

# MILE HIGH FLYER



AUGUST 2000

VOLUME 24 ISSUE 8

## **FROM THE PRESIDENT**

### **THANKS FOR YOUR HELP!**

The 22 nd annual Rocky Mountain EAA Regional Fly-in is history. By most indicators it was a success. I am very proud to say that Chapter 43 was well represented in both the planning and execution of this yearly event. The list is long of those who gave their time and physical effort to making this seemingly impossible task all come together in the end. There were problems but when they arose there was always someone there to take control and work things out. Cooperation was a key element in the success of this event.

Although this year was good, next year can be better. Some of the things to make it better we already know about. Others depend on the feed back we get from the public and you. I would like to take a few moments at our next meeting to discuss this year's fly-in and will welcome any and all comments you have to make. I would again like to give a huge thanks for all of your help. Now it's time to start thinking about next year.

*Roger*

### **AHHH-SHKOSH! AND THE RACE**

By Dave Bieseimeier

What a trip! Just like the sixties expression, as well as literally. There really is nothing else quite like Oshkosh/AirVenture. This year was even more so, as getting there was more than half the fun. My anticipation for participating in the AirVenture Cup Race began the moment I started the download of race information from the EAA web site last February. After first considering only flying the course as a support crew member for Rob Martinson and his very fast Vari-EZ, I decided I might as well enter as a race participant and find out what all the excitement is really all about.

The AirVenture Cup Race is a cross country race starting at First Flight Airport, NC, and ending at Oshkosh with an overnight pit stop halfway in Dayton Ohio.

Continued on page 3...Race.

### **AUGUST MEETING:**

This month's meeting will be **Saturday, August 12th, 7:00 PM** at **Tri-County Airport, Erie CO**. 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. George Hayes will demonstrate the art of "Engine Turning" metal finishing.



## July Meeting Minutes

July 8, 2000

The meeting was called to order at 7:10 PM by President **Roger Standard**, at the Mad Eagle Aero hangar at Tri-County airport.

VISITORS: **Lynn Clark** of Louisville CO., student pilot; **Bob Hayes**, from Boone North Carolina; **Jim Oakley**, Westminster, owner of a Hatz Biplane; **Sherman Butler**, from Broomfield CO, owner of a '75 Grumman AA1B; **Tom Dahl** of Littleton, owner of a MiniMax 1100R; **Steve Bergevin** from Evergreen, owner of a Giles G-202; **Eric Livo** of Lakewood CO, building an RV-6A; **Kurt Hillman** from Louisville, just starting a Bearhawk; **Martin Postman** of Thornton CO; **Dave Schoenberg**, Arvada CO, interested in building an RV-?

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

TREASURER'S REPORT: We are solvent to the tune of \$2,159.55 in the check book.

PROGRESS REPORTS: Dave Russell has an 801 Zenair and needs a rebuildable O-360 or IO-360 Lyc. Blue Grassfield reportedly has the worlds only Bird Dog flying on floats. George Meshko flew two flights in his freshly refurbished Zenair, experienced suspected carb ice with the engine quitting on the base leg. A hard landing 20 ft. short of the runway at Tri-County resulted in a sprung but repairable landing gear. We also received a report that Tom Young nosed over his Aeronca up in Alaska resulting in a bent prop. (The secretary/editor needs help with names on the progress and trip reports - **please state your name along with your report.**)

TRIP REPORTS: The secretary apologizes for missing the name of the individual who traveled to the Minnesota Sea Plane Pilots Association Fly-In. There were 75 sea planes flown in for the event. John and Vicki Evens flew to Las Vegas in the T-18 and experienced high winds and turbulence on the return trip. Several members flew out to the Kelly Airpark breakfast while others flew up to Granby for a pancake breakfast.

SAFETY: Ron Denight, Chapter 43 Tech Counselor and Safety Rep., reported that he is seeing inappropriate use of different types of shear nuts, which should not be used in tension applications such as props and engine mounts. He passed around samples of AN hardware for the chapter to examine.

FLY-IN DETAILS: Mary Mitchell pointed out that we had five trophy winners from Chapter 43. The Fly-In Committee also passed along a big "Thank You" to everyone who volunteered at the Fly-In.

JIM ERNST wanted the chapter to know about an interesting farm field sculpture 1 1/2 miles west of the runway at Parkland Estates. Take a look next time you fly over.

GENE'S CORNER: Gene read several items of interest gleaned from AvWeb.

YOUNG EAGLES: Bob Lee got his medical back! Congratulations, Bob! He also shaved off his beard. Bob's advice for anyone needing help in getting a medical reinstated is to turn to the EAA for help like he did. The EAA contacted the FAA in Oklahoma City and straightened out the kinks in the red tape. After several years as the chapter Young Eagles coordinator, Bob says it's time for someone else to take over. Please give Bob or Roger Standard a call if you can help out.

The meeting was adjourned for break at 8:03 PM.

PROGRAM: Bill Mitchell gave a presentation on soaring techniques for power plane pilots.

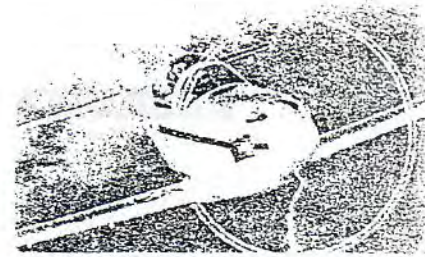
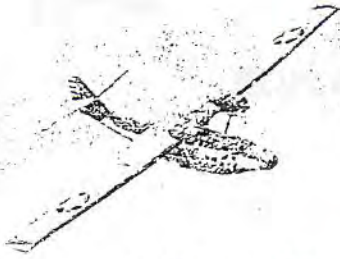


# JEFFCO AVIATION ASSOCIATION (Jefferson County Airport)

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4<sup>TH</sup> ANNUAL J A A

**FLY IN**



A Free Drawing will be held for a P-51 Mustang Flight!  
Only Open to Fly In Pilots

**AUGUST 12, 2000**  
**6:00 A.M. – 2:30 P.M.**

**REGISTRATION FEE      \$5.00**

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TROPHIES WILL BE AWARDED IN THE FOLLOWING CLASSES:

\*\* CLASSIC                      \*\* WARBIRDS                      \*\* CONTEMPORARY  
\*\* ANTIQUES                      \*\* HOMEBUILTS                      \*\* SPECIAL INTEREST

ALSO

**1<sup>ST</sup> ANNUAL JEFFCO AIR CONVOY TO GREELEY**

Departure from Jeffco at 7:00 a.m. arriving Greeley at 7:30 (Breakfast)  
and return to Fly-In.      Any pilot welcome to also meet at Greeley

Breakfast at Denver Air for those who elect not to go to Greeley.

For more information, contact Daril Cinquanta @ 303/423-9846.



**Come  
Join Us**



**19<sup>TH</sup> ANNUAL  
NEBRASKA CHAPTER ANTIQUE AIRPLANE ASSOCIATION**

# **FLY - IN**

## **Minden, Nebraska**

**August 25, 26, 27, 2000**

**12 Miles South of I-80 ON HIGHWAY 10**

**40° 30.90' N 98° 56.76' W      ØV3 CTAF/Unicom 122.7**

### **FRIDAY**

2:00 P.M. Registration Opens  
All Afternoon Visit Pioneer Village Museum  
7:00 P.M. Free Bar-B-Que for all registered guests  
8:00 P.M. Old Flying Movies

### **SATURDAY**

6:30 A.M. Dawn Patrol Briefing  
7:00 A.M. EAA Breakfast  
All Day Saturday Fun flying, all airplanes will be judged  
for awards. Judging closes at 3:00 P.M.  
6:00 P.M. Cocktail hour followed by Banquet & awards  
presentation. 50's & 60's Dance Downtown  
Minden Featuring the Rumbles Dance Band

### **SUNDAY**

Breakfast on your own--Fun Flying and Departures  
Fly-in officially closes 12:00 Noon

**5th ANNUAL MID-AMERICA  
EAA CHAPTER 1091 FLY-IN 2000**

**SATURDAY, AUG. 26**

**MINDEN AIRPORT - MINDEN, NE**





Race...continued from page 1

My little Sidewinder was surely to be out-classed, as the rules dropped me into the 360 cubic inch fixed gear class, competing against RV-8's and Glasairs. My engine is an O-320. Oh well, it should be fun anyway!

But the objective was adventure and a good time, so I wasn't too concerned about being competitive. As the months passed and the time drew near to prepare, I began to think about the journey. I had never taken a trip of this magnitude in the Sidewinder with a cross country race thrown in to boot! This was to be my first time on the eastern seaboard with the Sidewinder. Preparation included making sure the plane was certain to make the trip, and the addition of 18" high race numbers to the plane. My one big unknown and concern was the fuel burn rate at low altitudes and high power settings. It wouldn't do to have to stop for fuel on the long leg from Kitty Hawk to Dayton.

The trip started early on Friday, July 21st. The plan was to fly to Dayton the first day and fly the race leg from Kitty Hawk to Dayton in reverse the second day, just to familiarize ourselves with the terrain. We arrived at the Dare County Airport in Manteo NC, (staging point for the first leg) on Saturday after first visiting First Flight Airport and the Wright Brothers Memorial with a scenic side trip up the narrow strand of sand to Cape Hatteras to fly around the famous light house. A few racers had already arrived, and we were welcomed warmly by the race committee and fellow racers. We were soon signed in, and I could tell by the festive mood that this was going to be a lot of fun!

Sunday saw the arrival of the rest of the participants, bringing the total to 26 planes, nearly double last year's 15. The two day format really generated a lot more interest for those of us with shorter range aircraft. The group visited the Wright Memorial and Museum and enjoyed a great dinner at a nice restaurant in Manteo, followed by the pre-race briefing. Everyone was pumped and ready to get the event rolling early the next morning.

Everyone but Mother Nature that is. We arose to dreary skies, light rain and drizzle. We made the trip to the airport and sat around all day waiting for the weather to give us a break. Finally the front passed by and the skies began to clear a little. The race committee decided to scrub the first leg of the race, re-group in Dayton if possible, and run the race as one leg from Dayton to Oshkosh. Three racers decided to call it quits and head home, seventeen were able to file and fly IFR to Dayton, six left VFR with three returning back to Manteo and three having to put down in Emporia VA for the night because of IMC conditions. Rob and I and an RV-6 pilot from Michigan were the latter group. Our night in Emporia was an adventure in itself, and will have to be related over beer and pizza some other time.

We took off early Tuesday morning in marginal VFR which gradually improved to broken and then scattered as we neared Dayton. The race officials at Dayton got us gassed, soda'ed, pizza'ed, and briefed, and we were finally off and racing. The IFR guys had already made the race to Oshkosh ahead of us. Rob took off first in the EZ, followed by myself, and then the RV-6. Rob soon left us in the dust, and I was able to stay ahead of the RV, which made it seem like a very quick 416 miles. We stayed in radio contact using our race numbers, as did ATC at points along the course. Way cool!

The finish at Oshkosh was abeam Warbird Island with an express entry into the pattern, and the tower clearing us right in to land. Swooping in from base to final was accompanied by a great feeling of relief and satisfaction at having successfully completed the much anticipated event. The race committee did a superb job of organization in spite of the weather's interference, and everyone that completed the course had a fantastic time. I'm already looking forward to doing it again next year! The race officials say they can accommodate up to 60 entries. Care to give it a Go?

### **DATA BASE & E-MAIL**

If you have a problem with your address label please let me know. My e-mail address is [ehorsman@juno.com](mailto:ehorsman@juno.com) and my address is 210 Lookout View Ct., Golden CO 80401-2518. Phone 303/279-5782.

Thanks, Gene Horsman.



# 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.

**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



### THIS MONTH'S MEETING:

**SATURDAY, AUGUST 12TH, 2000 at 7:00 PM .** See inside for details.