?

Would you?

Run for a Chapter Officer Post For 2007? -----Yes ___ No ___

Arrange, Or Be, The Program For One Of Our Meetings?----- Yes ___ No ___

Host A Chapter Meeting At Your Project?----- Yes ___ No ___

Volunteer To Serve On the Rocky Mountain Regional Fly-In
Planning Committee? -----Yes ___ No ___

Volunteer For The 29th (2007) Annual Rocky Mountain EAA
Regional fly-In?----- Yes ___ No ___

Participate in Young Eagles functions, either as pilot
or volunteer?----- Pilot Yes ___ No ___
Volunteer Yes ___ No ___

Annual Dues for 2007 are \$20.00. Please make check payable to EAA Chapter 43, C/O Lynn Miller, 3015 Piper Drive South, Erie, CO 80516 (Phone 303-666-8233) E-Mail: miller967@aol.com

EAA Mile High Chapter 43

Chapter Officers		
President	Roger Newman	303-280-9140
Vice President	Greg Hall	303-424-4216
Vice President	Stan Specht	303-232-8474
Secretary	Bob Young	303-466-6902
Treasurer	Lynn Miller	303-666-8233

Volunteer Officers		
Technical Counselor	Bob Green	303-659-5829
Technical Counselor	Dave Biese-meier	720-480-5825
Technical Counselor	Pat Claar	303-424-0170
Flight Advisor	Bill Mitchell	303-427-4025
Flight Advisor	Mike Gugeler	720-890-0552
Newsletter Editor	Dave Biese-meier	720-480-5825
Young Eagles Coord	Brian Cabebe	303-657-5649
Member Data Base Ed.	Gene Horsman	303-279-5782
Web Master	Bruce Handley	303-494-5412
Safety Officer	John Evens	303-420-2724
Refreshments	John & Roxie Juul	303-466-2600

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Mile High Flyer
 EAA Mile High Chapter 43
 Gene Horsman
 Data Base Editor
 210 Lookout View Ct
 Golden CO 80401

FIRST CLASS



NEXT MEETING - DECEMBER 9, 2006, 7:00PM