



MILE HIGH FLYER

EAA MILE HIGH CHAPTER 43

JULY 1998

Volume 21 Issue 7



FROM THE LEFT SEAT:

Steve Beach

WHAT A FLY-IN!!

The weather gods must like the Rocky Mountain Regional EAA Fly-In. For at least the last three years we have been blessed with good weather on both Saturday and Sunday. The Fridays have been a little windy but the fly-in has managed to survive.

This year's fly-in was bigger and better than ever. Approximately 300 aircraft and helicopters flew in for the event and 2500 gate admissions were collected. The Sportair seminars were very well attended and I overheard some very good reviews of the programs.

Of course the real reason for a fly-in is for people to be able to show off their workmanship. This year the show attracted many fine aircraft, some that we have seen before and some that were new. Six aircraft from Texas and six from Wisconsin flew in for the two days and both groups seemed to enjoy what the regional had to offer.

The winners of the judged airplanes all had nice comments on the new trophies. The corporate sponsorship (that provided the funds for the new trophies) is an indication that this regional is starting to gain momentum. The award winning aircraft and their owners will be listed in next month's newsletter.

This year's fly-in was dedicated to Brad Davenport and a special award was given in Brad's name. See Gene Horsman's article.

This year we ventured into the contest arena with a Spot Landing Competition. We only had six contestants, but the competition was very interesting and fun to watch. The winner was Bob Waldron from Ft Collins in a Kitfox. Bob flies a Cessna 180 most of the time but elected to fly the Kitfox to the show because he has it up for sale. Bob took-off with four of the participants but did not show up in sequence for his landings. About the time that the others were

JULY MEETING:

July 11th, 1998 7:00 pm Tri-County Airport
The First Row Of hangers (Ron Denight, Mark Yelich, Herrill Davenport and several others)

finishing up and we were beginning to worry just a little he announced entering down wind for a spot landing.

And what a landing! Just 7' short of the flour line. One of the judges made a comment that he must have disappeared for a while to practice. I inquired later on what had happened and sure enough Bob had gone to Boulder to shoot a couple of touch & goes before trying one at Longmont. Evidently it worked because his second landing was only 2' short of the line. His total score was an amazing 11.25 points. Second place went to Eric Paris (Longmont) in a Cessna 172 with a score of 43.5 points, and third was Mark Tripp (Longmont) in a Citabria with a score of 85.0 points.

Practice your landing skills and plan to enter next year. A comment was overheard on the radio after the last place contestant (a Cessna 180) touched down beyond the penalty line for the second time; "I really have to learn how to land this thing!" In his defense the winds were beginning to gust by the time he made his landings and made for tougher conditions than the earlier landings.

BRAD DAVENPORT

MEMORIAL AWARD

Gene Horsman

On a bright blue and warm Sunday afternoon, June 28, 1998, The Antique Airplane Association of Colorado and Mile High Chapter 43 of the Experimental Aircraft Association presented the first annual Brad Davenport Memorial award to Mr. Richard Clements of Lakewood, Colorado. The award was for his beautiful all wood Meta-Falco homebuilt aircraft.

The awards presentation was part of the 20th Annual Rocky Mountain Regional EAA Fly-In at Vance Brand Airport in Longmont, Colorado. The Fly-In was dedicated to Brad Davenport who flew west on March 12, 1998. The award, a beautiful laser engraved oak plaque, was sponsored by the two organizations with the assistance of the Davenport family.

The plaque featured a side view of the Colorado built Eaglerock biplane and the Eaglerock logo, with the logos of each of the two organizations, and the words "Brad Davenport Memorial Award, 20th Annual Rocky Mountain Regional Fly-In, 1998". The name of the winner will be engraved on it also before he receives it.

Brad Davenport was Mr. Colorado Aviation to those many friends who knew him. He was a pilot, an A & P mechanic with IA authority, a talented aircraft designer and builder, an aircraft restorer, who had restored two of the old Eaglerock biplanes for Mr. Carl Williams of Denver, hence the Eaglerock design on the plaque.

He was an EAA Technical Counselor and Chapter Safety Officer and a walking encyclopedia of aviation knowledge who would pass this information on to those who had questions, a man who was never too busy to answer those questions. Brad maintained many older aircraft in the Front Range area and was a mentor to many who were building their own airplanes. He is sorely missed by all who knew him.

A panel of judges, with 2 from each of the organizations, looked over all the aircraft that were present on Saturday, June 27 and judged to the following criteria:

1. A restored or homebuilt aircraft;
2. No more than 200 horsepower;
3. Constructed of tube and fabric or all wood or all aluminum;
4. Work must have been done by the owner.

There were many beautiful aircraft at the Fly-In that met most of these criteria, but Rich Clements airplane met all four requirements and was picked as the winner with the quality of workmanship being the icing on the cake. This trophy will be awarded again next year at the 21st Regional and future winners will be judged to these same criteria.

Gene Horsman

YOUNG EAGLES:

Thanks to the efforts of Young Eagle coordinator Bob Lee and pilots Blue Grassfield, Pete Kelly, Mark Graf, Steve Robinson, Lt. Hollis, and Pat Murphy, 18 young people from the Longmont area were taken on their first YE flight. The winds were a little gusty but all of the kids seemed to enjoy their rides.

It would be very nice to see chapter 43 get more involved with this civic activity. Perhaps next year we can set a goal for the chapter and go for it. '10 in '99'

Jon Johanson

Steve Beach

I spoke with Dean Hall late last week and he said that Jon Johanson was scheduled to arrive in Colorado on Saturday July 4th. Dean will be his host from the 4th until the 22nd when they head out for AirVenture '98.

I was hoping that Jon would be able to attend our July meeting but he and dean will be in Yellowstone that weekend. You can still hear Jon speak about his around the world flights at chapter 648's meeting. That meeting will be on July 13th at 7:00pm. 648 meets at Flatirons FBO at the Boulder Airport.

VOLUNTEERS:

Steve Beach

Chapter 43 now has over 95 paid memberships. That number continues to grow at every meeting. Obviously the chapter has something that attracts aviators to our meetings and events. I would like to see the enthusiasm continue and grow even more.

The best way to keep an active chapter alive is to have a group of people that are willing to participate beyond the monthly meetings. Chapter 43 is fortunate that it does have a number of members that help out with many of the functions and meeting preparations.

The following positions are jobs that the chapter needs to have filled for 1999 or earlier.

Officers For 1999: President, (2) Vice Presidents, Secretary, and Treasurer
 Flying Start Coordinator:
 Young Eagle Coordinator:
 Government Issues Advisor:
 Newsletter Editor and Assistant:
 Flight Advisors:
 Technical Counselors:
 Refreshment Host:
 Membership Roster / Data Base Facilitator:
 Café 43 Coordinator:
 Banquet Organizer:
 Web Page Designer:

This list is a good beginning, and there are other odd jobs that can always be filled. Some of the same people that are filling the positions now will probably fill them next year. However, there are quite a few jobs that need to be filled. I have already started to get phone calls from members that would be willing to run for office or take on one of the chapter positions that are listed above.

A good example is Ed Spengler who called to tell me about a new tape seminar program that AOPA has developed on Flight Safety. Ed volunteered to look

into the program and determine if it is something that we can work into our meetings.

Another example is Mark Graf who is working on a program much like the Young Eagles except that it concentrates on the older generation. He affectionately calls it the 'Old Turkeys' program. That program has caught the attention of headquarters.

If a lot of people volunteer to help out with a number of small projects, everything can be accomplished with very little effort. On the other hand, this chapter is working very nicely just the way it is. Perhaps we should not try to implement too many new programs or change anything. Let the officers or board members know how you feel. This is your chapter and the chapter leaders want to react to your concerns and needs. The board will be meeting right after Oshkosh to discuss these issues.

UNNOTICED BALLOON

Gene Horsman

On Saturday morning June 27th, an unheralded balloon record was set at the 20th Annual Regional Fly-In in Longmont. Chapter 43 member Dean Cochran went to Tri-County airport to see his son Tony launch his balloon. Tony is a professional balloonist and flies frequently from that site. He and 2 other balloonist friends were preparing for a very early morning flight.

Dean mentioned the Fly-In and Tony said, "That's right, I had forgotten about the Fly-In." The 3 then decided to see if they could actually fly their balloons to the Longmont Airport. This made it a "declared goal" flight.

They made it and all three balloons landed on the airport at Longmont.

The bad part was that because of the early morning hour, very few people saw the three landings and thus few people were aware of what had just been accomplished.

This shows the skill of the 3 pilots and what a knowledgeable balloon pilot can do.

Congratulations are in order for the trio and their accomplishment.

(ed. note: A few of the regional staff were noting the balloons coming into the airport and the excitement definitely got the blood flowing. Unfortunately we could not take time out from the busy schedule of getting the show underway to find out who they were, much less finding out about the significance of their feat. Thanks to Gene for bringing it to our attention. The board also sends it's thanks and congratulations to the three balloonists that jump-started our morning. You are welcome back next year, just let us know your coming so we can be there to greet you.)

AIRVENTURE / OSHKOSH '98

This is AirVenture / Oshkosh month. The official NOTAM Video tape has arrived and will be available to view at the meeting at Tri-County. If anyone is going for the first time, and would like some information, please ask at the meeting. There are many members that have been many times and would be only too happy to share some of their knowledge.

Anyone intending on landing in Fond Du Lac be aware that a temporary tower will be in place from July 27th through August 3rd. ATIS 134.0 FLD Tower 120.4

For complete information on the NOTAM see: <http://nasdac.faa.gov> on the internet.

Fuel Specials along the way.
Dubuque Air Service - \$1.95 / gallon

June Meeting Minutes:

The June meeting was called to order by President Steve Beach at 7:20pm. Steve thanked Blue Grassfield and The Mad Eagle Aeronautical Society for again hosting the chapter meeting at their hanger complex. George Mesko mentioned that we need chairs for the meeting room. Marvin Wahl volunteered to donate some chairs that he has at his shop. Gene Milligan also said that he would check with Storage Tech to see if they are replacing chairs in any of their meeting rooms. The old chairs should be relatively inexpensive.

A 50/50 raffle was announced that all of the members could participate in. Note the results below.

Don Coleman was thanked for hosting the May picnic at his home on the Tri-County Airport.

The Rocky Mountain Regional Fly-In preparations were discussed. Noted were a group of RV's from Texas, Van's and Cessna were expected to send representatives, and numerous vendors. A Young Eagle Rally has also been planned for Friday the 26th just before the Fly-In.

The lack of young people to send the EAA Air Academy was talked about. A motion was made to postpone sending any youths this year and work on getting a participant for 1999. The motion passed.

John Evens gave a brief safety briefing on the proper methods for leaning you engine in the Colorado hot and high country.

Fun flights: John Evens reported on the Front Range Fly-In. He and Mas were not impressed with the turn-out. Dennis Walsh also talked about a trip that he had recently made, and Ron Denight talked about a flight to Torrington WY.

Ruby Lanich said that she and Don Coleman had put an offer on an Ercoupe. Hopefully good news will follow next month.

Herrill Davenport showed a drawing of how the Brad Davenport Memorial Award will look. It will be given each year at the Rocky Mountain Regional beginning with this years Fly-In.

A 'True Confessions Night' was the program for the evening and at least four people gave a short dissertation on moments in flight that were not their pride and joy. There is always a lesson to be learned in the mistakes that others make.

The meeting ended with the 50/50 drawing and the women made off with the loot. George Mesko won the remaining calendar, Jug Eastman won a catalogue, Herrill Davenport and Stan Wawrzyniak won Video's, Janet Geisz - \$10, Roxy Jewell - \$15, and Lyne Biesemeier won both of the remaining cash prizes of \$25 and \$35. (a nice prize for her and Dave's trip) The 50/50 netted the chapter \$85.

At 9:05 the membership headed for the Pizza Hut to close out the night.

FLY-INS WORTH NOTING:

| | | | |
|---------------------|---|---|---|
| July 11 | San Luis Valley AirShow & Breakfast | Alomosa Airport | 7:00 – 10:00am Breakfast \$4.00 |
| | | | Airport closed during airshow: 9:30 – 12:30 |
| | | | 10 gallons of free gas to the first 20 experimental aircraft! |
| Jul 13-18 | CO Aviation Career Education (CACE) Summer Camp for teenagers – If you can help out call Walt | Jeffco Airport | Walt Barbo 303-367-0670 |
| July 17 – 18 | Northwest Mountain Family Fly-In: | Kalispell Montana | Jim Cooney 800-457-9917 |
| Jul 18 | Weld County Airport Open House | Greeley Airport | Dennis Moss 970-356-9141 |
| Jul 29-Aug 4 | AirVenture | Oshkosh WI | |
| Aug 8 | Van-Aire Summer Picnic (CPA) | Van-Aire | Lunch 12:00 noon 122.9 Unicom |
| Aug 15 | Jeffco Airport Fly-In & Open House | Jeffco | 688-6099 |
| Aug 15 | CPA Mountain Flying Course | Centennial | Brian Lewis 303-665-5262 |
| Sep 19 | Pueblo Airport Air Festival | Pueblo Municipal | Pancake Breakfast 719-584-4321 |
| Sep 19-20 | Rocky Mountain RV's & Chp 43 | Burlington | Call Mas or Charlie for details |
| Sep 19-20 | Great Western Airshow | Durango | Michael Cooney 970-259-3381 |
| | | Air Force Thunderbirds Only Public Appearance in Colorado this year | |
| Oct 15-18 | Southwest Regional Fly-In: | Abilene Texas | Stu McCurdy 512-388-7399 |

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! Please!!)

If you have something to sell call Dave Biesemeier to get an ad placed in the newsletter.

RAMP CHECKS!!:

The following article was sent to EAA Chapters by Jim Trusty the 1997 FAA/General Aviation National Flight Instructor of the Year. It concerns Ramp Checks and contains some valuable advice.

PERSONAL PREFERENCE; CHOOSE ONE OF THE FOLLOWING:

- GETTING AN FAA RAMP CHECK
 GETTING BEAT WITH A STICK

SOME DOs AND DON'Ts THAT MIGHT MAKE A SURPRISE MEETING WITH THE FAA A LITTLE EASIER

Ramp checks, I am told, are just another way the Federal Aviation Administration enforces safety. It is not, I am assured, something that inspectors do in order to make friends and influence people. And if you fly far enough and long enough, you will be given the privilege of enjoying one. Here are some facts that should help you get through what you will consider an ordeal and the FAA considers routine. I think the facts listed below will help both sides of a ramp check.

My information comes from researching the following: FAR 61.3 (h), FAR 61.51 (d), to better understand the required paperwork, The General Aviation Operations Handbook, FAA Order 8700, Chapter 56, and Summit Aviation's Computerized Aviation Publications.

1. **ATTITUDE:** Be cool, be confident, don't panic, be polite and cooperative. It's quicker.
2. **IDENTIFICATION:** Verify that this person is a FAA inspector and that they have the authority to check you and your aircraft.
3. **WITNESSES:** If possible, get a witness or two to the entire procedure. The inspector should not complain; it will protect both sides if a problem arises.
4. **INQUIRE:** Why the ramp check is being conducted, why you were selected for the honor, and what they will be looking for.
5. **WARRANT:** None needed, nor any other special paperwork. It's a safety check, remember.
6. **K.I.S.S.:** Keep It Simple, Stupid! Do **NOT** volunteer information. You are required to give your name, state the fact that you are the pilot in command, and provide the required documents.
7. **NO!** The inspector **DOES NOT** have the right to board your aircraft! But they do have the right to start an enforcement action on the spot! So why invite trouble? If you have something to hide, now is the time to call your attorney; if not, let them look.
8. **COURTESY:** Is required and expected from both sides. Personally, I demand it!
9. **PILOT CERTIFICATE:** Inspectors have the right to inspect your license, but **NOT** keep it for any reason.
10. **FLY ON:** You cannot be grounded because of a ramp check of you or your aircraft. But are you willing to continue on your way if something unsafe has been pointed out to you by an expert?

Finally, please be reminded that both sides are governed by the rights listed above, BUT for your information, if something wrong is found during the ramp check, with you or the aircraft, it will be corrected immediately or further action will most assuredly be taken by the FAA.

BIG DEAL! The documents that are required to comply with the inspector's request are supposed to be on board at all times anyway: CHART, AIRWORTHINESS CERTIFICATE, RADIO LICENSE*, REGISTRARION, OPERATING LIMITATIONS, WEIGHT AND BALANCE ... Remember CH.-A.R.R.O.W.

Your Private Pilot Flight Examiner can do about the same thing as a ramp check. "Private Pilot Practical Test Standards" says the applicant must exhibit knowledge of the aircraft documents by "locating and explaining the importance of each of them."

* Still needed for travel outside the United States and for some commercial operations.

EAA MILE HIGH CHAPTER 43

CHAPTER OFFICERS:

| | | |
|----------------|------------------|----------|
| President | - Steve Beach | 469-7661 |
| Vice President | - Doug Bloomberg | 477-3725 |
| Vice President | - George Hayes | 772-7040 |
| Secretary | - Ron Cothorn | 465-2458 |
| Treasurer | - Mas Yoshida | 421-2776 |

VOLUNTEER OFFICERS:

| | | |
|---------------------|-------------------|----------|
| Technical Counselor | - Ron Denight | 452-0458 |
| Flight Advisor | - Bill Mitchell | 427-4025 |
| Flight Advisor | - Tom Young | 833-4091 |
| Newsletter Editor | - Dave Biesemeier | 384-3760 |
| Young Eagles | - Glen Grove | 650-4772 |
| Data Base Editor | - Gene Milligan | 466-0831 |

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

Meetings are normally held on the second Saturday of each month at 7:00pm. 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.

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David Biesemeier, editor
430 Antero Street
Golden CO 80401



FIRST CLASS

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