

Mile High Flyer

EAA MILE HIGH CHAPTER 43

Founded 1957

JULY 1999

Volume 22 Issue 7

JUNE MEETING MINUTES:

The June meeting was a Pot-luck barbecue at Tom and Sonja Young's Dancing Horse Stables.

NEW BUSINESS:

Guests introduced themselves as **Richard Walker** from Colorado Springs, and **Caren King**, the Volunteer Coordinator for the **Rocky Mountain Regional Fly-in**.

Steve Beach asked for volunteers to sign up in advance for Fly-in duties, and also passed out Fly-in handouts to the membership to post.

Steve also discussed the EAA's expanding role in government issues, and **The Experimenter Magazine**, which is the EAA's "How To" monthly for homebuilt's.

Whkosh is fast approaching - **Gene Milligan** has one spot in his camper for Tuesday through Sunday. **Marvin Wahl** also added that dorm rooms may be available by phone due to cancellations.

Roger Standard suggests that someone volunteer to catalog builder's aviation books that would be available for loan to other chapter members. Any takers?

Progress Reports:

George Hayes gave a report on the flying qualities of his Ultra Piet, the first flight being flown by Bill Mitchell, Chapter Flight Advisor, but noted that the engine would need a new set of rings due to corrosion. A top OH was in progress.

Trip Reports:

Ron Denight flew to Belfouche SD for a Fly-in and won Best Homebuilt and Longest Distance Flown trophies. **Bob Wilson** and **Mark Graf** flew to St. Francis KS for the Stearman Fly-in, which was light on Stearmans (Stearmen?) due to the weather. **Tom Young** flew to his future home in Alaska, taking five days to get there in his Aeronca.

JULY MEETING:

Sat. the 10th, 7:00p.m., TRI-COUNTY AIRPORT, ERIE CO.
FIRST ROW OF TEE HANGARS
(Ron Denight, Gene Horsman, Mark Yelich and others.) Bring chairs and bug spray!

Treasurer's Report:

Bob Wilson reports a checking account balance of \$2556.57 after expenditures and deposits.

Safety Report: Chapter Tech Counselor **Ron Denight** reported on the the importance of a properly installed engine driven fuel pump overboard drain line. The purpose of this line is to route fuel away from the aircraft in the event of a rupture of the fuel pump diaphragm, resulting in fuel being pumped out of the pump body. The drain line should be routed to direct any leaked fuel clear of the fuselage, exhaust system and any other components. AOPA notes that the FAA places the "readback" responsibility solely on the pilot. Controllers are presently not required to correct the pilot if his readback is wrong. AOPA is petitioning the FAA to require controller corrections.

OLD BUSINESS:

Last month's minutes were accepted by the membership as published.

Name Badges: If you have one on order, please pick it up from **Herrill Davenport** at the next meeting.

ROCKY MOUNTAIN REGIONAL FLY-IN RESULTS

From: **EUGENE A HORSMAN**

1999 ROCKY MOUNTAIN REGIONAL EAA FLY-IN WINNERS

GRAND CHAMPION - Ultra Piet; (No "N" number),
George Hayes, Longmont, CO
RESERVE GRAND CHAMPION - T-34; N7041U, Jim
Jeffers, Raymond, NE
BEST ANTIQUE - Culver Cadet; N29272, Walter
Jazun, Parker, CO
2ND ANTIQUE - No Award

FLY-IN RESULTS, continued.

BEST CLASSIC - Cessna 140; N3111N, Rick Tack-abury, Greeley, CO
 2ND CLASSIC - Globe "Swift" GC-1B; N80966, Mark Holliday, Ft. Lupton, CO
 BEST WARBIRD - Navion (L-17); N5369K, Art Hutchison, Golden, CO
 2ND WARBIRD - T-28A; N8643, John Hensley, Ft. Collins, CO

BEST HOMEBUILT FROM PLANS - Metafalco; N618C, Rich Clements, Lakewood, CO
 2ND HOMEBUILT FROM PLANS - Ritter SDSC; N599JR, John Ritter, Kemmerer, WY
 BEST HOMEBUILT FROM A KIT - RV-6A; N75JA, Jack Anderson, Island Park, ID
 2ND HOMEBUILT FROM A KIT - RV-6; N751DK, Dan Berry, Louisville, CO

BEST ALL WOOD - Fly Baby; N3853, Pete Clinton, Erie, CO
 2ND ALL WOOD - No Award
 BEST TUBE AND FABRIC - Sport Racer Speedster; N5672, David Blanton, Valley Center, KS
 2ND TUBE AND FABRIC - GG III; (Gizmo), N95GG, Gil Geisz, Boulder, CO
 BEST COMPOSITE - Glasair; N427K, Blayne Cleauer, Littleton, CO
 2ND COMPOSITE - Glastar; N43PH, Paul Hansen, Longmont, CO

BEST ALL METAL - RV-8; N24DS, Dave Ktilley, Springs Branch, TX
 2ND ALL METAL - RV-6A; N94KA, Art Schwarz, Westminster, CO
 BEST ULTRALIGHT - Challenger II, (N3830B), Robert Meyers, Littleton, CO

LONGEST DISTANCE FLOWN - RV-4; N4480S, Paul & Gerti Vander Schuu, Ripon, CA
 MOST RECENT FIRST FLIGHT - Ultra Piet; (No "N" Number), George Hayes, Longmont, CO
 OLDEST REGISTERED AIRCRAFT - Travel Air; N6464, Dan Murray, Longmont, CO
 SPOT LANDING CONTEST - FIRST PLACE - Quick-silver Ultralight, Isaac Dugan, Berthod, CO
 SPOT LANDING CONTEST - 2ND PLACE - Cessna 152; Tracey Nettleblad, Longmont CO.

Number of aircraft registered 111. Number that were repeats 79. Net gain of 32.

The breakdown by states was:

Colorado: 78, Kansas: 8, Wyoming: 5, Nebraska: 4, Texas: 4, California: 3, Montana: 1, Iowa: 1, Idaho: 1.

STEVE'S CORNER

ROCKY MOUNTAIN REGIONAL: IT'S IN THE BOOKS!

The 21st Annual ROCKY MOUNTAIN EAA REGIONAL FLY-IN is history in the books. This one will go down as smaller than past years but still very successful in terms of changes and satisfying many goals.

The single biggest goal achieved (although maybe not the goal that was being sought after) is George Hayes and his Grand Champion Ultra-Piet. We have followed George's progress over the last few years and knew that he was doing a first class job on workmanship, finish, and close attention to detail. The judges recognized the beautiful completion and awarded it the Grand Champion Trophy. We are checking into winners at the other regional fly-ins to see if this is the first time that an ultralight has won Grand Champion status. Congratulations George!!! Just one question comes to mind. Now that you have won the grand daddy of the trophies (which makes the aircraft ineligible for any lesser awards at the RMRFI) what will you build next for future competition?

The Regional committee's goal for 1999 was to give emphasis to both the regional EAA community and the local Longmont community. Saturday turned out to be an extremely good EAA day. The judging was completed in time to give all trophies out at the evening banquet. Many comments were made to various committee members that the size of the fly-in was 'just right' for being able to get around to view aircraft and talk to owners.

Other highlights included:

The demonstrations areas manned by Marv, The Tin Man, Roger Standard and various welders which were well attended. Again the size of the fly-in allowed people to really get up close and experience the 'how-to' sessions. Roger's rib building tent really got a work out on Sunday with all of the young people that came out for the Young Eagle Rally.

The Spot Landing Contest brought in only four contestants but they had a good time (just ask our newsletter editor). The winner was Isaac Dugan in an ultralight from Longmont. Everyone thought that an ultralight in the competition was unfair, but Tracy Nettleblad, a USAF Academy student from Longmont, had the best landing (55 feet) in a Cessna 152 that she had never flown before. In other competition, Bob Wilson won the pre-flight competition that was sponsored by the Metro State flight Team as a fund raiser. The 172 that they used was bugged very nicely and caught most people off-guard..

CONTINUED FROM PAGE 2.

Mike Gugeler hit four out of four banner demonstration pick-ups. (I thought that was rather good, but he said it was just part of his 7 month string of no misses.)

I personally think that more competition events could really liven up the regional.

Sunday was geared more towards the local community and getting people interested in aviation. We were a little disappointed in the turn-out but that may have been caused in part by a lack of advertising or the wrong message in the ads. (I can be critical because that was one of my responsibilities and it did not get all of the attention that it should have.) We did keep a number of airplanes in the air flying the Young Eagles and the parents were very appreciative. Some of the early kids went home and obviously told their friends who then started showing up about noon. This activity could be a big hit next year now that more of the locals know about it.

The other part of Sunday that the committee is struggling with is how to get pilots to come back on Sunday. Many did come to fly YE's or to just be a part of the activities, but when the Longmont residents came out to see airplanes there were only a ramp full of planes to view. If anyone has any suggestions please talk to any of the committee members or any of the '43 officers.

A big thanks to all of the volunteers that showed up to help with all of the activities. Without your support the RMRFI would not happen!

JUNE'S MEETING:

We all hate to see Tom and Sonja Young heading back to Alaska but they sure did a nice job of hosting the chapter at the June Meeting. About 45 people came with their pot luck and main course to cook on Tom's big grill. Tom also was able to get the feed back and critique on his project that he was looking for.

Thanks to both Tom and Sonja for opening up their shop and lighting the grill. (Are you sure that you have to leave? Alaska is a great place to visit but we would rather have you down here!)

With Tom leaving chapter 43 is in need of an additional Flight Advisor. We will only have Bill Mitchell left with Tom's absence. If you are qualified please call our President George Hayes.

RMRFI 2000:

EDITORIAL COMMENT BY STEVE BEACH

I realize that this year's fly-in is just barely over but I wanted to put in a plug and call for help for next years event. As with everything in 2000 we would like to make the Fly-In stand out as one of the best ever. Notice that I did not say biggest and best. Unlike commercial business, a volunteer run activity does not necessarily have to get bigger each year just to get better and be successful.

What the regional could use is some new blood that can lend a hand on the many activities and preparations that are needed to make the regional happen. As most of you know the RMRFI is run by a volunteer committee made up from the local EAA chapters. This group of representatives takes on the responsibilities of everything from promotion to execution. In the last few years the fly-in has grown to a size that can no longer be handled by the few that volunteer year round to keep the regional going. Some of the members have served on the board since the beginning of the event 21 years ago. From our chapter (the largest supporter of the regional) Gene Horsman has been a part of the group for most of those years.

With a little help from additional EAA members the responsibilities of the Fly-In could be divided up and each task could receive a lot more attention. What the committee needs to know is what kind of expertise do each of you have that you could share with the regional. I will give you a 'for instance'.

Part of my new responsibility this year was taking over the promotion, program, advertising etc. This was a new area for me that I did not have any expertise in. Unfortunately the learning curve was over and above the time limits that were available. There simply was not enough time to find or get new recruits involved this year to help fill some of the voids.

If I could have looked at a list of people that would be willing to help and found:

Someone that was good at, or at least had experience in organizing and building a program/handout from a computerized system, or someone that had contacts with local news media, or someone that could take time to call on the aviation and local businesses for advertising. The job could have gone much easier and with better results. (I do want to thank Bob Wilson for his assistance this year in getting advertisers from Longmont!) With a few more people like Bob helping out with all of the details next years regional could come off like clockwork and with great results!

CONTINUED FROM PAGE 3

Not everyone has time to commit to an event like this. However, if you can devote a few hours to the Rocky Mountain EAA Regional over the next year please contact Gene Horsman or me. The Regional is a fun activity to be a part of and the rewards of knowing that you had a hand in making it happen is worth the effort.

AIR ACADEMY:

Chris Goodholm and Jan Hensen are headed for the Air Academy this month. The chapter wishes them the best on this experience of a lifetime. Hopefully they can give us a report on the camp at the August meeting.

AIRVENTURE '99:

The last time that I talked to Gene Milligan he had one seat left in his Oshkosh mobile. If you need a ride out and back give Gene a call (303/446-0831). I think he said that he would be leaving late on the Monday before the opening and returning later on Sunday, but give him a call to verify if you have an interest.

EVENTS:

CHAPTER 43 MEETINGS:

July:	Tri-County Open Hanger Night & Oshkosh Primer
August:	Project Visit & Oshkosh Review (need a volunteer)
September:	Engine Building
October:	Special Guest – Still being scheduled
November:	Ron Denight – Air Racer
December:	Open – Any Suggestions

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

July 5-8 th	Int'l Chapter Short Wing Piper Club Convention – Centennial - 303-979-3012
July 10 th	Air Show – Alamosa – Airport Closed from 9:30am to 12:30pm (Free Gas (10 gals) to the first 10 Experimental air craft.)
July 9-11 th	Mountain Mania Car Show - Buena Vista – Dan Bremmer 719/395-2496
July 7-11 th	EAA Northwest Fly-In, Arlington Washington -360-435-5857

July 17th

Custer County Airport (near Westcliffe) Pancake Brkfst – Wray Pedro 800-748-2430

July 28th – Aug 3rd
Sep 10-12th

1999 AirVenture – Oshkosh EAA Golden West Fly-In – At water CA – 530-677-4503

Sep 11-12th

EAA MERFI Fly-In - Marion OH - 937-849-9455

FOR SALE:

N3 PUP ULTRALIGHT:

'Cub Look Alike' - This one is flying! Mosler 2cylinder 4cycle engine 37 HP. \$10,500 Call Gene Milligan 303/466-0831.

NEW LYCOMING O-320 ENGINE PARTS:

Superior pistons, 8.5:1 compression ratio, 4 ea. for \$120, Superior compression ring set for steel cylinders, \$100. superior iron ring set for chrome cylinders, \$150. Call Dave Bieseemeier, 303/384-3760.

MONTHLY SAFETY TIP:

COURTESY OF CHAPTER 72'S NEWSLETTER THINK SAFETY

"A superior pilot is best defined as one who uses his superior judgment to avoid situations requiring the use of superior flying skills" (March 1991 Aero Club)

Since "see-and-avoid" is the principle mechanism for collision avoidance at *uncontrolled airports*, constant surveillance of the airport area is a must. An FAA study provides some insight. The FAA evaluated the flying skills of a group of pilots over a two-year period following primary flight training to determine the nature of skills lost during this period. It found the greatest loss in skills in uncontrolled airport landings, particularly traffic pattern operations. Specific skills lost were:

1. Entry into the traffic pattern at improper points and angles.
 2. Improper pattern altitude and distance from the runway.
 3. Poor radio communication techniques.
 4. Inadequate traffic scan, particularly on base leg.
 5. Poorly timed turn from base leg to final.
 6. Flat "dragged-in" final approach.
- THE RESPONSIBILITY FOR SAFETY IS YOURS! BE ALERT!

THE TEN COMMANDMENTS OF AVIATION

COURTESY OF CHAPTER 72'S NEWSLETTER

Thou shalt inspect thy aircraft lest thou giveth thy angels cause for concern.

Thou shalt not activate thy starter unless thou veri-fieth thy position of thy throttle, lest thou condemn thy engine and melteth thy exhaust stacks.

Thou shalt not make trial of thy center of gravity, lest thou dasheth thy foot against stone.

Thou shalt let infinite discretion govern thy movement near the earth, for there thou surely walketh in the valley of the Shadow of Death.

Thou shalt honor thy temperature and RPM limits lest, when thou needest it most, thy engine shall faileth thee.

Thou shalt maintain thy engine RPM, for it is thy staff of life and without it thou shalt surely perish.

Thou shalt not allow thy engine propeller to catch in the thorns, for then thou shalt curse thy children's children.

Thou shalt heed the caution of "Behind thy Power Curve"; verily, its name containeth great truth.

Thou shalt take care when thou maketh thy approach, lest the wind turneth behind thee, causing the earth to rise up and smite thee down.

Thou shalt not let thy confidence exceed thy ability, lest on the morrow thy friends have cause to mourn thee.

TECH TIP:

From Chapter 952 Newsletter

Lexan note...On a Protech pt-2 the Lexan windshield was cracked. The Lexan dealer suggested the builder had spilled paint thinner on it as the aircraft was being painted. He installed another windshield and it also cracked. Later he learned that gasoline and other chemical products would affect Lexan. In towing the aircraft backwards, the tank vent would spill fuel on the windshield. The owner has since installed a Plexigass windshield.

A VISIT TO FRANKFURT

From Del Gregg, Chapter 808

German Airtraffic Controllers at Frankfurt were a short tempered bunch. They expected pilots to know their parking locations and how to get there without any assistance from the tower. It was with much amusement that we listened to the following exchange between Frankfurt ground control and a British Airways 747, (radio call Speedbird 206.)

Speedbird: "Good morning, Frankfurt, Speedbird 206 clear of the active.

Ground: "Guten Morgan, taxi to your gate."
(The British 747 pulls onto the main taxiway and stops.)

Ground: "Speedbird, do you not know where you are going?"

Speedbird: "Stand by, ground, I'm looking up the gate location now."

Ground: (with great impatience) "Speedbird, have you NEVER flown into Frankfurt before?"

Speedbird: (COOLY), "Yes, in 1944, but I didn't stop."

EDITOR'S BITS AND PIECES

Just a few random notes:

First off, if you have a computer and have ever thought about being a newsletter editor, there is an excellent forum at Oshkosh for newsletter editors. Check the list of forums for the time and date. It is usually held at the EAA Museum. Does this sound like a hint? If anyone would like to become the Y2K editor for Chapter 43, I will happily relinquish the job. If not, I will continue on. Think about it.

If you happen to see a big guy that looks a lot like John Travolta hanging around Love Field in Dallas TX, or Alliance Airport north of Ft. Worth TX, it just might be Mr. Travolta himself. Travolta has been involved in aviation for years, owns and flies several aircraft including a Citation jet and a 707. That's right, a BOEING 707, which he flies himself. Those who have encountered him say he is real friendly and eager to talk airplanes.

My new e-mail address is dbiesemeier@wans.net. By the way, it is only \$9.95/mo. (plus a \$20 sign-up fee) for unlimited internet time on Web America Networks. You can check out their web site at www.wans.net.

EAA MILE HIGH CHAPTER 43

CHAPTER OFFICERS:

President - George Hayes.....303-772-7040
Vice President - Roger Standard.....303-857-4821
Vice President - Gene Milligan.....303-466-0831
Secretary - Dave Bieseemeier.....303-384-3760
Treasurer - Bob Wilson.....303-682-1857

VOLUNTEER OFFICERS:

Technical Counselor - Ron Denight.....303-452-0458
Technical Counselor - Marvin Wahl.....303-395-9934
Flight Advisor - Bill Mitchell.....303-427-4025
Flight Advisor - Tom Young.....303-833-4091
Newsletter Editor - Dave Bieseemeier.....303-384-3760
Young Eagles Coordinator - Bob Lee.....303-456-1268
Membership Data Base Editor - Gene Milligan....303-466-0831

This newsletter is published by Chapter 43 of the Experimental Aircraft Association for the use, education, and enjoyment of the members and others to whom it is provided. No claim is made for technical accuracy of material presented. Editorial content is the opinion of the contributor and does not reflect the position of Chapter 43 or the Experimental Aircraft Association.

Submission of articles, comments, or inquiries for publication in the newsletter are encouraged.

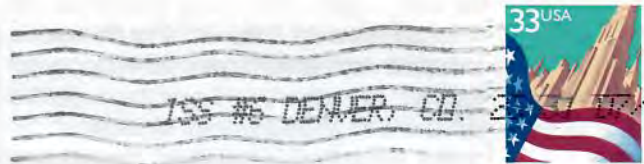
Meetings are normally held on the second Saturday of each month at 7:00 P.M. The place is determined each month.

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

David Bieseemeier, editor
430 Antero Street
Golden CO 80401



FIRST CLASS



Eugene Horsman
210 Lookout View Ct.
Golden, CO 80401-2518



THIS MONTH'S MEETING:

SATURDAY, JULY 10TH, 1999 at 7:00PM .TRI-COUNTY AIRPORT TEE-HANGARS. See inside for details.

