

# MILE HIGH FLYER

JANUARY 1998

Volume 21 Issue 1



**FROM THE LEFT SEAT:**  
*Steve Beach*

## JANUARY BANQUET

Tradition has said that the January meeting will be the annual banquet, and this year will definitely follow that custom. John Evens has worked very hard on making all of the arraignments and Vicki (John's wife) is helping with the decorations. A big thanks to both of them for all of the support.

As we have talked about, and promoted, this event will be a luncheon on January 10th at the Old Neighborhood Restaurant. It will begin at 11:30am with a Cocktail/Social hour, followed by the Luncheon at 12:30pm. If you did not get signed up before the December 31st deadline give John a call (420-2724) to see if there is any room left.

One point of interest. I had an opportunity to see Gene Milligan's jig and assembly for his new engine mount. It is a real piece of art and very nicely crafted. He agreed to bring it along to the luncheon so that everyone can have a look at it before the actual welding is completed, which will be in the near future.

If you're ever faced with a forced landing at night, turn on the landing lights to see the landing area. If you don't like what you see, turn 'em off!

## DECEMBER'S PROGRAM

Anyone that missed last months' meeting missed a terrific presentation by Dave Bieseimer on his Sidewinder. The program not only had some great information but was backed up with slides of the airplane and Dave's recent trip to the West Coast. Questions on his new prop endeavor and the electronic ignition kept Dave on the platform for better than an hour.

## JANUARY MEETING

**JANUARY 10th, 1998,**  
ANNUAL BANQUET at the  
OLD NEIGHBORHOOD RESTAURANT,  
7923 Allison Way, Arvada, CO.  
Socializing and cocktails at 11:30 AM,  
Luncheon at 12:30 PM.  
See the map insert for directions

The Sidewinder is a sleek looking aircraft and performs as well as it looks. As with many of our builder/members Dave is not content with the airplane 'as is'. He always seems to have a project going that will better the performance or make it more comfortable to fly. Thanks Dave for a very interesting presentation.

If anyone in the chapter can give a similar talk on their aircraft or flying experiences please give George Hayes or Doug Bloomberg a call. These types of programs get the best reception from everyone at the meetings. Ever since the survey in 1996 we have known that this is a building chapter and those are the programs that we are trying to present.

Takeoff's are optional. Landings are mandatory!!

## NEW YEAR

Happy New Year to all of the membership. As we begin a new year I want to encourage everyone to become as involved with the chapter as your time will allow. As I wrote in the Dec letter, many of the past active members will be continuing their volunteer roles in '43'. I would like to get new members involved as well. I am sure that there are many out there that would like to be more involved but aren't sure about what they could do.

Left seat...continued.

Please feel free to give me a call (469-7661) if you have some time that you could spare to help with some of the projects. The Rocky Mountain Regional Fly-In, Project Flying Start, Updating the By-Law's, working on a long term plan for the chapter and Young Eagles are just a few of the things that we can always use additional minds and hands working on.

The more things that we become involved with, the more fun the chapter seems to have.

Remember, you're always a student in an airplane.

## NOT MUCH HAPPENING

I went through my folder of newsletter ideas and came up with literally nothing. December was a rather dry month for news and information. Must be the holidays.

If you come across anything in your aviation publications, newsletters, etc. that might have an interest to the general membership, please get it to Dave Biesemeier for the newsletter. We especially need articles about building. I know that the RV'ers have lots of information that comes to their mailboxes every week. And believe it or not, not every '43' member has an RV project in the basement or hanger.

Learn from the mistakes of other pilots. You won't live long enough to make them all yourself.

## WELCOME!!

On behalf of Chapter 43 I want to welcome all of the guests and new members that were at the December meeting. Below is a list of the names that I recorded. I just hope that it is complete. Remember whether you are new, old or just visiting your always welcome at our meetings and events.

|              |                |
|--------------|----------------|
| Mark Nichols | Mike Ravell    |
| Rick Bryant  | Skip Willumsen |
| Ben Kulp     | Mat Babbitt    |
| RK Clements  | Russell Peg    |

I know that Ben Kulp has joined our chapter and perhaps some of the others have as well. A big Chapter '43' Welcome to all of you.

Learn from the mistakes of other pilots. You won't live long enough to make them all yourself.

## DECEMBER MINUTES

December 13, 1997

Meeting called to order at 7:06PM.

Visitors: see "Left Seat - Welcome".

Dues - membership dues are due and payable!

Treasure's report: Mas reports a balance of \$1311.82 in checking.

Banquet: John Evens reports that all is in readiness at the Old Neighborhood Restaurant, and that all that is needed is for us to sign up and pay. The sign - up sheet was included in last month's newsletter.

Internet: for those so inclined, AVWEB is an interesting (albeit frustrating for some of us to navigate) WEB site.

Insurance: the membership voted to approve the purchase of a \$2 million liability coverage EAA insurance policy for 1998, as proposed by Pres. Steve.

Meeting place: EAA Chapter 43 desperately needs a new meeting place - hopefully a permanent one - and asks that anyone with knowledge of said meeting spot please let one of the chapter officers know where to find said meeting spot.

Brad's safety corner: an AD is forthcoming on Continental C65 and C85 rocker boss cracking problems. A kitfox landing gear failure was attributed to a "cold weld" joint. A Pitts covered in Grade A fabric popped rib stitches due to overstress, presumably during aerobatics. A Cristen Eagle tailwheel spring failed. The composite spring was supposed to have been replaced by a steel unit. A Vari-EZ ran away from it's pilot after starting due to the throttle being set too high, the parking brake not set, and no chocks at the wheels.

Chapter project: Pres. Steve proposed that the chapter finish an available BD-5 project as a donatable non-flying museum piece. There was lots of mumbling over this one but no consensus. More discussion at a later meeting perhaps.

Flying Start program: McAir will provide assistance to the chapter. thanks Travis!

Gene's Corner: An AD on Champ wood spars is questionable due to it's being pushed by the manufacturer of replacement metal spars. A Champ took off without it's hapless pilot (another hand-propping mishap) and "landed" 90 miles away in a heap. GPS is under threat on several fronts - the World Radio Communications Conference wants the GPS frequency spectrum for other useage, and solar storms forcast for the next several years could raise havoc.

December minutes, continued.

There is concern for performance of receivers during sunspot activity, the largest natural source of GPS interference.

Chapter Activities Conference highlights: the #1 reason people are joining EAA is to receive the *Sport Aviation* magazine. #2 reason is to become a member during the convention at Oshkosh. There was a great deal of response from the membership on what the EAA should represent - the Homebuilt movement!

New Starduster Corporation: asks all Starduster builders to contact the company for the purpose of building a data-base.

Recent fun flights: to Pueblo by several chapter members to join the Pueblo chapter for breakfast. George Hayes got a ride with Bob Wilson in Bob's Long-EZ.

A "good" landing is one which you can walk away from.  
A "great" landing is one which lets you use the airplane another time.

## FOR SALE:

**N3 PUP ULTRALIGHT** - 'Cub Look Alike' - Not a kit, this one is flying!  
Mosler 2 cylinder 4 cycle 37 HP engine. \$10,500.  
Call **Gene Milligan** at 446-0831.

## MEMBERSHIP SIGN-UP FORMS

Please send your checks and membership forms to chapter treasurer **Mas Yoshida**

**5305 West 40th Avenue  
Denver CO 80212**

or bring them with you to the banquet. Make checks payable to EAA Chapter 43. Cash will also be readily accepted!

By the way, there are also a few chapter patches available along with some remaining calendars. Get yours before they are all gone. The chapter also has available a very attractive personalized name badge so that you too can be called by name rather than "Hey You". See Harrill Davenport to order yours for \$6.00. And don't forget to wear it to chapter functions. (I know, that means me, too! ed.)

Have a favorite aviation saying, acronym, expression, or other fun stuff or safety reminder? They make nice fillers in the newsletter, and might just make a difference in someone's flying. Send them to me for inclusion in the "Flyer".

## Ramblings

From the editor

So, you have the hankerin' to build yourself an aeroplane? Well, you've come to the right place! Nowhere else can you rub shoulders with the knowledgeable and skilled people you will find in the EAA.

One tremendous voluntary service provided by the EAA is the availability of Technical Counselors. The following is an excerpt from the *Technical Counselor News*:

### WHAT A TECHNICAL COUNSELOR IS AND IS NOT.

#### What a Technical Counselor is:

An EAA Technical Counselor is a volunteer; a knowledgeable aviation enthusiast who is willing to give free advice by either visiting an aircraft or answering questions over the phone. The only thing a Technical Counselor may ask compensation for, with the agreement of the builder, is mileage (which can, in some cases, be considerable).

#### What a Technical Counselor is not:

An EAA Technical Counselor is not a person who works on another person's aircraft. Technical Counselors do not sign anything when they are "working" with the EAA Technical Counselor status. They are not compensated for their time, advice, etc. Technical counselors may be A&P's, IA, etc., but are not considered EAA Technical Counselors when working under these status's.

If you have any questions or concerns about the EAA Technical Counselor Program, please call EAA Headquarters at (920) 426-4821.

### APPLICABILITY OF AIRWORTHINESS DIRECTIVES

From a Special Airworthiness Information Bulletin from the FAA Aircraft Certification Service, May 29, 1997.

The FAA has become aware of some confusion regarding the applicability of certain Airworthiness directives. An AD is issued to address an unsafe condition that is likely to exist or develop in products of the same "type design", which, in general, means products that have a U.S. Type Certificate. Under current certification requirements, an aircraft with an experimental certificate is not considered to have an approved "type design". *This means that an aircraft with an experimental certificate is not required to comply with Airworthiness Directives.* If an experimental aircraft has a similar design to a type certificated sailplane, the FAA strongly recommends the owner consider complying with the intent of the AD. This philosophy also applies to powered amateur built aircraft.

# EAA MILE HIGH CHAPTER 43

## CHAPTER OFFICERS:

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 Vice President - Doug Bloomberg.....477-3725  
 Vice President - George Hayes.....772-7040  
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 Treasurer - Mas Yoshida.....421-2776

## VOLUNTEER OFFICERS:

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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.

**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.

# MILE HIGH FLYER

## EAA MILE HIGH CHAPTER 43

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# FIRST CLASS

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## THIS MONTH'S MEETING:

Will be our *ANNUAL BANQUET (LUNCHEON)* JANUARY 10, 1998, at 11:30:00AM. See inside for details..

