

# Mile High Flyer

EAA MILE HIGH CHAPTER 43

Founded 1957

OCTOBER 1999

Volume 22 Issue 10

## SEPTEMBER MEETING MINUTES:

**T**HE MEETING was called to order at 7:15pm by our fine president, George Hayes.

Visiting our meeting were the following guests:

Eldon and Kathy Kinder, Bill Purcell - BD-4 builder, Chris Edwards - RV-8 builder, and Terry Johnson, who is interested in building.

Treasurer's report: Bob Wilson reported a balance of \$1141.77 in the chapter checkbook.

Our chapter sponsored Air Academy attendee, Chris Goodholm gave a nice report on his experience at Oshkosh, which included building ribs, sheet metal work, dope & fabric, and ground school.

The Jeffco Pilot's Association Fly-in was a bit of a bust; only 15 Young Eagles were given rides.

Gene Milligan, keeper of the chapter data base, asked that anyone having problems receiving their newsletters please contact him at 303/466-0831 to rectify any problems with addresses, etc.

An effort will be made made by Gene Horsman and Steve Beach to retrieve the Chapter Library from former president Kirby White.

Roger Standard asked that any members who would be willing to loan aviation books and tapes to other members provide Roger with a list of those items. The said items would be secured by a deposit of value set by the loaner, the said deposit being held in the chapter treasury until the safe and timely return of the items by the loanee. So be it.

Larry Vetterman, of Rocky Mountain Exhaust system fame, is moving his business to Hot Springs, South Dakota. To lighten his move, Larry has a bunch of mild steel exhaust tubing to give away - as in FREE!

Cliff Begnaud told the membership of an upcoming 1/4 scale Aerobatic R/C event to be held October 2&3 at Fredric, off Highway 52.

At Home in Colorado.com is a web site listing airport properties. Check it out.

## OCTOBER MEETING:

**SATURDAY, the 9th, 7:00P.M.**

**HANSEN'S PRECISION MACHINING  
5611 KENDALL CT., ARVADA, CO.**

***Ib Hansen will be there to give us a guided tour of his shop and also tell us everything about buying, building, flying and racing the Cassutt aircraft. To get to Ib's shop from Wadsworth, take Grandview east to Lamar, turn south to 56th, then left one block to 5611 Kendall Ct, north side of building. From Sheridan & I-70, go north to 58th (Ralston Rd), then west to 1st stop light, and left to 56th, to Kendall Ct. Ib promises to have a sign out front. Call Ib at 303/423-0780 if you get lost.***

Ruby Lanich reported that the Greeley Weld Co. Airport will be closed October 13th through 25th for construction projects.

Progress Reports: Ron Cothorn has a freshly overhauled O-235 in his Long EZ. Ron Denight assisted with the overhaul.

Dean Cochran has finished the installation of his new polished aluminum cowling on his T-18. It is gorgeous!

Trip reports:

Bill Mitchell reported that Bobby Johnson (83 years young) flew his Kolb out to the Williams Ranch Fly-in, and back. A formidable cross country for the sturdy little ultra-light.

Gene Horsman flew his Luscombe to Blakesburg Iowa for the Antiquer's Fly-in.

Dean Cochran flew his Thorp to the T-18 Fly-in in Porterville CA, taking 5 hours and 20 minutes in the air. Not bad for westbound.

Ruby Lanich flew her trusty Ercoupe to Spearfish SD, getting up to 10,000' over the Black Hills

John Evens Flew his Thorp to Montana and Steamboat Springs.

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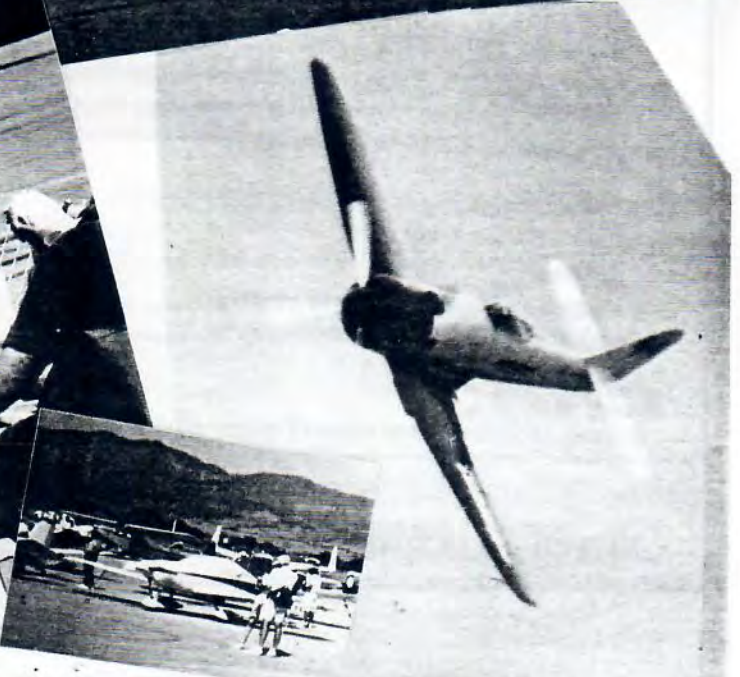
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Continued from page one.

**Genes's Corner:** Gene Horsman noted that the EAA had published the latest from the FAA on populated area overflights by experimental aircraft. ( See the June *SPORT AVIATION*). The membership is encourage to contact Senators Campbell and Allard to vote yes on the so -called AIR 21 bill, Senate Bill S1467, to release funding from the Aviation Trust Fund.

**Banquet Committee:** Roger Standard and Gene Milliagan volunteered to head up the committee for our annual Winter Banquet. Thanks guys!

**Program:** The evenings program was provided by Jeron Smith of Raven Redrives, producer of inovative redrive systems and Suzuki, Geo Metro and Tracker engine conversions. They produce engine and redrive packages from 60 to 145 HP with all up weights from 118lb. three cylinder engines to 210lbs for the 1.6 liter 110 HP (with redrive).

## BILL HANNAHAN'S LETTER

Hi Dave, here is the letter I mentioned. If you would like more material let me know, I have several letters and builder tips available.

Response to DOT Docket No. FAA-99-5926:

When I was a young boy my parents took me to Monument Valley. I was struck by its natural beauty. Since than I have learned to fly, and built a plane. Occasionally I am able to experience a ride through the valley at sunrise or sunset with a good friend and good music. The experience is breathtakingly beautiful, enough to bring mist to the eyes. But I must be careful not to look down because that view brings tears. Each time the valley floor is more scarred with road cuts, trash dumps, fire pits motorcycle trails, old cars and house trailers. Considering how long it took nature to create Monument Valley, it is amazing how much it has declined in my very short lifetime.

Imagine a world of ten billion well-educated hard working productive affluent people. Suppose that just once in their life-time 50% of these people decide to treat themselves to a rafting trip through the Grand Canyon. How many people would that be each day?

Assuming a life expectancy of 80 years and a trip length of ten days it would be:

10,000,000,000 people times 50% = 5,000,000,000 people per 80 years = 62,500,000 people per year divided by 365 days per year times ten days per trip = 1,712,328 people each day. That is 1.7 million people (not including guides, staff and repeat visitors) in the Grand Canyon 24 hours a day, cooking meals, eating, defecating, urinating in the river (recommended practice), camping and floating downstream, destroying the natural beauty of the canyon

Experience has shown that there is only one way to fully preserve natural beauty in an overcrowded world. Erect a chain link fence around it and post armed guards to keep people out. Ironically the best examples are among the most noisy and polluted sites on earth. Most large airports have more species living inside the fence than outside, despite the concrete, air pollution and noise.

The Rocky Mountain Arsenal near Denver where this country made nerve gas for several decades was just off the departure end of runway 35 Stapleton, is close to the new airport, DIA, and is being enveloped by Denver. The animals have adjusted to the noise and do not interrupt their activities for even the loudest aircraft. For its size it is one of the most diverse natural environments in Colorado. Cape Canaveral, second to the Everglades for number of species present in the eastern US and occasionally the noisiest place on earth. The government's nuclear waste facility in South Carolina which has more species than three nearby states combined. These places and others like them are studied by biologists because of the balance and diversity of their unspoiled ecosystems.

Contrast these examples with the places of great natural beauty in this country including Monument Valley, the Grand Canyon, the rocky mountains, the national shoreline, Yellowstone, Yosemite etc. These places are being damaged by human activity at an ever-accelerating rate with no end in sight. Species extinctions are occurring at more than 1000 times the sustainable rate.

Are there any places of natural beauty on this planet you would seriously like to save for your great, great, great, great grand children? If you answered yes then you must lobby to have these sites treated the way we treat great works of art. Look but do not touch. In short you are restricting the wrong people. You are restricting those who do the least damage to a national treasure in support of those who do the most damage.

I am opposed to the expansion of restricted airspace over the Grand Canyon and recommend eliminating the existing restrictions. You should be encouraging people who enjoy these places of rare beauty without direct contact.

=====

BILL HANNAHAN  
WFHANNAHAN@YAHOO.COM

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## STEVE'S CORNER

### ANOTHER GREAT DAY:

September 25<sup>th</sup> was the date of the big Burlington RV fly-in. Daril Cinquanta and I had planned to fly over in his PA-11 but the winds on that Saturday morning quickly put that idea to rest. Luckily for me Mas Yoshida was headed in that direction and still had a seat open. We took off mid-morning after the Denver Air breakfast and with the tail wind found cruising speeds up to 214 mph. That made the trip over just over an hour (I am still always amazed at how quickly the RV's can move across the countryside).

Along the way we heard from other RV's headed for Burlington so we knew that we would not be the only aircraft on the ramp. As we entered the pattern we could see at least three rows of planes on the tarmac and Mas decided it was picture time. I flew a long circle around the airport while he clicked off a few photos. On the ground we met up with Dennis Walsh who estimated that a total of 50+ RV's and other aircraft had flown in. Some of the 43 gang that were seen were Pat Claar, Bill Mitchell, Dave Bieseimer, Lothar Klingmuller, Ron Denight and Ruby Lanich.

Two seminars were held during the day with good attendance at each. The local Boy Scout Troop did the lunch honors and a banquet was planned for Saturday night. I had an opportunity to talk to a number of RV owners on the line and they all said that they really enjoyed the Burlington get-together. They came in from Oklahoma, Nebraska, Texas and Colorado. The Texans had flown up in a group of 9 or 10 aircraft and all displayed the Texan flag on the nose of their RV's.

All in all it was a very good day and a good fly-in. I want to thank Mas for the ride and stick time. It is always a great joy to pilot such a fine machine.

Oh yes, I should mention that I polished off the day by attending the Full Moon Hanger Party at the Boulder Airport that evening. Another fine event hosted by Sarah and Will Barclay. A few 43ers were in attendance; Michael Maya Charles and his wife who was appropriately dressed as 'Rosie The Riveter', and Marvin Wahl with his daughter. This event is one that should be on everyone's calendar if you like to dance or just enjoy hanger flying.

## STATISTICS:

This statistic was found in one of the flying media last month and is the kind of information that needs to be seen by the general public more often.

In all of 1996, 927 people were fatally or seriously injured in aircraft accidents. In the first half of 1999, more than 7,000 people were injured at concerts.

## ELECTIONS:

October is Officer nomination month for next year's officers. This is always a struggle in any organization but we have a good chapter with active people. If you have every even thought about helping out the chapter in an officer position this would be as good a year as any to throw your hat in the ring. This is your opportunity to get the Mile High Chapter started on a positive note for new millennium.

## A NOTE OF THANKS:

Daril Cinquanta sent along this note of thanks from the Jeffco Aviation Association to chapter 43 for the help given at their August Fly-In.

Steve Beach  
Experimental Aircraft Association  
1156 Fern Street  
Broomfield, CO 80020

Dear Steve,  
On behalf of the Jeffco Aviation Association , please let me take this opportunity to thank the EAA, Chapter 43, and specifically you, Bob Lee, the Lyners and all who contributed to the JAA Fly-In/Young Eagles Rally.

The support we have given each other through the years has been most gratifying, and I know will continue. You can count on our support in the future, and thanks again for all the help from everyone and the use of the EAA trailer.

Very truly yours,

Daril Cinquanta

# 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 Bieseemeier.....303-384-3760  
Treasurer - Bob Wilson.....303-682-1857

## VOLUNTEER OFFICERS:

Technical Counselor - Ron Denight.....303-452-0458  
Technical Counselor - Marvin Wahl.....303-935-9934  
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Flight Advisor - Bill Mitchell.....303-427-4025  
Flight Advisor - Tom Young.....303-833-4091  
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Young Eagles Coordinator - Bob Lee.....303-456-1268  
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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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## MILE HIGH FLYER

### EAA MILE HIGH CHAPTER 43

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## FIRST CLASS

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## THIS MONTH'S MEETING:

SATURDAY, OCTOBER 9TH, 1999 at 7:00PM .IB HANSEN'S NATIONAL AERONAUTICS See inside for details.

*Bring chairs!*

