

MILE HIGH FLYER

MARCH 1998

Volume 21 Issue 3



FROM THE LEFT SEAT:

Steve Beach

APRIL MEETING:

APRIL 11th, 1998

Blue Grassfield's Hangar

West side of Tri-county Airport

See directions on page 4

a great loss



I only knew Brad a short time. In fact it was just three years. But his influence on aviation in this part of the country was obvious from the first day that I attended a Chapter 43 meeting. His knowledge went far beyond any of today's A&P's and, unfortunately, much of it is gone forever. The things that Brad knew and practiced simply aren't taught in today's aviation's schools. Our sympathy and condolence's to Wilda, Herrill and the entire Davenport family.

I won't even attempt to give Brad the tributes that he deserves. I will leave that to people like Bud Auman and Gene Horsman who knew him far better. What I can say is that Chapter 43, the Antique Aircraft Assc of Colorado, and all of Colorado Aviation have lost a good friend and great aviator.

SCHOLARSHIP:

At our last meeting we voted to accept the Antique Aircraft Assoc.'s offer to send a young person to "Grassroots AirCamp '98". We are supporting this effort with \$500.00 and the Antique's will pick up the remainder of the cost.

We now need to select a youth to send to the camp. A couple of people have already picked up applications for candidates that they know. If you have someone that you would like to put into the running please call Gene Horsman or myself for an application. We will be voting on whom to send at the April meeting.

This scholarship will be given in Brad's name

MANY THANKS

43's very special thanks goes to **Ret Major General Pat Halloran and Jenny Wright** for giving two very interesting and informative presentations at our April meeting. Jenny led off the evening with her honors winning SR-71 paper. She did the research and paper for Earl Boltons aviation course that he gives at one of Boulders elementary schools. To the say the least we were very impressed with not only her knowledge on the subject but also her ability to speak in front of a large group. Congratulations Jenny, we enjoyed all of your facts and data.

Pat admitted that Jenny was a hard act to follow but true to form he managed to fill us in on a few of the details that she probably was not able to find. The SR-71 was (and still is) a fascinating aircraft. The fuel burn may have been a little high (understatement) but with its high speed it could cover a lot of territory between refuelings. I did a quick calculation and figured that a couple hours of SR-71 flight time would equal all of the fuel that I have burned over the last eighteen years. Little wonder that the U-2 is still the favored aircraft.

Thanks again to Pat and Jenny for the great talks. I also want to commend Earl Bolton for his great contribution to the Boulder school system and for arraigning to have Jenny at our meeting. Remember Pat you are invited to our meetings anytime and we are hoping that you can fly Lovings Love up for the Picnic on May 9th. And Jenny, if you would like to see a group of very nice aircraft, come out to Tri-County for the Picnic starting at about 10:00am.

Also, one more round of applause to Bill Wright for providing the funds to rent the Jeffco Terminal room for the March meeting. Believe me Bill it was much appreciated!

JEFFCO HANGAR UPDATE

Since the last newsletter the Hanger Exploration Committee has met twice. The first meeting was to get to know everyone and to hammer out some rough idea of what the goals of the committee should be. The second meeting got more into the nuts and bolts of the mission.

Larry Allen, councilmember from Broomfield, met with us and provided some good insight into the structure of the airport as it pertains to the City. The committee will have to work with the airport manager and commission in order to get a better understanding of how the expansion plans are being developed. Tasks have been accepted by the various members of the committee to get everything underway. At our next meeting we hope to have Dave Gordon and possibly one of the airport board members in attendance to answer some of the many questions that we have.

HERE WE GO AGAIN!!!!!!

I spoke with **Blue Grassfield** at the Hanger meeting and he said that his four smaller hangers should have an occupancy permit this week. He also indicated that we could meet there in April. Unfortunately I did not get a chance to call him to get the final go ahead before he left for Boston. I think that it is safe to publish that we will hold our meeting at Tri-County on April 11th at Blue's hanger complex. The only thing that everyone will have to remember is a chair.

I will be giving Dave Bieseimer directions and a map to the complex to publish in this letter.

Once again our thanks to Blue for donating the space to hold our chapter meetings. This complex could be the start of great things for experimental building.

VOLUNTEERS:

The Rocky Mountain Regional EAA Fly-In is getting closer with each passing month. I just want to go on record as saying that the support that everyone is giving to this years Fly-In is absolutely phenomenal!! If all of the plans, activities, and volunteerism continues this will be the greatest and best Rocky Mountain Regional yet. This is also the twentieth anniversary and should be loads of grassroots fun.

As I mentioned last month we are organizing a Young Eagle Rally to be held on the Friday before the Fly-In. **Glen Grove** and **Bob Lee** ('43' Young Eagle

Coordinators) are the two people in our chapter to contact to help out. They can also benefit from some assistance on getting youth involved to become the newest YE's.

Also on the agenda this year will be a Spot Landing contest and Flour Bombing contest. The Flour Bombing will be for Ultra-Lites and the Spot Landing for all others. Yours truly has the responsibility for getting the contests organized and I can use all of the help that I can find. This is a new adventure for me and if anyone has any wisdom it will be accepted with open arms. Also need volunteers to help run the contests.

Believe it or not the Fly-In is just two newsletters away.

FLY-IN SEASON

If the breakfast at Tri-County is any indication of the enthusiasm for fly-in season being back, this is going to be a good year. I almost forgot about the breakfast until Charlie Graf walked into the Denver Air Center and reminded me of why there were so few people at the breakfast that morning. By the time I got out there the gleaming new concrete was full aircraft. Not only were the regulars there, but many new people as well. Everything from ultra-lights to Texans.

I can't estimate how many people actually showed up, but, in my short time of being in this area, I can't remember seeing that many aircraft on the Tri-County ramp. It also seems like I am seeing more fly-ins being advertised this year. Go out and enjoy the season, next November you will kick yourself in the posterior if you don't get to at least a couple of them. Drive if you can't fly or beg a ride. Dave is working on a list to publish. If you know of some that don't get on the list please give him a call.

FLYING START:

This is the last newsletter before our first adventure into the Flying Start program. I was talking with Ed Jerziony (Flying Start Hdqrs Director) last week and he said that one of the participants from one of last year's programs has achieved a private license. The age group that this program is aimed at is full of people that have always wanted to get a pilots license but simply have never gotten involved.

LEFT SEAT, CONTINUED.

This is our chance to really get some new blood into General Aviation. All you have to do to be involved with this one is to get a couple of people to attend. A couple of volunteers to man an EAA table are also needed. Each new national member that we can sign up will put ten dollars into our treasury. Also any one that joins EAA or renews their membership at the event will get an EAA cap, EAA pin, and 1996 Convention Video. If you need to renew this would be a good time to do it.

AIR VENTURE '97:

Don't forget you can get news about this years AirVenture ('Oshkosh') at: www.fly-in.org

Dave can still use some articles for the newsletter. Anything concerning aviation, especially CO flying. Being the newsletter editor is not an easy task when there is nothing to put into the publication.

See you at the April meeting.
Blue Skies and Smooth Air

Steve

Bob Johnson Open Shop

Bob Johnson will hold an open shop at his house Saturday, **April 18th** from 3:00PM 'til evening for those interested in seeing his Kolb Firefly folding wing ultra-lite. It is mostly complete except covering, with a few parts already covered. Beer and soft drinks will be furnished.

The address is **859 Gapter Road** in southeast Boulder. From Baseline Road, turn north onto Gapter, which is one block west of Cherry Vale Road. It is the 7th house north of Baseline on the west side of Gapter Road, a brown frame house behind pine trees. Walk in past the house into the back yard.

FOR SALE

N3 PUP ULTRALIGHT - 'Cub Look Alike' - Not a kit, this one is flying!
Mosler 2cylinder 4cycle engine 37 HP. \$10,500
Call Gene Milligan 466-0831 (Make him an offer!)

Gene's Corner

MEMORY OF A FRIEND

What do you say when a long time friend, mentor, and keeper of your flying machine has gone west?

You have this big empty feeling of loss that doesn't go away. It doesn't want to sink in that he is gone. Why, you had just talked to him on the phone one week ago this day and he was speaking from his bed in the hospital. You had a nice chat and he wanted to get out and go home, but stated that he was going to have to go thru some more tests and probably some medical procedures. You had a couple of good laughs and he had not lost that sense of humor that was always so sharp.

Now you sit here at the keyboard trying to come up with remembrances of your friendship.

You had first met him a number of years ago, probably in the late 1970's, through EAA Chapter 43, but didn't meet him again thru the antiquers until he personally invited you to go to Blakesburg in the fall of 1982. He spoke glowingly of the laid back nature of the fly-in there and how he thought you might enjoy it. So off you went in a WWII Aeronca L-3, sharing the piloting duties. Sure enough, you did enjoy it and continued to talk about it with him over many more Blakesburg fly-ins. At that point you joined the Colorado Antiquers and have been a member of both the chapter and National since.

You bought a share in a 1940 Luscombe that winter and he became your A&P and IA and kept that little airplane flying over the years since. He was as knowledgeable on that airplane as anyone could be, having worked at the factory in FT. Collins in its last years. But his knowledge did not stop there. You soon learned that he had learned and worked on many different flying machines over the years and was a real expert on just about any machine that had been built. I can't even begin to try to list them, but the list was long, very long.

We went to him when we needed a technical question answered or even a trivia question, because he had the knowledge to answer it. He never refused, even a stranger, to answer that question when it was asked. It was usually done with a smile and a quip along the way. That was his way.

He had designed and built a number of his own flying machines over the years and I don't think that I had ever learned of them all. The Nugget is still in the family with his son flying it regularly.

He had worked on many bigger projects such as the Ball Jetwing and had many well known friends, such as Bob Hoover, "Fish" Salmon and Daryl Greenmeyer. That list was endless also.

Continued on page 4

Gene's Corner, continued.

You talked to him about a project you had in mind of an old, long forgotten airplane of the 1940's. You confessed to him that you didn't really have the skills to tackle a project like that. I shall never forget the answer. "You can learn them and you have many friends that do have the skills, go for it!" I did go for it and am so sorry that he won't be here to bless the finish or see it fly. He had a mighty big hand in it. I dedicate the finishing of the Mercury project to him and know that he will be looking over my shoulder as I work to complete it and will be in that front cockpit when I make that first flight.

So long old friend and keep the airspeed up, we'll meet again someday to talk old times and maybe make some of those perfect flights together.

Your friend, *Gene Horsman*

DIRECTIONS TO THE MEETING:

This month's meeting will be held at **Blue Grassfield's** new hangar on the west side of the **Tri-county Airport**. To get there take Colorado Highway 7 from either Lafayette or I-25 to the first road west of the Tri-county Airport entrance road. Go north on this newly named road (it used to be County Line Road, but is now BC-901-WC-1, Road 1 - somebody's idea of a goofy April Fool's joke no doubt). There is a sign that says "Erie" and points north. Ok, go north about .1/2 mile, bear right onto the gravel road that leads to the "**John Deere Green**" hangars and you are there. We will try to have some signs up indicating the way. **BRING CHAIRS!!!**

PLACES TO GO:

April 19 -25, Lakeland FL: 24th annual EAA Fly-in and Sport Aviation Convention. (914) 644-2431.

May 2, Abilene KS: Annual Fly-in Breakfast. (785) 263-3970.

May 6 - 10, Tucson AZ: Cessna Pilot's Assn. Convention. (805) 922-2580.

June 5 - 6 Bartlesville OK: 12th Annual Biplane Expo '98. (918) 622-8400.

June 27 - 28, Longmont CO: Rocky Mountain EAA Fly-in. (303) 780-5857.

MARCH CHAPTER 43 MEETING MINUTES

The meeting was called to order by president Steve Beach at 7:04PM

Guests in attendance were:

Pete and Nancy Kelly who learned of chapter 43 at the Air Fair.

Dan Montgomery, new to the area from Florida.

Mark Davis from Arvada.

Sheldon Ronbolt, who is looking for an appealing project to build.

Dave Schaefer, who comes to us from the Air Fair.

Gary Richey, a member of EAA National who wants to join.

Steve announced the passing of long time Chapter 43 member Brad Davenport, during heart surgery, Thursday, March 12th.

Steve thanked George Brady for bringing Papa Bear Whitmore as our February meeting.

Treasurers report: Mas Yoshida declared the chapter solvent with a checking account balance of \$1482.53. Chapter patches are still available at two for \$5.00. Name badges can be ordered from Herrill Davenport for \$6.00 each.

Steve reported that the Air Fair had a slow crowd on Saturday, due to the weather, but a nice crowd on Sunday.

Gene Horsman informed the membership of the Air Camp for kids at Lake Tenkiller, OK. It is an intensive, aviation oriented camp for 14 to 17 year old kids. The cost of the camp for each youngster is \$995, which includes ground school and airplane rides. Gene requested that a motion be made for chapter 43 sponsorship of one kid. So moved and seconded. Names of candidates must be submitted by May 1st.

Project reports: George has fitted the wings to the fuselage of his 3/4 Pietenpol. Ron Denight has the newly installed 0-290 flying in his Denight Special, and reports that it is 10 MPH faster than with his 0-235. Pete Clinton has covered the tailfeather of his Skybolt project. My apologies to the two RV-6 builders who reported their progress and whose names and progress I missed. One has a quick build kit under way. (Those guys all look the same to me!)

New home: Blue Grassfield's hangar is nearly finished and available for the April meeting. A committee has been formed to investigate forming 501C status for the chapter.

Longmont's Vance Brand airport has a new unicom frequency. It is now 122.975.

BRAD DAVENPORT

N MEMORIAM A TRIBUTE

The words of Richard Bach, pilot and author, and the words of an aviation friend of mine, Marlin Gengenbach, a captain with a commuter airline, seem appropriate at this time, a time of physical loss of someone special, someone that we knew in this fraternity of the skies.

From his book, A Gift of Wings, by Richard Bach, I quote from the chapter entitled, "People who fly,"

"...I listened as I sat with pilots, now and then, clustered on the night grass under the wings of a hundred different airplanes. I listened as I stood with them in the sun and while we walked aimlessly, just for the sake of talking, down rows of bright-painted antiques and home-builts and sport planes on display.

"I suspect the thing that makes us fly, whatever it is, is the same thing that draws the sailor out to the sea," I heard. "Some people will never understand why and we can't explain it to them. If they're willing and have an open heart we can show them, but them them we can't."

"It's true. Ask "Why Fly?" and I should tell you nothing. Instead, I should take you out to the grounds of an airport on a Saturday morning in the end of August. There is sun and a cloud in the sky, now, and here's a cool breeze hushing around the precision sculptures of lightplanes all washed in rainbows and set carefully on the grass. Here's a smell of clean metal and fabric in the air, and the swishing chug of a small engine spinning a little windmill of a propeller, making ready to fly."

Marlin Gengenbach penned the following words in the summer of 1997. He wrote:

"I have watched the panorama change and thought how life resembles flight. We grow, mature, age slowly, imperceptibly, while the landscape of our lives changes at a steady, merciless pace. One day, we realize we have traveled far on a journey that cannot be repeated or retraced. We turn, look back and find the perspective much different than it was coming through facing forward. Yet, at some point, the past is no longer visible -it is hidden by the crests we have crossed, and the haze. Then we have only the memory of it as we fly on toward an unknown destination."

Brad's destiny was long ago written in the skies of time. He remains with us now in Spirit. Herrill, from this day, each time you will gaze into the eyes of another pilot and shake his hand, your father will be there. Each time you touch an aircraft, open the cowl, and tweak that little widget, your father will be there. And, each time you sit at the controls of the Nugget and embrace the skies, your father will be there.

Brad has now touched the hand of God. His tales of aircraft, of flight, and of flying are now shared with the Creator, and with pilots who have gone before us. We, who have had the opportunity to touch him in his physical being, shall hear him and feel him as winter winds and summer breezes blow across our faces, whispers in the Winds of time.

At this memorial time, Brad is more than he ever was before. His is Creation, spiritually soaring the skies enfolded within the sacred wings of the Creator. And we, who remain for a time, are more than we ever were before because we have touched Brad's hand, his heart, and his mind, as he had touched ours.

Thank you Brad, and blue skies always to you, to those here today, and to those yet to follow and learn of your love of aviation.

Bud Aumann

EAA MILE HIGH CHAPTER 43

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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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THIS MONTH'S MEETING:

Will be held at **BLUE GRASSFIELDS HANGAR at TRI COUNTY** APRIL 11, 1998, at 7:00PM. See inside for details.

