

MILE HIGH FLYER

EAA MILE HIGH CHAPTER 43

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FROM THE LEFT SEAT:

Steve Beach

FIBERGLASS !!

That's what we got in detail at the last meeting. Bob Lee, Ron Cothorn, and Bob Wilson did a superb job of presenting the basics of composites plus a lot more. Bob Lee was up first with a short history and description of the origin of fiberglass and composites. Bob's expertise comes from owning a business that manufactured fiberglass parts for various uses. He talked about how the material is made and what it is composed of.

Bob Wilson, with the help of Ron Cothorn, followed with how fiberglass is actually used in aircraft building. Both Bob and Ron have built Long-Eze's and have mastered the art of lay-up work. (Check out the Southwest Regional notes) Bob talked about the process of laying up resin and fiberglass, how balloon material is used for filling, and some of the problems with working with composites (allergic reactions etc.). The members seemed to have a lot of interest in resin reactions and how to prevent them. Some of the newer resins have eliminated many of the problems that existed a few years ago. The key word when using composite materials is caution.

This was an excellent presentation on a subject that most of our members are not familiar with. If any of the RV builders are having trouble with those cantankerous wing fairing's or any other composite piece they now know who to contact for help.

Good job gentlemen and thanks.

NOVEMBER MEETING:

George Hayes has talked 43 member Jim Lloyd into giving a presentation on one of his pet projects. This is the old ?Zimmer Skimmer? aircraft. It is an airplane originally designed in the 1930's

NOVEMBER MEETING:

NOVEMBER 14TH AT 7:00PM
MAD EAGLE AERONAUTICAL SOCIETY
(Blue Grassfield's Complex,
Tri-county Airport)

and Jim is attempting to re-design and build a new version. This aircraft has a very unusual look and the flying characteristics have to be just as unusual. We will let Jim fill us in on November 14th. This should be a good one.

NOVEMBER ELECTIONS:

Elections for 1999 officers will be in November. So far the following people have accepted nominations for the listed positions:

OFFICERS:

President: George Hayes
Secretary: Dave Biese-meier
Treasurer: Bob Wilson

BOARD OF DIRECTORS (4):

Doug Bloomberg Dave Biese-meier
Bob Lee Steve Beach
Denis Walsh John Evens
Gene Horsman

Two key positions (the vice presidents) still remain open. The primary responsibility for VP's in Chp 43 is scheduling and arraigning our monthly programs. Obviously these are important positions for the success and growth of the chapter. Think about taking on one of the two remaining jobs. As I mentioned last month, participating can provide more than half the fun of belonging.

DUES!!

We started collecting dues at the last meeting and will be taking cash or checks in November and December.

Continued on next page .

Dues...continued

Annual dues are \$15.00. Fill out the membership application that was included with the October newsletter and bring it with your dues to the October meeting. If you can't make the meeting, but want to make sure that you are included in our membership next year, send the application and dues to:

Gene Milligan
2365 Country Club Loop
Westminster CO 80234

A LOSS...

Chapter 43 sends its condolences to Lyne and Dave Biesemeier. Lyne lost her mother very suddenly in October. As most of you are aware, Lyne is a key player in producing this newsletter every month. Our thoughts are with you during this difficult time. If we can help in any way, please do not hesitate to call on us.

(Thanks, ed.)

SOUTHWEST REGIONAL FLY-IN:

Colorado was well represented at Abilene TX last month. Not only did a good group of aircraft fly down but they also brought home the trophies. Bob Wilson brought home the 'Grand Champion Plans Built' for his Long-Eze. If the title sounds familiar, it is because John Evens won the same award last year. Not to be outdone Pat Claar brought home a 'Workmanship Award - Kit Built Custom' for his beautiful RV6. Congratulations to both Bob and Pat.

The Texans will probably be hoping that 43 members stay home next year. We will get the full story and report at November's meeting.

CALENDARS ARE HERE!!

1999 EAA Calendars were available at the October meeting and they are almost half gone. If you want one (or more) for next year be sure to bring your money to this month's meeting. They are \$6.00 each. A BARGAIN!

FLIGHTS BANNED?!?!

Two conflicting reports on the banning of flights over Rocky Mountain National Park appeared in the Boulder Daily Camera in October. The first indicated that the ban was dead for this year. However, less than a week later they reported that 'tentative approval' had been given by congress. It was attached to the 1998 Omnibus Appropriations Act by our own U.S. Sen. Wayne Allard R-Colo. Rep. David Skagg, a Colorado Democrat, said the action "guarantees that the visitors will be able to enjoy the park's beauty and solitude undisturbed by low-flying helicopters.

As pilots close to the heart of this action, we need to find out exactly what is in the plan that is now on the president's desk. It may affect only helicopter flights but that would be an unusual ban. And even if it is only helicopters can a fixed wing ban be far behind.

Doug Caldwell, a park spokesman, said that Trail Ridge Road has many overlook areas and can provide a view covering 415 square miles from as high as 12,183 feet. Caldwell added: "Why duplicate that with a helicopter? It's being redundant."

SKYDIVING-LONGMONT:

Another incident concerning skydiving at Longmont took place in October. An Academy student was parachuting with friends and was attempting a formation maneuver when he came in too fast and collided with one of the other participants. It knocked him unconscious and he free-fell for several hundred feet before his emergency chute automatically opened at 800 feet. According to the report he landed very hard in a field Northwest of Nelson Road and 75th Street.

An editorial comment is not even necessary on this one!

JEFFCO JOINS CENTENNIAL:

John Andrews, the Texas businessman who wants to fly scheduled charters, has filed an official complaint against the Jeffco Airport. This is essentially the same complaint that he filed against Centennial a few months ago. His action at Centennial has effectively stopped all federal monies from going into the airport until the situation is resolved. The complaint at Jeffco is likely to stop their federal funding as well.

Continued on next page...

YOUNG EAGLE RALLY:

Saturday October 24th was the day of chapter 43's latest Young Eagle Rally. If the old memory hasn't failed me, I believe 11 YE's were flown by Dean Cochran and Daril Cinquanta. John Evens was also ready to fly but the YE's didn't get there in time.

A big thanks to not only the pilots, but also to Bob Lee and Bud Auman who manned the ground crew effort. Bob has been working very hard on making sure that the kids that were not flown during the Jeffco open house are getting a chance this fall. He had expected about twenty plus kids but about half of them did not show. It seems like we can't win; if the weather is lousy or we don't have any pilots – the kids show up / if the weather clears and the pilots are there – the kids don't come.

Steve

OCTOBER MEETING MINUTES:

The meeting was called to order at 7:06 PM by president Steve.

Visitors were **Michael Charles**, owner of a C-185 and a writer for AVWEB, and **Rick Mueller**, owner of an Avid Super Rebel.

Mas reported a treasury balance of \$2059.53. Also noted was a \$200 donation to the Youth Education Fund by **Tom Gautier**.

Changes to the By-Laws were MSP'd for acceptance.

Steve noted that several office positions had single nominations for the November elections and that other nominations were welcome.

Pres. Beach reported on the progress of the formation of the **501c3 non-profit organization**, noting that the by-laws had been roughed out and the Articles of Incorporation were in the process of being written.

Bob Lee reported that the Young Eagles Rally scheduled for October 3rd was weathered out and has been re-scheduled for later in the month. He also has a possible candidate for aviation summer camp.

Burlington...the RV'ers adopted fly-in home, enjoyed good September weather for a change with approximately 40 RV's winging in, including the factory RV-8 showing up to give rides. Lots of non-RV's also made the show.

Minutes...continued.

Project reports: **George Hayes** has his firewall & cables installed on his "Piet" project, **Bob Johnson** has his Kolb ready to go to a Tri-county Hangar, **Gene Horsman** has his Luscombe wings ready to cover. I missed a couple of names here: an RV-6 has the canopy installed, and a Kitfox model 3 is ready for final inspection and weight and balance. **Don Coleman's** Ercoupe is flying again, and **Mark Yelick** has acquired a Starduster II to rebuild. (Mark has to be the most ambitious builder in the chapter with several projects going at once!) Your editor has had his Sidewinder's Ellison Injector sent in for overhaul (after 750 hours, a typical TBO for these apparently), and is just now getting it re-installed. The left mag coil also needed replacing at the same time.

There was a report of a welder in Broomfield who could weld A/C stainless steel exhaust systems, but again I missed his name. Can anyone help me out with his name, company, phone number and address for the next newsletter?

Trip reports:

John Evens (T-18) and **Mas Yoshida (RV-6)** and wives flew to Albuquerque NM for the annual Balloon Fiesta. **Ron Denight (Denight Special)** flew to Bartlesville OK for the Tulsa OK Fly-in. His also ferried a new C-172 to Atlanta GA for a friend. **Dave Biesemeier** flew to Reno NV for the National Championship Air races again this year.

Michael Charles reported that the Turbine Legend will be at Tri-County Airport for a magazine pilot report this month.

Safety report: Density Altitude, by Ron Denight. The C-175 that crashed at Tri-County Airport last summer was the apparent victim of lack of awareness of the hazards of density altitude. The plane was loaded with full fuel and four large people putting it about 250 lbs. over gross wt. It is calculated that the 145 HP (sea level rated) engine was developing only about 90 HP at 2200 RPM with its fixed pitch prop and 8500' density altitude. Something to be cautious of on warm days with low powered or fully loaded airplanes!

Bill Mitchell reported that the city of Erie has hired a full-time airport manager for the Tri-county Airport. He was the former operations manager at the Ft. Collins Loveland Airport.

RAMBLINGS FROM THE EDITOR

SPEED WEEK!!

THE last weekend in October saw the team "Nemesis" Formula One race plane set a new unofficial 15 km record. The following note from Steve Hill, Nemesis crew member and propeller maker, was received on Nov. 3rd.:

"We broke the 15 km record by 35 mph for a new record of 282.59 (unofficial). We beat our existing speed on the 3 km course but not by enough for a record. We melted a spark plug center electrode on the 3rd pass due to a leaking exhaust gasket that allowed exhaust gas to impinge on the spark plug. We have a world-wide sanction for the next 6 weeks..no one else can try for those records - and will try again next Saturday for the 3 km record."

BATTERY MAINTAINER:

By Tom Young

For those of you considering using a solar battery charger (and maybe some that have not considered it yet), here is a trick that I have found to work. If you don't have access to 110V electricity this won't work for you.

I set up a transformer to keep my battery charged. The transformer is simply one of those things that come with your phone, answering machine or the battery charger for a hand-held radio. The transformer plugs into a 110V wall outlet. It converts 110V to a DC current of much lesser value. The one I use is 110V to 200 miliamps DC. I have seen them rated any where from 100 to 500 milliamps. I use 200 since my battery is a small one. You can find these things for sale at a flea market or second hand store or such place for next to nothing price wise.

I leave mine plugged in directly to my battery when ever the plane is on the ground. It never exceeds 14.4 volts no matter how long it has been plugged in. My "charger" reads about 18 volts without a draw on it. Keeping the battery with a full charge will extend battery life considerably. I had a battery come back from what I thought was dead to as good as new by keeping it at peak voltage. On a typical installation a pair of wires (one neg. one pos.) can be dedicated with slip connectors (male and female flip flopped to avoid polarity mistakes) to plug in your charger. Mine only adds about a minute to pre-flight times. I've been using this setup for about a year now and it seems to be fool proof.

I would recommend this to anyone that has access to 110V electricity, (maybe even for your car!), it's cheap and it's simple.

Tom Young

FOR SALE:

QUICKIE, single place, 40% complete. The fuselage is glassed and micro-ballooned, the lower canard is glassed and the main canard is cut and ready for glassing. The original Onan engine is still in the box as well as all the instruments that came with the kit. The only things not available are the Plexiglas canopy (broken in storage) and the prop. Asking \$2900 (negotiable). **Kim Simmons:** (303)972-0306 - home, (303)689-7486 - office.

N3 PUP ULTRALIGHT - 'Cub Look Alike' - Remember, this one is flying! What more could you ask for? I talked to Gene last week and he said it is still available. However, it sounded like he was having a good time flying it, so if you are interested, before the price goes up, you probably better see him real soon. Mosler 2 cylinder 4 cycle engine 37 HP. \$10,500
Call **Gene Milligan** 466-0831

BANQUET:

The January Holiday Banquet is coming up! Watch this space in next month's issue of the *FLYER* for details!

WHEN COWS FLY ?

Japan - Earlier this year, the dazed crew of a Japanese trawler was plucked out of the Sea of Japan clinging to the wreckage of their sunken ship. Their rescue, however, was followed by immediate imprisonment once authorities questioned the sailors on their ship's loss. They claimed that a **cow**, falling out of a clear blue sky, had struck the trawler amidships, shattering its hull and sinking the vessel within minutes.

They remained in prison for several weeks, until the Russian Air Force reluctantly informed Japanese authorities that the crew of one of its cargo planes had apparently stolen a cow wandering at the edge of a Siberian airfield, had forced the cow into the plane's hold, and had hastily taken off for home. Unprepared for live cargo, the Russian crew was ill-equipped to manage a now rampaging bovine within it's hold. To save the aircraft and themselves, they shoved the animal out of the cargo hold as they crossed the Sea of Japan at an altitude of 30,000 feet. The resulting direct hit couldn't have been better with a Norden Bombsight!

EAA MILE HIGH CHAPTER 43

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Vice President - George Hayes.....772-7040
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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.

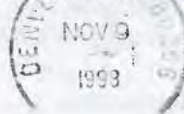
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FIRST CLASS



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THIS MONTH'S MEETING:

Will be at TRI-COUNTY AIRPORT, NOVEMBER 14TH, 1998 at 7:00PM. See inside for details.