



EAA Mile High Chapter 43

Founded 1957

Mile High Flyer

July 2001 Volume 25 Issue 7

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Aluminum Overcast!! After a very successful 4 day event for the EAA B-17 and Chapter 43, a picture doesn't capture the magic of this aircraft as an "in person" experience does. Volunteering in the hot summer sun by many Chapter 43 members made this unique event a success. The personal experiences that were shared by many veteran B-17 crew members, including our own George Meshko, is something that will not be easily forgotten by those of us fortunate enough to have shared in this event.

July meeting: Saturday 7:00 P.M. July 14th

The June meeting will be held at **Tri-County Airport at Blue Grassfield's Mad Eagle Aeronautical Hangar**. Take CO highway 7 to road 1 on the west side of the airport. Go north about .5 mile and bear right on the road that leads to the big dark green hangar. Turn right at the gate and follow the drive to parking. **Cliff & Patti Begnaud will share their slides of camping and exploring in Utah with their Kitfox and several other friends with Kitfoxes.**

June Meeting Minutes

President Roger called the meeting to order at 19:05.

The sad news of longtime member Marv Wahl's passing on June 8 was announced. Our thoughts and prayers are with Marv's family and many friends.

John Evens fell working on his new home and broke his pelvis. We all wish you a rapid recovery John!

The minutes from the May meeting were M-S-P.

The Treasurer reported there was \$3407.22 in the checking account.

The EAA Air Academy accepted Cole Davis for the week long camp in Osh Kosh. Have fun Cole!

Steve Beach reported that the airstrip serving the Navajo Lake State Park, in the Durango vicinity, has been X'd for no obvious reason. The FAA is investigating.

CFI's can receive a free breakfast on the 23rd at the Rocky Mountain Regional Fly In at 07:00.

Roger received a nice note from Tom McGovern's daughter. Chapter 43 sponsored her at the Air Academy last year.

Progress Reports:

George Hayes installed an antenna on the Ultra-piet.

Gene Horsman & Dave Kronfeldt have started assembling the radial engine on the Mercury.

Dave Biesemeier reported on the fresh engine in the Sidewinder.

Glen soloed the Europa.

Chuck Garten flew off the 40 hours on the RV6A. The secretary apologizes to those progress reports not included.

Trip Reports:

Brian Cox took a weekend trip to Rapid City that was extended until Tuesday for weather.

Ron Denight made trips to Levelland, TX and Belle Fourche, SD.

Several members made the Stearman fly in at St. Francis, KS.

Safety Report:

Ron Denight advised us on the conditions at the Granby airport. The field has an 8200 foot elevation with a downhill west runway - land short. The next sentence was copied from the Granby Airport website: "**Good mountain pilots almost always take off on Runway 27 due to rising terrain eastward.**"

Michael Maya Charles assisted in the Warrior search in the Meeker, CO area. Michael stressed the importance of density altitude, full fuel tanks, tailwind departures into rising terrain, questionable payload, and a case of "get there itis".

Gene's News:

The total number of Young Eagles flown is 688,096 as of 6/1/01. 25,467 YE's since 1/1/01 and 11,196 in May (best ever).

Raytheon has laid off 920 employees, and Cessna laid off 280 in their piston engine facility.

The first female member of the US Army's Golden Knight jump team will jump 130,000 feet from a balloon in an attempt to set a record.

The Polen Special will attempt a closed course world speed record that must exceed 285 mph.

Wayne Handley returns to airshows ferrying Rocky Hills' Extra from show to show.

Cirrus has a Diesel and Turbo-Diesel in development with SMA for the new SR21tdi.

Senate shift could affect GA future John McCain, user fee advocate, giving up his seat on the Commerce Committee to user-fee opponent Ernest Hollings.

Sport Pilot proposal still moving forward.

Young Eagles:

The next YE rally will be at the RMRFI, Sunday 6/24/01 at Longmont from 09:00 - 12:00.

Continued next page....

minutes continued...

B-17

We will not turn any volunteers down if you would like to assist with the B17 tour at JEFFCO from June 29 - July 2.

Don Coleman expressed his thanks to the many volunteers that helped make the picnic a success.

Chapter library

Phil Hughes contributed a substantial cache of Sport Aviation's and Experimenters to the chapter library. If you are needing a place to store some aviation related reading material, contact Pres. Standard.

Visitors

The guests last months were Kevin Stasek of Longmont and Ricky Domenico of Westminster. Add Joe Jones to the roster. His address is 802 Poplar St., Denver, CO 80220, 303-377-7745 joejones@artworksstudio.com

TWO FAMOUS PILOTS DIE IN YAK CRASH

Two pilots who became famous for surviving tremendous odds died Sunday after the Yak 52 they were flying crashed near Custer, Washington.

The cause of the crash remains unclear. Alexander M. Zuyev, 39, and Jerry Michael Warren, 50, were killed when they were trying to rejoin a group of other airplanes. At least two of the other airplanes were also Yaks, NTSB investigator Dennis Hogenson told "ePilot." A witness told Hogenson that the Yak banked to the left at 1,200 feet, stalled, and crashed. Hogenson said he has doubts about a stall scenario based on the combined experience of the pilots. He is continuing to interview witnesses and is awaiting a coroner's report. Zuyev, a former Soviet air force officer, became known internationally when he fled from his country in a MiG-29 in 1989. He was chased by Soviet fighters and wounded by gunfire before landing safely in Turkey. Warren and his son became famous after they were pulled from a Cessna 150 that was entangled upside down, 60 feet above the ground, in high-voltage wires near King County International Airport in 1998.

THE MOST UNBELIEVABLE LANDING OF A B-17

by George Ureke, Lt. Colonel USAF (Ret.)
Flying a bombing mission out of Foggia, Italy, off of Tortorella US Army Air Field in Italy, during W.W.II, our B-17 caught one hell of a lot of flack. All four engines were still running, but ALL flight instruments failed. We had no airspeed indicator. Since we were returning from the bombing mission in formation we didn't really need flight instruments except for the approach and landing. When we arrived over the base at Tortorella, we peeled off, flying the landing pattern in trail formation.

How to plan my approach with no air speed indicator? An idea came to me. We'll drop behind the ship in front of us, so that on the final approach, we can establish a rate of closure to ensure that our approach would be above stall speed.

Well, in the morning, when we took off, the steel mat runway was covered with three inches of slimy mud. It had been raining for weeks. Airplanes, taking off and landing just pushed the steel mat deeper into the mud. Every time an airplane took off or landed, more and more slimy mud had pushed up on top of the steel mat. So as we approached the mud-covered runway, there were three or four inches of slippery slime on top of the mat. But we were not worried (about coming in "hot"), until I called for flaps. Kenneth D. Goodwin, our copilot, replied, "we don't have any". "They're not coming down". And it was too late to crank them down by hand. We weren't about to go around again without an airspeed indicator. Due to the hot approach speed we didn't touch down until we were half-way down the field. The airplane in front of us made a normal landing and turned off at a taxi-strip about five-hundred feet short of the end of the runway. That pilot managed to land short enough to turn to the left onto that first taxi strip.

As he turned, he looked out his left window and saw that we were halfway down the field before we touched down. He turned to his co-pilot and says, "Look out that right window. George is going to crash into the gully at the end of the runway." (Several British bombers had hit that gully in the past, and they blew up).continued next page...

We finally got the plane on the mud and I hit the brakes, no brakes! (in a B-17, the pilot and copilot can look out their window and see the wheel on their side). Every time I touched the brakes, the wheels would stop, lock, and we'd hydroplane over the mud. I had one choice, something we'd normally try to avoid. "Ground-loop" I pulled No. 3 and 4 engines all the way back. I pushed No. 1 and 2 throttles forward to take-off power, I called for "boosters" and started tapping the right brake (tying to ground loop to the right, and let centrifugal force tip the left wing into the ground). We'd damage the airplane but avoid crashing into the gully.

Normally, the plane would turn and leave the runway. But it was so slimy, the wheels had no friction to make it turn. The plane just kept sliding forward. No. 1 and 2 engines at full take-off power caused the airplane to spin around while sliding straight down the runway. As it approached 180 degrees, I pushed number 3 and 4 throttles full forward. Now we had "take off" power on all four engines. There we were, going backwards, toward the end of the runway with all four engines at full take-off power. Well, we stopped right on the very end of the runway and immediately started to taxi back to the taxiway we just passed while we were sliding backwards.

You can imagine how scared our navigator, James W Collier, and the bombardier, Lowell E. Clifton, were sitting in the nose of the airplane, as it approached the end of the runway and began to spin. This maneuver is one that I'm sure had never been done previously nor will it ever be done again. It isn't something anyone would want to practice. I can only say that on that landing, Ken Goodwin and I were both copilots.

God was flying the airplane on that landing, which is why I call it the most unforgettable landing in a B-17. And, you know, we never heard from anybody. Nobody ever came to ask what had caused us to land backward. All the medals we got were for far lesser accomplishments.

Members of the crew. George Ureke Pilot
Kenneth D. Goodwin Co-pilot, James W Cower
Navigator, Lowell E. Clifton Bombardier, Ralph
Baca Engineer, Walter Hapenny Radio Operator,
Albert L. Murry Waist Gunner, Warren C. Intemann
Waist Gunner, Vincent L. Manes Tail Gunner,

James S. Peters M/Sgt USAF (Retired) Flight
Engineer/Top turret, 27 Missions B17G Crew
7389 99 BG, 348 BS (Diamondbacks) 15
AAF 5th Wing Tortorella AAF, (Foggia #2)
Foggia, Italy Dec 44-May 45

RV6 Kit For Sale

I am with Chapter 515 in Fort Collins. I have a RV-6 kit for sale. I have a wing kit, fuselage kit, and tail kit. I'm asking \$6,000 for all. If anyone has any questions please e-mail or call me.

Gilbert Wheeler
1 800 574-4093
gilbertwheeler@hotmail.com

Another chance to attend Mike Guegler's Alaskan Bush Flying slide show:

Mike will be showing his slide show to the Ft. Collins EAA chapter on July 10. They meet at 7:30 PM at the Military Science Bldg at CSU. For more info call Mike at 720-890-0552.

The following article was reprinted with permission from The Antique Airplane Association of Colorado.

Marv Wahl, 1926-2001

At the 2000 Annual Banquet, the Antique Airplane Association of Colorado presented the Craftsman of the Decade Award to Marvin Wahl for the work he did in the 1990's. Christy Barden spoke of Marv's long-time service to the aviation world. Most of the following is from Christy's tribute that night.

As a long time member of the Colorado Antique Airplane Association, he quietly went about working aluminum with a hammer, with his English Wheel, by hand, shrinking and stretching, air planishing, etc. Marv formed cowlings, wheel pants, wing tips, and most fuselage parts for airplanes old and new. Marv passed away on June 8, 2001, and services were held June 13, 2001.

Marvin was born on a farm just north of Okeene, Oklahoma on March 26th, 1924. He grew up there and credited his farm experiences that gave him the back ground that allowed him to do the kind of metal work he was known for.

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

He returned to work as a mason in Okeene, Oklahoma in 1950 where his daughter Marsha was born in 1951. He returned to Denver in 1953 where his son Paul was born that year. He started his own ornamental iron business at that time. He produced iron works that can be seen at the NW corner of Fort Logan National Cemetery and also at the Fitzimmons Army Hospital.

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

He started working at the Gates Rubber Company in 1964 and worked as a millwright there until his medical retirement in 1986, because of a heart bypass surgery. Since that time he has been working with metal and welding. He built a large work shop next to his home in Denver, where people came and went quietly with airplane sheet metal parts that needed repair. He had a reputation for not always charging what he should, because he understood how expensive it is to keep up an airplane. He received large UPS shipments of work from all over the States, repaired them and returned them. The shop was always full of parts and pieces he had picked up to repair and pass on to others who needed them. He never said no. His positive approach to life earned him the respect of every aircraft owner lucky enough to have known him.

Since 1995, officials at Oshkosh (Air Venture) invited him to participate in the metal working forum. He participated every day of the convention demonstrating and allowing onlookers to try their hand at the wheel, power hammer, and hammer and shop bag. He also did emergency repairs for airplanes that had a problem there. Marvin even straightened a bent cowling or two on the spot. In past years Oshkosh made sure he had a room reservation at the college dorm, 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 liked his work! He also manned the metal working booth at our own Rocky Mountain Fly-in at the Longmont Airport every year.

Marvin worked with the Wings Over the Rockies Air & Space Museum since its beginning. He was their "jack of all trades" sheet metal repairman when needed. We have no idea how many other things he built, modified or repaired for them, but it has been substantial. He has done cowling work and other sheet metal forming where they needed to make an airplane presentable for display. He also has rebuilt the wings of an Air Force Academy sail plane that they donated to the museum. We should explain that because he is so quiet about things that he does, its difficult to know how much he has done.

The reason he was honored as Craftsman of the Decade was 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 gave of his time and energy to pass on his interests and skills to the younger generation. He has always been a hard worker and loved his family. He always took them on outings and was that quiet guiding force in their lives. Because of his quiet nature, he was not noticed by many, but because of his generous heart and giving nature we will miss him. In his quiet dedicated manner he exemplified the spirit of work and cooperation in America.

The following poem submitted by Gene Horsman seems to fit our friend and comrade, Marv Wahl:

GONE WEST

I hope there's a place, way up in the sky,
Where pilots can go, when they have to die.
A place where a guy can buy a cold beer,
For a friend and a comrade, whose memory is dear;

A place where no doctor or lawyer can tread,
Nor a management type would ere be caught dead;
Just a quaint little place, kind of dark, full of smoke,
Where they like to sing loud, and love a good joke;

The kind of a place where a lady could go and feel
Safe and protected, by the men she would know.

There must be a place where old pilots go,
When their pain is finished, and their airspeed gets low,
Where the whiskey is old, and the women are young,
And songs about flying and dying are sung,
Where you'd see all the fellows who'd flown west before,
And they'd call out your name, as you came through the door.
Who would buy you a drink, if your thirst should be bad,
And relate to the others, "He was quite a good lad!"

And then through the mist, you'd spot an old
guy you had not seen in years, though he
taught you to fly.

He'd nod his old head, and grin ear to ear,

And say, "Welcome, my son, I'm pleased
that you're here."

"For this is the place where true flyers
come,"
When their journey is over, and the war has
been won."

"They've come here at last to be safe and
alone"

"From the government clerks and the man-
agement clone,"

"Politicians and lawyers, the Feds and the
noise,"

"Where all hours are happy, and these good
ole boys"

"Can relax with a cool one, and a well de-
served rest,"

"This is heaven, my son....You've passed
your last test!"

Captain E. Hamilton Lee

Many members receive the following information via email. It is included here for those members that don't receive it electronically.

AirVenture 2001

"Aviation Firsts" is the theme for this year's AirVenture and there is quite a line-up of special forums and presentations:

- * Chuck Yeager - first person to fly faster than Mach 1, the speed of sound
- * Scott Crossfield - first person to fly faster than Mach 2, twice the speed of sound
- * Burt and Dick Rutan - they designed and flew Voyager, the first non-stop round the world flight without refueling
- * Hoot Gibson and Charlie Precourt - first Americans to dock with the Russian Mir space station
- * Bertrand Piccard - one of the pilots of the Breitling Orbiter 3, the first balloon to fly non-stop around the world
- * World War II Tuskegee Airmen - first African-American fighter group
- * WASPs (Women Airforce Service Pilots) - first women's aviation group to fly military aircraft during World War II
- * Flying Tigers - first American fighter group to fight against the Japanese prior to World War II

For more information on AirVenture 2001 go to: <http://www.airventure.org/>

CHAPTER ACTIVITIES FOR AIRVENTURE

The EAA Chapter Office is busy planning activities for AirVenture 2001. We have set our schedule for roundtable discussions, workshops, the Chapter Leaders Breakfast and Awards Ceremony.

ROUNDTABLE DISCUSSIONS (Located at the Chapter Building)

Clubhouses & Hangars - Finding Your Chapter A Home
 Making the Most of Publicity Opportunities
 A Team Approach to Membership Challenges
 Grassroots Fund - How to Apply
 Rally Your Troops Through Effective Chapter Leadership
 Chapter Insurance - What Are We Covered For?
 Making Fundraising FUN!
 Young Eagles Program - Frequently Asked Questions
 An Active Chapter is a Successful Chapter
 Designing a Strategic Direction Through Structure and Planning
 Solving the Mystery of 501C3 Tax Exempt Status

WORKSHOPS

Chapter Newsletter Editor's Workshop - Friday, July 27th 8AM - 10AM in the Vette Theater. Special speakers will be Scott Spangler and Mike DiFrisco, Editors of Sport Aviation.

Chapter Web Editor's Workshop - Friday, July 27th 10:30AM - 12:30 PM in the Vette Theater. Tips and hints for creating and maintaining a good Chapter web site. Don't miss it!

CHAPTER LEADERS BREAKFAST (Located at the Nature Center)

New last year was the CHAPTER LEADERS BREAKFAST and we had such a terrific time that we decided to do it again. The Chapter Leaders Breakfast for 2001 will be on Saturday, July 28th at 8:00 AM in the Nature Center. The breakfast is Free but we ask that you please make reservations by calling 800-236-4800 ext. 4876 or send an e-mail to chapters@eaa.org

You can also find a list of Chapter activities on the web at: <http://www.airventure.org/2001/groups/chapters.html>

e-HOT LINE LAUNCHED

EAA recently launched e-HOT LINE, a new weekly e-mail newsletter for EAA members, its divisions and affiliates. Delivered weekly to subscribers on Friday afternoon, e-HOT LINE provides brief reports of current EAA news, including Sport Pilot updates, as well as upcoming EAA Chapter events, general and recreational aviation news and a Question of the Week. Hyperlinks connect you to more complete information on EAA's website as well as other sites. e-HOT LINE is available in both HTML and plain text formats.

To subscribe to e-HOT LINE, go to the EAA website at www.eaa.org. Click on the "members only" button along the left side of the page, enter your last name and ID number to enter the site. Click on the e-HOT LINE logo, then complete the on-line registration form. Be sure to select the version you wish to receive, then click "Subscribe." An e-mail will be immediately sent to you confirming your subscription to e-HOT LINE.

Thanks again, and we hope you enjoy e-HOT LINE!

NEW FAA EXEMPTION ISSUED TO EAA

On June 18, 2001, the FAA issued EAA a new exemption to FAR 91.319(a)(1) and(2). This exemption No. 7162A, will allow owners of experimental "crew training," "exhibition," "amateur-built" and "kit-built" aircraft to rent (e.g., receive compensation) their aircraft to other pilots who need aircraft-specific transition training or bi-annual flight reviews. The exemption was issued to EAA in response to a request from EAA and a recent NTSB Safety recommendation, No. A-97-55. Pilots must be qualified under FAR 61.31(e) through (J), as appropriate, prior to using the exemption. For more information concerning this exemption and how to apply to use it contact EAA Safety Programs at 888-322-4636, ext. 6864 or e-mail to: safetyprograms@eaa.org

SPORT PILOT & LIGHT AIRCRAFT NEWSLETTER NOW AVAILABLE

EAA has just introduced a new "Sport Pilot & Light Aircraft" newsletter. The first issue was just published. To get your FREE copy of this new and exciting newsletter e-mail us at: sportpilot@eaa.org - with the following information:

Name, E-mail Address, Company Name, Address, City, State, Zip, EAA Membership Number (Required) Please state if you want to receive the new newsletter via e-mail or regular mail.

You can also print this e-mail, fill it out and mail it to: EAA Sport Pilot, PO Box 3086, Oshkosh, WI 54903-3086

A new web site covering the most current Sport Pilot and Light Aircraft issues is also available: <http://www.sportpilot.org>

Steve's Corner

TWO CHAPTER 43 SUCCESS STORIES IN UNDER TWO WEEKS!

In less than two weeks Chapter 43 has contributed more to aviation than any of us could have ever imagined.

First was the 23rd annual Rocky Mountain EAA Regional Fly-In held on June 22-24 at Longmont. 43 members made up the bulk of the volunteers and did a one fantastic job. The regional was of the largest ever in number of aircraft and, although the numbers are not officially in, gate admissions appear to be at an all time high.

The forums and workshops, organized by Roger Standard, were all well attended and over 150 aircraft were registered. The judging team, led by George Hayes, was kept very busy this year. Below are the 2001 winners:

The comments received so far from participants have been very positive. Most of them mentioned how friendly the fly-in is compared to some of the other larger regional events. (All of the volunteers can take credit for those comments.) This is very supportive to the regional but the concern is where can the regional grow at Longmont. The event may gain a little additional ramp space on the South side next year but that will be about it. Going forward the concentration will have to be on walk in traffic and let the aircraft level out at this years numbers. Any thoughts or ideas are always welcome. If you would like to become more involved with the regional please contact Roger Standard or Steve Beach. The committee can use some fresh bodies.

Special note goes to Kelly Koop who not only chaired the Regional flightline but also coordinated the Young Eagle rally on Sunday. Then to go 'back to back' he organized another successful Young Eagle Rally this past weekend at the B-17 event. Nice Job.

And that brings us to the second success story this month – the B-17 Tour. Patti Begnaud did an absolutely superb job of coordinating this event. Not only did the general public enjoy the 'Flying Fortress', and many thanked the ground crew on their way out, but the aircraft support crew also gave the event one of the highest scores of the 28-city tour. Thanks go out to all of the volunteers that helped out during the four-day tour stop. There will be a few thousand benefits coming to the chapter from this event and several of the 43 'die hard' work force also got a special thanks on Monday. To hear all of the details and give a few accolades to the hard workers please come to this month's meeting to help recognize them.

Contributed by Marilyn Allison, Regional Fly-In Volunteer Coordinator.

Volunteer Drawing Prize Winners

737 Simulator Ride/Tour at United Airlines Training Center	Brett Floyd, Longmont
Companion Airline Tickets United Airlines/Carol Leyner	J.R. Miller, Greeley
EAA Folding Chair	Gene Long, Lafayette
EAA Folding Chair	John Tedder, Castle Rock
EAA Grill in a Bag	Eric Beeson, Longmont
Tool Kit	Gene Thacker, Longmont
Book - "RV-ator"	John Peper, Centennial
CD - "Song Pilot"	Tyler Ruiz, Longmont
EAA Mug	Maynard Shigley, Aurora
EAA Mug	Dick Vose, Northglenn
Book - "Confessions of a Pilot"	Dan Berry, Longmont
Book - "Only Way to Fly"	Haiko Eichler, Berthoud
Book - "How to Crash an Airplane"	Hans Green, Boulder
Neck Cooler	John Kunz, Centennial

Congratulations to this years' winners.

Thanks to all the sponsors who donated prizes.

Sincere thanks to all 126 volunteers who worked in heat and wind to make the Fly-In a success!

We hope you met some great people and had some good fun!

Regional Fly-In Trophy Winners

N Number	Trophy	Aircraft	Owner	City/State
NC17118	Grand Champion	Stinson Reliant	Paul Sensor	Hampton, IA
N699JB	Reserve Grand Champion	RV-6	Jim Baker	Goodland, KS
N25342	Antique	Luscombe 8A	Eugene Horsman	Golden, CO
N1829K	Classic	Luscombe 8E	Arnold Peckar	Boulder, CO
N8175E	Contemporary	Mooney M20A	Buzz Butler	Arvada, CO
N56656	Warbird	N2S Stearman	Dan Dunning	Strasburg, CO
N91G	Homebuilt	RV-6	John Meredith	Livermore, CA
N192JN	Homebuilt from Plans	Jenny JN4D	John Youngblut	Berthoud, CO
N789DF	Homebuilt from Kit	Skystar Vixen	Douglas Fancher	Pueblo West
N19BB	Tube & Fabric	Flaglor Highton	Brent Blue	Jackson, WY
N43PH	Composite - 1st place	Glstar	Paul Hanson	Longmont, CO
N660TP	Composite - 2nd place	Aero Comp 7	Brad Payne	La Grande, OR
N458LH	All Metal - 1st place	RV-8	Kent Snider	Littleton, CO
N420LP	All Metal - 2nd place	RV-4	Lynn Prickard	Northglenn, CO
N???	Best Static Display	Marks Mixture II	Mark Yelich	Broomfield, CO
N723V	Longest distance flown	Kitfox 5	Ray Volk	Phoenix, AZ
	Distance = 1580 miles			
N660TP	Most recent first flight	Aero comp 7	Brad Payne	La Grande, OR
	Date = 5/1/01			
NC646	Oldest registered aircraft	Travel Air	Dan Murray	Longmont, CO
	Manufactured = 1928			

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2001 AVIATION EVENTS: (Bold type are EAA sponsored events)

2001 CHAPTER 43 MEETINGS:

July 14 Kitfox camping in Utah Cliff & Patti Begnaud
 Aug 11 OshKosh replay
 Sep 8 Swede Ryman
 Oct 13
 Nov 10
 Dec 8 Aircraft building and Toxicology - Patti Begnaud

Local Events:

July 15 Greeley Open House & Fly-In 970-356-9141
 Aug 4 JEFFCO Av. Assoc. Fly In / Open House - Breakfast, Aircraft judging all classes
 Aug 5 Platte Valley Airport Summer Fly-In 303-536-0380
 Sept 8-9 Lamar Airport 2nd annual "Plane to Plains" open house / fly-in free pancakes to pilots
 Sept 8-9 Garfield County Airport (Rifle, CO) Ballon Fest and pancake breakfast

OTHER REGIONAL EVENTS:

Jul 11-14 Northwest EAA Fly-In - Arlington WA www.nweaa.org
Jul 24-30 EAA AirVenture Fly-In - Oshkosh WI www.airventure.org
 Aug 24-26 Antique Airplane Assoc. Fly-In, Minden, Nebraska
 Aug 30-Sept 2 Antique Airplane Assoc. Fly-In, Blakesburg, Illinois
 Sept 4-9 Stearman Fly-In, Galesburg, Illinois
Sep 7-9 Goldenwest EAA Fly-In - CA www.gwfly-in.org
Sep 7-9 Mid-Eastern EAA Fly-In - Marion OH
 Sept 14-16 Byron Smith Memorial Midwest Stinson Reunion, Watertown, Wisconsin
Sep 21-22 Southwest EAA Fly-In - Abilene TX www.swrfi.com
 Sept 27-30 International 195 Fly-In Midland, Texas
Oct 5-7 Southeast EAA Fly-In - Evergreen AL www.geocities.com/~serfi/
Oct 6-7 East Coast EAA Fly-In - Toughkenamon PA www.eastcoastflyin.org

EAA Mile High Chapter 43

Chapter Officers

President	Roger Standard	303-857-4821
Vice President	George Hayes	303-772-7040
Vice President	Patti Begnaud	303-604-9702
Secretary	Al Manley	303-776-6825
Treasurer	Bob Wilson	303-682-1857

Volunteer Officers

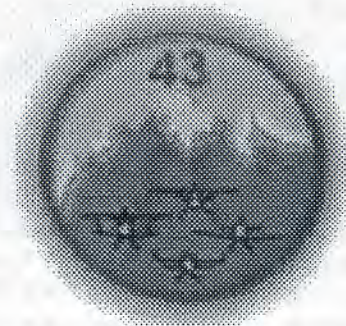
Technical Counselor	Ron Denight	303-452-0458
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Mile High Flyer
EAA Mile High Chapter 43
Gene Horsman
Data Base Editor
210 Lookout View Ct
Golden CO 80401

FIRST CLASS



THIS MONTH'S MEETING:

Saturday, July 14th at 7 P.M. , at Mad Eagle Aeronautics, Tri-County Airport