



EAA MILE HIGH CHAPTER 43

Founded 1957

MILE HIGH FLYER

The Official Monthly Newsletter of EAA Chapter 43

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B-17 WRIGHT CYCLONE ENGINES

THIS photo was taken last summer during the press flight of the EAA's B-17 Aluminum Overcast. It was shot through the left side window just forward of the engines, which if memory serves is the radio operators position and a very noisy spot in which to ride. The B-17 was at Jeffco for several days last Memorial Day Weekend and sponsored by Chapter 43.

The Boeing B-17 Flying Fortress Heavy Bomber rolled out in 1935 and got its nickname from its heavy defensive armament. It was sold to Congress as a coastal patrol aircraft to guard the approaches to North America. The C model of the bomber had a wingspan of 104 feet, weighted 31,084 lbs. empty with a max. take-off weight of 45,373. The Wright R-1820 radial engines produced 1200 HP. Its range was 2,394 miles at 231 mph & 14,000'. A total of 12,731 flying Fortresses were built including all variants. The RAF had 38 of their own version of the B-17 called the Fortress MK I which were C models ordered as trainers and delivered in 1941.

DUES:

THIS WILL BE THE LAST NEWSLETTER FOR MEMBERS WHO HAVE NOT PAID THEIR 2004 MEMBERSHIP DUES, AND IF YOU HAVE NOT PAID BY THE END OF MARCH, YOUR NAME WILL BE DROPPED FROM THE CHAPTER MEMBERSHIP ROSTER. PLEASE PAY UP AND SUPPORT YOUR CHAPTER IN OUR 2004 ENDEAVORS! THANK YOU.

MARCH MEETING: Saturday, March 13th, 6:00 P.M. This month's meeting will be at the Jefferson County Airport, north side hangars, hangar #10462-B. PLEASE BRING CHAIRS OR COMFORTABLE SHOES! Our program will be presented by Doc Roy, who will give a fun and informative narration and slide show on the "Planes and People of Oshkosh". Please turn to the map on page 6 on the back of the membership form for directions.

Minutes of February 21, 2004 Meeting

Vice President Mark Graf filled in for President Patti who was absent due to illness. A motion was made to approve the minutes of the January meeting as printed in the newsletter.

Treasurer's report: Bob Wilson reported on the balance in the Chapter Checkbook.

New Business: Bill Mitchell obtained the balance of the Chapter Records from former president Kirby White. Visitor Ken Scott had a number of antique aircraft instruments to donate to those chapter members who wished to take them off his hands.

Visitors: Ken Scott of Evergreen, Kurt Ratsh from Thornton, Greg Smith of Watkins, Myles Lee from Arvada, Stan McElderry from Gypsum (who used to belong to Chapter 43), Garry McElderry of Greeley, and Paul Overdier from Westminster.

Club House: Steve Beach reported on the new hangar development at Jeffco, which is to include a "club house" for use by local groups. The club house will be located outside of the airport secured area and will include an auto parking area and kitchen. Steve will investigate to see what arrangements would be necessary for Chapter 43 to use the club house for Chapter meetings.

Young Eagles: Cliff Begnaud reported that there will be a Young Eagles Rally at Erie Municipal Airport on Feb. 27th or 28th and volunteers would be needed as pilots and ground crew.

W.W.II Pilot's Story: Mark Graf told the group of a local W.W.II B-26 pilot who flew out of the Allutians. Mark would like to record his story at a dinner meeting much like we did for George Meshko last year. Mark will see what needs to be done to put something together.

Rocky Mountain Regional Fly-In: RMRFI Committee still has volunteer positions available, including someone experienced in fund raising. Airshow performers have been contracted for the event.

The EAA B-17 probably won't visit Jeffco this year due to scheduling difficulties.

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WANTED

Tim Tracy would like to contract out some hangar space on a temporary basis to rig the engine, controls, and wings on his project. If you can help Tim out, please give him a call at 303-642-0521, or send him an email at: dragonridge@yahoo.com.

TAXIING CATASTROPHE by Jim Loyd

Jack Lundquist Jr.'s story of his taxiing catastrophe (Page 50, Feb. issue of *SPORT AVIATION*) brought back several painful memories. I was a BAA Designee for a bunch of years and heard-of or witnessed several unhappy taxiing accidents. They caused me to create three rules that I considered vital to observe when and while performing the taxi process of testing an experimental airplane.

1. Always be prepared to fly.
2. Never test your airplane alone.
3. Always be prepared to fly.
4. Always have ADEQUATE fire extinguishers within grabbing and leaping distance.
5. ALWAYS BE PREPARED TO FLY!

I arrived too late to watch accidental takeoff of a wooden home built with about a pint of fuel in its tank. As we picked up airplane pieces from the woods off the end of the runway, witness described how the builder/pilot had intended to merely taxi slowly up and down the grass runway a couple times. There was muddy area at one end of the runway that took "full throttle" to get across. The pilot was unfamiliar with the lock on the throttle, so when the airplane popped out of the mud at max power he took too long to throttle back and, in the blink of an eye, found himself 40 feet in the air thrashing through the tops of 45 foot Birch trees.

In the seconds it took the pilot to realize he was in "deep do-do" the engine quit and put him in REALLY deep do-do! Since the pilot was sitting on his seat belts (after all, he was only going to taxi.) the bucking of the airplane as it tumbled down through the trees, tossed him out into the clutches of the birches. They hammered and thumped him thoroughly as he descended into the smaller growth that lowered him roughly, but only bruised, onto the soft forest floor.

When the crowd finally found him the pilot was staggering around wondering why he was in the woods and where his airplane was. The airplane was hard to recognize because the largest pieces were about the size of card tables.

Another builder cancelled a preflight inspection because that morning he had run out of runway during a "fast" taxi and found himself airborne with only three (3) bolts (neither torqued nor safetied) holding the prop on. By the time he got the airplane back on the ground the prop was ruined, the prop flange had three egg shaped holes in it and there was excessive play in the front main bearing.

I felt dread the minute I read that Murray put the jump starter on the floor of the front cockpit. I realized that Jack was NOT prepared to fly. After I finished reading the article and learning that Jack had broken my fire control rule also, I decided to write this letter. I believe that Jack's catastrophe, the two described above and the many others we have read or heard about result from what I call a limited consideration of unintended consequences. We tend to limit our planning to only what we *intend* to do without considering what *unintended* situations our plans and actions might create. I am convinced that the jump starter would NOT have been in the airplane if Jack had intended to fly it.

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TO BE PREPARED TO FLY:

1. The airplane should be complete and in flying condition: All parts attached. all pressures set to specs. and all fluids at proper levels.
2. Always start taxi run from extreme end of runway.
3. Always at least one hour of fuel in proper tank.
4. Always engine at proper flying temperature.
5. Always pilot strapped in with goggles, radios, etc. prepared for flight.
6. Always pilot mentally and emotionally prepared to fly the airplane to altitude if it becomes necessary.

Back in the old Reciprocating Engine Air Force there were one or two fire extinguishers a very hard stand (parking space) and someone manning them at even engine start I used and saw them used enough to value having them handy. I have several of them in my house, one in each vehicle and one in my airplane.

While starting the engine of my Spezio Tuholer (a tube and fabric airplane) at the local airport at 5:30 AM, a wire shorted in the lower front side of the front cockpit and ignited the nearby fabric. The plane was parked between two Cessna 170's. It had 30 gallons of fuel in its front tank that was positioned directly above the fire. I can understand Jack's amazement at how rapidly and fiercely the fire spread. My van was parked about 20 feet from the plane. While my passenger slowed down the fire with my small onboard Halogen extinguisher I dashed to the van, grabbed the three-pound dry chemical extinguisher mounted there and extinguished the fire.

Jack's description of the airport's inability to help him even though it had adequate equipment and strong intentions and good communications should encourage every builder/pilot to examine the help available at their testing airport. At 5:30 AM at the small country airport where my plane caught fire, my passenger and I might have been on the moon for all of the help we could expect.

Many small airport FBO's only operate on weekends and are deserted during the week. If you decide to test your airplane at one of these fields make sure you have someone present there to help you deal with an unintended consequence.

Minutes, continued from page 2.

Progress reports: Dennis Ruch told the chapter that he had just had his first flight instructor lesson. Gene reported that his Luscombe is being repaired in Lexington NE and should be finished sometime in April. Chuck Garton has his RV-10 tail kit completed and the wing kit should arrive soon. Ken Downes has his Glastar tail kit completed and is working on the ailerons. Bob Divan has a Newport 17 plans-built project recently relocated to Erie Muni. Bob Wilson undertook two treadmill tests in the process of getting his Medical back.

Trip Reports: Cliff Goldstein flew his T-18 to Des Moines IA and back and had the rare pleasure of tailwinds both ways.

Program: Brian Gamble provided a very entertaining and educational program presented from the Air Traffic Controller's perspective of the control tower cab. Brian has been a Jeffco controller for 16 years and had extensive training in the Navy prior to that. He briefed the group on approach and departure procedures and radio phraseology and procedures. Thanks, Brian!

NEWS FROM HEADQUARTERS

HOME BUILT AIRCRAFT CAMPING AT AIRVENTURE

For those who like to camp by their aircraft at AirVenture, a new Homebuilt camping Area will be open this year. Located just west of the Forums Pavilion and homebuilt parking grounds, the new camping location offers an area close to the forums, workshops, and homebuilt exhibitor areas. Also included will be shower and restroom facilities.

EAA AIRVENTURE CUP RACE 2004

Entries are being accepted by the EAA for this years AirVenture Cup Race. This year's race will be a one leg, 400 mile "Speed Dash" scheduled for July 26th starting from the Dayton OH Wright Brothers Airport (MGY) to Wittman Regional Airport (OSH), greatly simplifying the logistics and minimizing the prospect of adverse weather that has plagued the event in past years. Complete rules and application information, including downloadable application forms, can be found on the EAA AirVenture website at eaa.org.

E-MAIL BOUNCES: Gene Horsman (ehorsman @juno.com) reports the following members' e-mails have not been getting through: David Calvert, Pete Kelley, Bob Meyers, Bob Threlkeld, Gary Zilik. If you haven't been getting your newsletter or chapter e-mail, please check with Gene for current address.

AN URGENT PLEA!

Your Chapter Newsletter will cease to be published in a few months unless a volunteer is found to replace the current editor. Due to an impending move, I will be unable to publish the newsletter for several months during the summer and fall. If you have a computer with MS Word, MS Publisher, or similar word processing software, and are able to e-mail attachments in Adobe PDF format, you could be our next editor. I am willing to provide whatever assistance you might require to learn how to do this. It's not that difficult, (after all, I learned to do it and I am pretty much a computer dummy!) and you can format the newsletter to be anything from a simple meeting notice to whatever you have the time and space to include.

If you feel that you might be interested in assisting the chapter in this necessary function, please call Dave Bieseimer at 303-384-3760, or e-mail at: dbieseimer@comcast.net

Building Tips

From the RV Newsletter

Plate Nut Loosening: Many times the nutplates used for the fuel tanks, wing tips, and other places are so tight that you end up messing up the head of the screw trying to get it installed. Try using a bit of anti-seize compound on the screw threads and running it into the nutplate with an electric drill-driver prior to installation. Even better, a drill bit lubricant called Boelube also works great and doesn't leave an oily residue as it is a dry lube.

Boelube is available from our friends at Avery Tools. It will make installing the screws much easier without harming locking function of the nutplate.

**PLACE YOUR BUSINESS CARD
AD HERE FOR \$10 PER MONTH
OR \$100 FOR 12 MONTHS.**

Contact the newsletter editor by phone at 303-384-3760 or by email at dbieseimer@comcast.net.

Personal chapter member ads are free.

DIRECTIONS TO MEETING

The March meeting will be held at the Jeffco Airport, north side, in hangar #10462-B. Take Colorado Hwy. 128 to Airport Way, Turn right on W. 120th Ave., turn left onto Corporate Way, then an immediate left turn onto Airport Court, go east to Hangar #10462-B. **PLEASE BRING YOUR OWN CHAIRS IF YOU DON'T WANT TO STAND! NOTE: TIME AT 6:00 P.M. See Map.**



EAA Chapter 43 Board Meeting Minutes

THE Board of Directors for Chapter 43 met on March 4th at 7:00P.M. at Cafe Alvarez in Lafayette. Present were members Patti and Cliff Begnaud, Bill and Mary Mitchell, Pat Claar, Stan Spect, Bob Wilson, Dave and Lyne Bieseimer. Topics of discussion were:

- * **Meeting programs for the coming year** - a number of prospective meeting guests and topics were proposed as well as locations for those meetings.
- * **Chapter Library** - The missing articles of the Chapter Library have been returned to the chapter. They will be temporarily stored in the upstairs meeting room at the Erie FBO until a more suitable and permanent location can be found.
- * **Erie Town Fair** - The need to man a booth for the chapter at the Erie Town Fair was discussed. The Fair will be held Saturday, May 15th. Anyone with the desire to volunteer for this position should contact President Patti Begnaud at 303-673-0021 or by e-mail at plee@barefootpilot.com.
- * **Rocky Mountain Regional Fly-In** - Chapter members are asked to plan ahead to attend this summer's fly-in to be held June 26-27, 2004 at Front Range Airport (FTG), Watkins CO. Visit the website at www.rmrfi.org or call Jim Cimiluca 303-452-9757. As always, many volunteer positions are available.
- * **Young Eagles** - The next Young Eagles flight will be Saturday, April 17, 2004, at the Erie Municipal Airport. Park Middle School Aviation Club members will be flown and volunteer pilots and ground crew will be needed. Call Y.E. Chairman Cliff Begnaud if you are available to help out. The Feb. 28th Y.E. Flight flew 40 Young Eagles in 1 1/2 hours with 10 planes!
- * **Air Academy** - Nominations for this year' EAA Air Academy must be turned in soon.
- * **Banquet** - A Banquet Committee should be formed soon to avoid the last minute banquet palnning crush. It was agreed that a less expensive banquet would attract more members.
- * **Meeting times** - It was agreed by the board that chapter meetings should start at **6:00 P.M.** until further notice.

2004 Membership Information
(Needed for 2004 Roster)

DATE: _____

Name: _____

Spouse: _____

Street: _____

National EAA Membership #: _____

City, State, Zip: _____

****E-Mail Address:** _____

Home Phone: _____ - _____ - _____

Occupation: (Opt) _____

****We can now send you our monthly newsletter on E-Mail. It will come to you in a form that has a brief Message and a link to our web site, where you can then bring the newsletter up in color.**

AIRCRAFT INFORMATION:

Note: Category - Standard, Experimental, Ultralight, Warbird, etc.

Status: ----Previously Owned, Built, Building, Restoring, Considering, etc

<u>Make, Model, etc.</u>	<u>Category</u>	<u>Since (Yr)</u>	<u>Status</u>	<u>Based At</u>
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

Tools and Skills: (Would you be willing to help others or to loan tools?) Circle one. Yes No

HOW WOULD YOU LIKE TO BE INVOLVED DURING 2004 - 2005?

Would you...

Run for a Chapter Officer Post For 2004 -2005?	Yes	No
Arrange, Or Be, The Program for One of Our Meetings?	Yes	No
Host A Chapter Meeting at Your Project?	Yes	No
Volunteer To Serve On the Rocky Mountain Regional Fly-In Planning Committee?	Yes	No
Volunteer For The 25th (2003) Annual Rocky Mountain EAA Regional fly-In?	Yes	No
Participate in Young Eagles functions, either as a... Pilot	Yes	No
	Volunteer	Yes No

Annual Dues for 2004 are \$20.00. Please make check payable to EAA Chapter 43, C/O Bob Wilson, 1818 Sunlig Drive, Longmont, CO 80501 (Phone 303-682-1857), E-mail: raw 737dro@aol.com.

EAA Mile High Chapter 43

Chapter Officers			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.
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Vice President	Stan Specht	303-232-8474	
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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, March 13th, 6:00 PM. at Jefferson County Airport,
 Hangar #10462-B. Info and directions inside. Bring Chairs!