



MILE HIGH FLYER

MARCH 2000

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FROM THE PRESIDENT

THE "DOT COM" WORLD

Whether or not we like it, the internet is here in full force. Everywhere we look is a dot com., dot org., dot net., or a dot edu. The whole world seems to be jammed inside that little monitor attached to our computers. Everything from our telephones "uswest.net" to our movie theaters "amctheaters.com" have a place on the world wide web: "www". It even has its own language, hyper text markup language, "html" (and I haven't even mastered English yet!!). Anyone with a computer and a modem can communicate with someone else with a special set of rules of etiquette called hyper text transfer protocols "http". A person can almost instantly make available to anyone else in the world (it is limited to Earth at this time) his or her personal statements or views.

The world of aviation is taking advantage of the www in many ways. Our parent organization has its own web site, "eaa.org", from which you can link to hundreds or thousands of other sites. Even our own local chapter "www.eaa43.org" is soon to make its presence. Hundreds of individuals have their own site concerning their special projects or just the pure and simple love of aviation. Chapter 43 has taken a leading position by publishing our newsletter on the internet. When our web site is complete we will have an open forum where we as an organization and as individuals can convey our ideas and show off our accomplishments to the world. Whether we like it or not, it is here to stay. But just like the Telegraph, I am sure it too will be replaced at some time by something bigger and better. So until something better comes along, lets use it to its fullest extent to bring our world of aviation to all who are interested. See you in "cyber space". **ROGER**

FEBRUARY MEETING

FEBRUARY 2000 MINUTES

2-12-2000, 7:11PM, meeting called to order by President Roger Standard.

A motion was made and carried to adopt the minutes of the January meeting as printed in the newsletter.

Treasurer's report: Treasurer Bob Wilson reported a balance of \$2182.00 in the chapter checkbook as of Jan. 31, 2000.

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MARCH MEETING:

This month's meeting will be **Saturday, March 11**, at Blue Grassfield's Mad Eagle Aeronautical Hangar at **Tri-County Airport**. 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 "John Deere Green" hangar. We will meet in George Meshko's hangar.

The program will be an update presentation by **Tom Young** his modified Piper/Bush Plane Special.

Feb. minutes, cont.

Visitors: Gary Zilik, who had just made the first flight in his RV-6A on the previous Tuesday. Tom Tomlin, who has a Kitfox kit in the works. Marty Laughlin - has a Chinook kit; Steve Bergevin - with a Giles 202 kit; Bill McFadden - recently purchased an RV-8A kit; Bob Marietta who is visiting from Florida; and Ted Lemon, former member of chapter 43, member of chapter 301, builder of a Midget Mustang, owner of a Luscombe 8A. EAA business: Applications for Air Academy scholarships must be in by April 1st. Details and applications are available on the internet at www.eaa.org.

Young Eagles: Bob Lee reported that Young Eagles pilots can earn credits for the chapter to help send kids to Air Academy. Bob also noted that the Erie City Council is having their annual Tri-County Air Park Day on May 20th and 21st, with a pancake breakfast and hot air balloon race both days.

Progress Reports: Mark Yelick has a freshly overhauled O-290- in his bi-plane and has ground run the engine. He also has a new oil cooler that cost \$187 from Van's catalog.

Ron Denight's safety report: Ron had a nice looking Jegg's remote-mount oil filter adapter to show the membership. When used in conjunction with a custom made accessory case adapter block, a standard aircraft oil filter could be mounted anywhere on the firewall.

Electronic Newsletter: Many members were enthusiastic about receiving their Mile High Flyer's via e-mail. Kelly Koop did a nice job of reworking the newsletter into e-format, and has the chapter's web site well under construction. It will soon be available for viewing at eaa43.org. The cost of registering our domain name is \$70 for 2 years, yielding a savings of \$300 + per year if 40 members opt to receive their newsletter electronically. Michael Charles made a motion to spend the money to register our domain name, it was seconded, and unanimously approved.

Wayne Handley: Michael Charles reported that he had recently gone skiing with famed airshow pilot Wayne Handley, who seems to have fully recovered from serious injuries he had received in the crash of his Turbine Raven, (based on the Giles 202 airframe).

Michael noted that the design of the fuselage and seat probably prevented Wayne from being more seriously injured or killed in the 5000fpm decent and 25 G impact.

Gene Horsman reported on the details of the transponder and encoder exemptions, and also noted that Paul Poberezny's Sport Aviation Association has information on the internet at www.sportaviation.org.

Calendars: Roger informed the group that a few calendars are still available from the treasurer and will be discounted due to the advanced state of the year. See Bob Wilson for details. Roger also asked Mas Yoshida to give a few details concerning the Garmin 100 handheld GPS that will be raffled off at the March meeting. Mas said that it is a very reliable programmable unit with neither data base nor moving map. Tickets are \$2 ea. Or 3 for \$5.

Steve Beach gave a quick update on the airport development plans underway at Jeffco. 1998 operations at Jeffco (take-off's and landings) totaled 165,000.

Program: The program for the evening was a presentation by Terry Edwards, DAR, on certification requirements for new Experimental Aircraft. The following are notes from Terry's interesting presentation:

The Registration Certificate must be in the builder's possession before the final inspection. It may take two to six weeks to receive the certificate from OK City after applying, and the builder must have requested and received his "N" number prior to applying for the reg. certificate. Terry provided a check list to follow to get a homebuilt aircraft certified. Operating Limitations consist of: Phase One - primary test area for flying off one's test hour requirements, and Phase Two - General Limitations as set forth by the examiner after the test period has been flown off. Aircraft to be flown IFR must follow Part 91 of the FAR's. Major modifications after certification require the owner-operator to self-assign the aircraft back into Phase One test area for a test period as prescribed as suitable by the owner-operator, with applicable notes in the aircraft logs and other applicable maintenance records. This is most beneficial to meet the requirements of the insurance companies.

MARVIN WAHL: CRAFTSMAN OF THE DECADE

Marvin Wahl was honored by the Antique Airplane Association of Colorado on January 15, 2000, as the craftsman of the decade. The following is quoted directly from their handout from the association's banquet:

Our "Craftsman of the Decade" award goes to **Marvin Wahl** for the work he has done in the 1990's. As a long time member of the Antique Airplane Association of Colorado, he has quietly gone about working aluminum with a hammer, with his English wheel, by hand, shrinking and stretching, air planishing, etc. Helping to form cowling, wheel pants, wing tips, and most fuselage parts for airplanes that are near his age.

History: Marvin was born on a farm north of Okeene, Oklahoma on March 26th, 1924. He grew up there and credits his farm experiences that gave him the background that allows him to do the kind of metal work he does now.

He came to Denver in 1940 to see some of the excitement of the big city and find work. He saw action in W.W.II and was wounded while storming the beach of Okinawa. He worked with his uncle as a mason building houses in the Denver area. He married Helen Shannet here in 1947.

He returned to work as a mason in Okeene, Oklahoma in 1950 where his daughter Marsha was born that year. He started his own ornamental iron business at that time. He has produced iron works at the NW corner of Fort Logan National Cemetery and also at the Fitsimmons Army Hospital.

During this time he earned his pilots license, and built many radio controlled airplanes. He is proud of his delta wing model he built, well before the Dyke Delta Wing was built. With an 8th grade education, he has learned everything from reading and doing. His ability to visualize and put things together is his genius.

He started working at the Gates Rubber Company in 1961 and worked as a millwright there until his medical retirement in 1986, because of heart bypass surgery. Since that time he has been working with metal and welding.

His wife passed on a few years ago of cancer, just after they had celebrated their 50th wedding anniversary. They have 6 grandchildren and one great grand child. He has built a large workshop next to his home in Denver. Here people come and go quietly with airplane sheet metal parts that need repair. He has a reputation for not always charging what he should, because he understands how expensive it is to keep up an airplane. He receives large UPS shipments of work from all over the States, repairs them and returns them. The shop is full of parts and pieces he has picked to repair and pass on to others who need them.. He never says no. His positive approach to life has earned him the respect of many aircraft owners.

Marvin is presently recovering from a bout with cancer. His numbers are way down and prognoses is good, which says much for taking only radiation treatments.

Oshkosh: Since 1995, the powers that be at Oshkosh (AirVenture) have invited him back to participate in the metal working forum every summer since. This past year Oshkosh made sure he had a room reservation at the college dorm and furnished him with a golf cart to get around the grounds and a reserved parking place for his car near the forum building. They obviously like his work! He also does this at our own Rocky Mountain Fly-in at the Longmont Airport every year.

Wings Over the Rockies Air & Space Museum: Marvin has worked with the Museum since it's beginning. He is their "jack of all trades" sheet metal repairman when needed. He has done cowling work and other sheet metal forming where they needed to make an airplane presentable for display.

Honoring Marvin: The reason we honor him is because of his love of airplanes, willingness to do a job and to his talent of working with metal. This is a skill that has fewer and fewer apprentices. Marvin has given of his time and energy to pass on his interests and skills to the younger generation. We honor him so ALL may know more about this humble man in his green work clothes. In his quiet dedicated manner he exemplifies the spirit of work and cooperation in America.

STEVE'S CORNER:

BY STEVE BEACH

AVIATION TIDBITS

A few aviation related items have come across my desk over the last two months and it is time to share them with all of you. A couple are rather disturbing to our hobby and a couple are rather positive.

BOULDER

Some of you may be aware that the Boulder airport was the target of a vandalism attack last fall. A number of glider and aircraft canopies and windscreens were smashed and tires were slashed. The damage was repaired only to have it happen all over again about three weeks ago. The Boulder police are focusing their attention on the noise protesters to see if there more than a coincidence occurring. The local aircraft owners have also asked the FBI to get involved although I have not heard what reasoning or evidence they are using for this action.

Word is out that the real bomb was dropped last Thursday when the City of Boulder Planning Staff was to present to the City of Boulder Planning Board a consideration to change the zoning of the airport to allow affordable housing. This change would obviously not be compatible with aircraft operations and would probably result in the closure of the airport. This type of recommendation is likely to get public approval with the latest round of noise complaints that are coming in to the city. Anyone that lives or hangs in the Boulder area should keep close track of this action.

HOMEBUILDERS LOGO

More progress from the new EAA Homebuilders Aircraft Council came through this month when they announced that a special logo for the Homebuilders of EAA would be developed. In true homebuilders fashion they are having a "Homebuilder Design-A Logo" Contest. Below is the information on the contest as it came from Headquarters.

To give Homebuilders a greater sense of identity and visibility, EAA is holding the "Homebuilder Design-A-Logo" Contest. Designs should include the words "EAA Homebuilder" and embody their spirit, commitment, and pride. EAA members can submit any number of designs. The creator of the winning design will receive a one-of-a-kind jacket with their EAA Homebuilders logo embroidered on it!

Members of the Homebuilt Aircraft Council and headquarters staff will review the logos and select the final design. The winning logo will appear in June Sport Aviation and becomes the official EAA Homebuilder identity mark.

To accommodate its different applications, including stickers, decals, patches, apparel wear, printed and digital applications, EAA may need to make slight adjustments to the final winning entry. All designs submitted become the property of EAA.

Entries can be transmitted via e-mail to:

hblog@eaa.org, faxed to 920-426-6560, or mailed to EAA Homebuilder Design-A-Logo, PO Box 3086, Oshkosh, WI 54903-3086. EAA must receive entries by April 1. Please include your name, EAA membership number, and address on all entries.

MIDAIR'S

The National Association of Flight Instructors wants everyone aware of the number of midair GA accidents that have occurred since the beginning of the year. In their latest e-Mentor they highlighted five midair's that resulted in serious injury, death or aircraft damage. Most of these accidents were a high wing / low wing encounters and occurred close to an airport. Below is one event of a high wing / low wing but not the typical of the can't see above and can't see below scenario.

A 172 and Piper PA-28 collided on February 15 at 4,000 feet over Sandusky, Ohio. Reporting the collision to the ATC in flight, the Cessna pilot said he didn't see the Piper until after the airplanes hit, that his airplane lost its door, and that he was continuing to his destination, Galion, Ohio, where he landed without incident and with minor damage. The Piper had departed from Loraine County Airport and was flying VFR, heading north at 3,300 feet. The pilot said he felt something strike the top of the airplane and thought it was a bird. He never saw the Cessna, but he found wheel marks on top of the aircraft after landing safely at Loraine County.

Keep your scan going constantly and be particularly aware of what is above and below you when ascending or descending.

HELP NEEDED - RMAF

The Rocky Mountain Air Fair 2000 is coming up this week on Saturday and Sunday March 11 & 12. The hours are 9am to 5pm both days and admission and parking are free. The local EAA chapters, The Antique Aircraft Association, and the Regional Fly-In committee will be sponsoring the traditional booth at the event. Marv will be demonstrating his hammering and metal skills, along with other displays that can be mustered up.

This year the Air Fair has given EAA a large booth in the youth area for a Young Eagles display. Bob Lee and Earl Bolton will be spearheading this booth along with some of the Young Eagles that have been flown in the past. **Volunteers are needed** to help man the booth. call **Bob Lee** if you can help out at 303/456-1268.

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If you can lend a hand for a couple of hours on either day, or Friday during the setup, your assistance will be greatly appreciated.

That is the good news, now for the not-so-good. Walt Barbo, Director of the Air Fair for the last few years, reported in the CPA Flight Lines that this may be the last year for the Air Fair at the museum. With the number of new aircraft and exhibits at the museum there is no longer enough floor space to comfortably handle an event of this size. They are exploring new locations but the logistics of moving the fair are almost overwhelming. He indicated that it may have to move from being a volunteer supported event to a commercial venture. Personally I think one of the real appeals has been the down home feel of the fair. If anyone has any ideas please let Walt Barbo or Marilyn Taylor (Platte Valley Manager) know.

For more info on the Air Fair go to: www.rmairfair.com

"Tips On Mountain Flying"

The public is invited to the Premier Showing of the "Tips On Mountain Flying" video tape. This is the latest mountain flying how-to tapes to be produced and was done by the Denver FSDO in conjunction with the Colorado Pilots Association. It will be held at the old Lowry Air Force Base Theatre, building 693 875 Xanthia Street on March 14, 2000 at 7:00pm. Tom Forchtner was the FSDO force behind this tape and the Regional Fly-In committee is hoping that he will have it with him for one or both of his presentations in June.

TWO TALL TOWERS

In a column 'Heard Along The Flightline' by Walt Barbo, an alert was given about two new towers planned for the Denver area that could be a hazard to GA flight.

The first would be 1995' AGL located 3 miles to the East of the Denver Class "B" Mode C Veil. The FAA approved this tower because 'commercial traffic' would be flying higher than 5,000' at this location and other traffic would be warned by strobe lights. Front Range would be the airport most affected by this tower.

The second tower is being planned for a location about 8nm west of Jeffco. This one would be 1548' AGL and could be a dangerous obstruction to VFR aircraft descending from Corona Pass into the Jeffco traffic pattern.

Unfortunately the comment period is past on both of these structures but let the membership know if you hear anything more about them.

YOUNG EAGLES

Daril Cinquanta and Gary Henderson were busy on February 19th flying a group of Young Eagles out of Jeffco. Each of the aircraft flew five missions for a total of 20 kids. Maynard Shigley also helped out by giving tours of the tower and giving Gary a break by flying one group of kids in the Turbo Arrow.

Congratulations to all of them on a job well done!

2000 CHAPTER 43 MEETINGS:

March 11 Tri-County – Blue Grassfield's Hanger - Program

REGIONAL EVENTS: (Bold print indicates an EAA sponsored activity)

Apr 9-15, 2000 Sun-n-Fun EAA Fly-In - Lakeland FL

Mar 11-12 7th Annual Rocky Mountain Air Fair – Wings Over The Rockies Museum

Jun 24-25 22nd Annual Rocky Mountain EAA Regional Fly-In – Longmont CO

Jul 5-9 Northwest EAA Fly-In - Arlington WA

Jul 26 – Aug 1 EAA AirVenture Fly-In - Oshkosh WI

Sep 9-10 Goldenwest EAA Fly-In - Atwater CA

Sep 9-10 Mideast EAA Fly-In

Sep 16 **4th Annual Full Moon Hangar Party – Boulder - Business Aircraft Sales – 303-444-5560 This is 'not-to-miss' party!**

Oct 6-8 **East Coast EAA Fly-In - New Garden PA**

Oct 12-15 **Copperstate EAA Fly-In - Mesa AZ**

Oct 13-15 **Southeast EAA Fly-In - Evergreen AL**

Oct 19-22 **Southwest EAA Fly-In - Abilene TX**

SUBMISSIONS:

If you have an article, For Sale ad, or any other item of interest to the membership of chapter 43, please be sure it gets to your newsletter editor *at least two weeks* before the date of the meeting. Submissions are welcomed and encouraged, and may be mailed, e-mailed, or even given over the phone (for a short ad or message). Send them to:

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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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FIRST CLASS



THIS MONTH'S MEETING:

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