



THE FULL CIRCLE

The Full Circle, contributed by Gene Horsman.

One fine, hot summer's afternoon saw a Cessna 150 flying the pattern at a quiet country airfield. The CFI was getting quite bothered with the students inability to hold pattern altitude in the thermals and was getting impatient at sometimes having to take over the controls. Just then he saw a Twin Cessna 5,000 feet above him and thought, "Another 1,000 hours of this and I qualify for that twin charter job! Ahhh..... to be a real pilot...going somewhere!"

The Cessna 402 was already late and the boss told him this charter was for one of the company's premier clients. He'd already set MCT and the cylinders didn't like it in the heat of this summer day. He was at 6,000 feet and the winds were now a 20-knot headwind. Today was the 6th day straight and he was pretty damned tired. Maybe if he got to 10,000 feet out of them the wind might die off....geezzzz, those cylinder temps! He looked out the window momentarily and saw a 737 leaving a contrail at 33,000 feet in the serene blue sky. "Oh man," he thought. "My interview is next month. I hope I just don't blow it! Outta G/A, nice jet job, above the weather..no snotty passengers to wait for....ahhhhhhhhhhh."

The Boeing 737 bucked and weaved in the CAT at FL330 and ATC advised the captain that lower levels were not available due to traffic. The Captain, who was only recently advised that his destination was below RVR minimums had slowed to LRC to try and hold off a possible inflight diversion, and arrange an ETA that would hopefully ensure the fog had lifted to CATII minima. The Company negotiations broke down yesterday and it looked as if everyone was going to take a damn pay cut. The F/O's will be particularly hard hit as their pay wasn't anything to speak of anyway. Finally deciding on a speed compromise between LRC and turbulence penetration, the Captain looked up and saw the Concorde at Mach 2. Tapping his F/O's shoulder as the 737 took another bashing, he said, "Now THAT's what we should be on..huge pay packet.....super fast..not too many routes....not too many sectors...above the CAT. Yep! What a life!"

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NOVEMBER MEETING:

This month's meeting will be **Saturday, November 11th, 7:00 PM** at **Tri-County Airport, Erie CO**, at Blue Grassfield's Mad Eagle Aeronautical Hangar. Take CO Hwy 7 to Road 1 on the west side of the airport. Go north about 1/2 mile, bear right onto the gravel road that leads to the big dark green hangar. Turn right at the gate. The program is to be announced.

October Meeting Minutes

October 9, 2000

The meeting was called to order at 6:58 PM by President Roger Standard, at the Mad Eagle Aero hangar at Tri-County Airport.

VISITORS: Marcus Waldman of Englewood; Arthur Muka of Ithaca, NY and Charles Fister of Wheatland, WY. Marcus is interested in flying, Arthur is building a Jodel D11 and is very active in EAA at home and Charles is restoring a PA-18-150 (Super Cub). I believe one other gentlemen spoke up, as a visitor, but he did not sign the visitors sheet and I missed his name. Sorry about that.

SEPTEMBER MEETING MINUTES: M-S-P'd (Moved, Seconded and Passed by vote) as published.

TREASURER'S REPORT: Bob Wilson reported that we had \$2,130.54 in the chapter account.

PROGRESS REPORTS: Tom Redfield reported that he had gotten his RV-6A signed off for flight on Wednesday, October 11. Cliff Begnaud spoke of the simplicity of the RV-9 kit, that he and Patti have started. Parts were pre-drilled on matched and coordinated tooling and the holes line up beautifully.

TRIP REPORTS: Mike Guegler told of the trip he and his Dad made bringing his Dad's J-3 from Alaska to Denver. They had 45 hours of flight time and only a short spell of bad weather on the whole trip.

SAFETY: Ron Denight, Chapter 43 Tech Counselor and Safety Rep. Spoke of a Super Cub belonging to the state of Virginia having engine stoppage when switching from a tank with fuel to one without. He also told of an Aeronca 7GCBC that experienced structural failure while doing spins. The pilot let the speed build up too much on spin recovery and overstressed the airplane.

Bill Mitchell spoke of the Yankee crash at Tri-County. Speculation is that they had the canopy partially open and got slow on approach and the airplane just quit flying. His suggestion from this was that if you have a new airplane and aren't completely familiar with it, go to altitude and try all the things that you might do with the airplane normally, such as slow flight with the canopy open.

GENE'S CORNER: Gene Horsman reported that the War Surplus De-certification Bill had the part that might have grounded warbirds removed, thanks to EAA and AOPA members contacting their Congressman. He told of Air Bus getting a startup order for its new jumbo jumbo jet, counterfeit aircraft parts from Ireland, the new Smart Plug to replace magnetos, and threw in a little aviation humor also.

YOUNG EAGLES: Kelly Koop reported on the Young Eagle flights at Holyoke that morning. They flew 62 youngsters and had 9 pilots and aircraft show up to do the job. The folks who put on the event at Holyoke were most appreciative of our efforts. He also reported that on September 30, 11 CAP cadets that helped at the Longmont Fly-In were treated to Young Eagle flights

STEVE BEACH: We have the opportunity to go through the high altitude chamber program at Colorado Springs on February 12. It costs \$35 and is an all day session. There is room for 16 and a few alternates just in case. Call Steve at 303-469-7661 if you would like to sign up.

ROGER STANDARD: Roger spent 2 days in Holyoke teaching an aeronautic class to about 200 students. Roger would like to have Pam Klingerman, who set up the opportunity there, come and talk to the group. This is a follow on program to the one that is now only done at Wings Over The Rockies Museum. Roger hopes that more of our members would become involved in this program. Roger also read a thank you letter from Megan McGovern, thanking the chapter for helping to send her to AirVenture camp this year.

GENERAL: Kevin Townsend volunteered to help the chapter any way he could and would like to get some aircraft building experience also. He would help anyone who needed an extra set of hands. Call him at 303-438-0260.

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If you have a problem with your address label please let me know. My e-mail address is: ehorsman@juno.com and my mailing address is 210 Lookout View Ct., Golden CO 80401-2518. Phone 303/279-5782. Thanks. Gene Horsman, Database Editor

MINUTES, continued from page 2.

PROGRAM: Jim Loyd put on a humorous and interesting program on "Workshops And Workshop Practices." He also had some handouts on the material including plans for the knock down sawhorse he demonstrated.

Mike Guegler gave his short, but great presentation, on airport signage. Always remember, a yellow airplane on a black runway!

There being no further business the meeting was adjourned at 9:00 and the second meeting was at the Pizza Hut.

Submitted by Gene Horsman, 3rd Echelon Temporary Secretary.

The secretary would like to thank Gene for taking the minutes, typing them up and e-mailing them to me!

SPRUCE GOOSE

THE Hughes H-1 Flying boat, more popularly know as "The Spruce Goose", has finally been moved out of storage and into it's new digs, a partially completed museum a half mile from Evergreen, Oregon. A truck caravan carrying the 130 ton fuselage and 95 ton wings, tail and wing center section crossed a four lane highway seperating the old and new museum sites.

The World War II-era prototype flying boat, the largest ever built, had previously been owned by the Walt Disney Company and was on display in Long Beach, California, next to the Queen Mary ocean liner. After being moved to Oregon, it sat in limbo for several years at Evergreen International Aviation in McMinnville, Oregon. Disney gave the H-1 to Evergreen for free. It was moved to Oregon by barge at a cost of \$4 million .

Evergreen has dozens of aircraft in it's collection. It's new \$16 million museum, which is scheduled to open next spring, has been named The Captain Michael King Smith Evergreen Aviation Educational Center after the late son of Evergreen's present board chairman, Del Smith.

FOR SALE

1946 Luscombe 8A, C65, Metal prop, fresh annual. No electrical system. \$16,000.

1957 Champion 7EC, C90, basic radio, approx. 3000TT, 1500 SMOH. \$19,000.

Call **Bill Mitchell** about both A/C at 303/427-4025.

THE FULL CIRCLE, continued from page 1.

FL590 was not what he wanted anyway and considered FL570. Already the TAT was creeping up again and either they would have to descend or slow down. That damn rear fuel transfer pump was becoming unreliable and the F/E had said moments ago that the radiation meter was not reading numbers that he'd like to see. The Concorde descended to FL570 but the radiation was still quite high even though the NOTAM indicated hunky-dorey below FL610. Fuel flow was up and the transfer pump was intermittent. Evening turned into night as they passed over the Atlantic. Looking up, the F/O could see a tiny white dot moving against the backdrop of a myriad of stars. "Hey Captain," he called as he pointed. "Must be the Shuttle." The Captain looked for a moment and agreed. Quietly, he thought how a Shuttle mission, whilst complicated, must be the be all and end all in aviation. Above the crap, no radiation problems, no damn fuel transfer problems...ahhhhhhhh. Must be a great way to earn a quid.

Discovery was into its 27th orbit and perigee was 200 feet out from nominated rendezvous altitude with the COMSAT. The robot arm was virtually OTS and a walk may become necessary. The 200 feet predicted error would necessitate a corrective burn and Discovery needed that fuel if a walk was to be required. Houston continually asked what the Commander wanted to do, but the advise they proffered wasn't much help. The Commander had already been 12 hours on station sorting out the problem and just wanted ten damn minutes to himself to take a leak. Just then, a mission specialist, who had tilted the telescope down to the surface for a minute or two, called the Commander to the scope. "Have a look at the sir, isn't this the kind of flying you said you wanted to do after you finish up with NASA?" The Commander peered through the telescope and cried "Ohhhhhhhhh yeah! Now THAT'S flying! Man, that's what it's all about. Geeezz, I'd give my left arm just to be doing THAT down there!"

What the Discovery Commander was looking at was the Cessna 150 flying a pattern at a quiet country airfield on a nice bright sunny afternoon.

Gene

YOUNG EAGLES RALLY

You can participate in a Young Eagles Rally at Tri-County Airport on the morning of November 11th at 8:00 am. Come on out if you can give rides, want a kid to have a ride, or if you can help out as ground crew. Call Young Eagles Co-ordinator Kelly Koop for more information at 303/914-9687.

EAA MILE HIGH CHAPTER 43

CHAPTER OFFICERS:

President - Roger Standard.....303-857-4821
Vice President - George Hayes.....303-772-7040
Vice President - Bill Mitchell.....303-427-4025
Secretary - Dave Biesemeier.....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
Technical Counselor - Art Schwarz.....303-412-6913
Flight Advisor - Bill Mitchell.....303-427-4025
Newsletter Editor - Dave Biesemeier.....303-384-3760
Young Eagles Coordinator - Kelly Koop.....303-914-9687
Membership Data Base Editor - Gene Horsman...303-279-5782

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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

Gene Horsman
Data Base Editor
210 Lookout View Ct
Golden CO 80401

FIRST CLASS



THIS MONTH'S MEETING:

SATURDAY, NOVEMBER 11TH, 2000 at 7:00 PM . See inside for details.