

# EAA MILE HIGH CHAPTER



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## VOLUME 14, ISSUE 7, JULY, 1991

THIS MONTH'S MEETING: The meeting this month will be held on Saturday, July 13, 1991 at 7:30 P.M. in the downstairs room on the Southeast corner of the large white building (B-8) which is located to the Southeast of the control tower at Jefferson County Airport. This is where the Deli is. The program will be a presentation on aircraft accident investigation by Doug Stimpson, who is the President of Colorado Aircraft Services, which is the new FBO that is in the same building as our monthly meetings. Doug is a very experienced and respected investigator, and he will explain how he puts together all of the evidence that is gathered by himself and others and weeds out the irrelevant information to determine the actual cause. This should be an excellent program. The new owner of The Deli has offered to stay open on our meeting night from 5:00 P.M. until 7:00 P.M. in case any of us would like to come a little early and eat before the meeting.

THIS MONTH'S CAFE 43: The Fly-Out this month (note the new name) will be to The Pueblo Airport for lunch on Saturday, July 20, 1991. This is the Saturday after our normal second Saturday meeting. We will meet at The Pueblo Airport at 11:00 A.M. and eat at the restaurant which is located on the field. Ken Lysek is coordinating the monthly CAFE 43 (which stands for Culinary And Flying Expedition), so contact him at 457-9769 if you have any questions or have an extra seat to offer or are in need of a ride. If the weather happens to not allow us to fly to Pueblo, we will meet at The Deli in the same building as our meetings at Jeffco Airport at 11:00 A.M., as voted at the June, 1991 Chapter 43 meeting.

LAST MONTH'S CAFE 43: No one called to let me know whether they had gone to either Sidney, Nebraska or The Deli at Jeffco Airport for lunch. If anyone went, I hope they had a good time.

LAST MONTH'S MEETING: With 60 members and guests in attendance, the meeting of June 8, 1991 was called to order at 7:45 P.M. by President Kirby White in Building B-8 at Jeffco Airport. The minutes of the May meeting were approved as published in the Newsletter.

Guests: Guests present were Peter Welch of Northglenn, Lance Brill of Boulder, Mark Wiseman of Aurora, and Mike Barcroft of Denver.

Old Business: Kirby let everyone know that Treasurer Roy Maneely still had 1991 EAA Calendars for sale for \$4.00 each. A motion was made and seconded to sell the remaining calendars for \$1.00 each, as it was getting late in the year. The motion passed, and all of the calendars sold.

CAFE 43: Ken Lysek reminded everyone to meet at The Sidney, Nebraska Airport at 11:00 A.M. on the following Saturday, June 15, 1991, for lunch. Ken said that if the weather would not permit us to fly to Sidney, we would meet for lunch somewhere else. It was voted to eat at The Deli at Jeffco Airport (which is in the same building as our monthly meetings) at 11:00 A.M. Ken asked for suggestions on the CAFE 43 location for July. The suggestion of The Pueblo Airport with an 11:00 A.M. arrival time there was approved. Also approved was The Deli at Jeffco Airport as a bad weather lunch location at 11:00 A.M.

New Business: Kirby reminded everyone of the 13th Annual Rocky Mountain Regional Fly-In at Greeley's Weld County Airport on June 22-23, 1991. He hoped for nice weather and a good turnout of airplanes and people. He also said that Chapter 43 is committed to helping with Aircraft Parking and the Pop Stands, so volunteers were needed. Along the same lines, Doug Bloomberg announced that on Saturday the 22nd, the Colorado Wing of Van's Airforce was planning a potluck picnic and meeting after the airshow. He invited all RV builders and enthusiasts to attend. Kirby let everyone know that both Colorado Aero Tech at Jeffco and Cheyenne Aero Tech were planning Open Houses again this year. Each is offering \$50.00 for every airplane that will display for a few hours in the afternoon. The dates are Sunday, June 30, 1991 for the Jeffco facility, and Sunday, August 11, 1991 for Cheyenne. Kirby said to contact him for more information on either Open House if there is an interest in displaying. Gene Jenkins said that he had gone to The Fighter Aces Museum at Falcon Field and attended a special Fiftieth Anniversary Dedication. He enjoyed the time he spent there very much, and recommended the Museum to everyone who can get there to see it. Don Mobley reported that he had been involved with flying the troops in Saudi Arabia from the Persian Gulf War back to the United States. He said that he had a captive audience for many hours, and to break the monotony he related the following poem while flying over Cairo, Egypt: "The sexual urge of the camel is greater than anyone thinks; For at certain times of the year it makes rude attempts on the Sphinx. But the Sphinx's external orifice is blocked by the sands of the Nile; Which accounts for the hump on the camel; and the Sphinx's inscrutable smile."

Gene's Corner: Gene Horsman reported on a meeting that he attended concerning a Proposed Airspace Action by the Colorado Air National Guard. He was pleased with what he considered to be the honesty of those making the presentation, and he took one of the extensive information booklets for the Chapter 43 people to look through. The first two pages of the booklet give an overview of what the Proposed Airspace Action is all about, and they are published elsewhere in this Newsletter.

Progress Reports: Brad Davenport brought in a 50 year old wheel from a Navy N3N that was severely corroded. He thought everyone would be interested in taking a look at it. John Evens reported that Ron Denight had fixed the Com radio interference which was generated by the Ray Jefferson Loran antenna.

A&P: The business portion of the meeting adjourned for coffee at 8:20 P.M. After the break, Damon Trimble gave a slide presentation and talk about safe descent and arrival procedures while flying into unfamiliar airports during cross-country flights. He has a lot of experience with this, as he flies about 350 hours a year (95% of which is cross-country in his Mooney 201). Many of his special techniques were developed from his experiences while flying F-4s from carriers in the Navy. As he puts it, the airports in the Navy

A&P cont: are never in the same place as when you left them! So you always have to be planning ahead, and this goes for flying over land because the weather can always close in on an airport and then the alternate becomes imperative. Damon made a number of paper copies of what was on his slides to hand out to everyone. The presentation was very well organized and everyone felt Damon did an excellent job. He has quite a sense of humor, which kept everyone laughing, also.

CHEYENNE AERO TECH: Once again, this year Cheyenne Aero Tech is planning an Open House. It will be on Sunday, August 11, 1991 from 12:00 P.M. to 4:00 P.M. They are interested in having about twenty airplanes fly up and display for a few hours. They will need all of them in place no later than 11:00 A.M., and each pilot will receive \$50.00 to help defray the cost of the fuel and maintenance. If you are interested in helping them out, please confirm your intentions to Archie Randall at 1-800-366-2376.

MARKETPLACE: For Sale: U.S. Flags, Right and left, Ultraviolet stable, Vinyl adhesive backside, 9"x16" are \$9.50 per pair, 12"x18" are \$12.50 per pair. Ron Espejo 666-8252

For Sale: Three Goodyear Flight Custom 15x6.00-6 tires with tubes, Near new condition, \$25.00 each. Phil Young 665-5773

Wanted: Complete Lycoming O-360-A1A (or similar model) for RV-6, No propeller strikes, Dynofocal mount preferred, Price and condition negotiable. Mas Yoshida 421-2776

AVIATION HAPPENINGS: July 26-August 1, 1991 Oshkosh  
October 5-6, 1991 Copperstate Fly-In in Prescott, Arizona

## REDEYE COMPLEX

### AN OVERVIEW

- "REDEYE" is the unit nickname and radio callsign of our fighter pilots
  - Colorado Air National Guard
  - 140th Tactical Fighter Wing
  - 120th Tactical Fighter Squadron
- "REDEYE COMPLEX" refers to a combination of training airspace
  - Some permanent, some temporary
  - When used concurrently, on occasion (approximately 6-10 days annually), provides essential "air battle" scenario exercise airspace
- Main aspects of the project
  - Improves/modifies existing training airspace
  - Develops one new training area
  - Develops two new temporary (6-10 days annually) training areas to augment the permanent airspace for periodic exercises
- Impact to Colorado land
  - None. No military acquisition of land is involved.
- Impact to Colorado sky
  - Existing daily training airspace available to the Colorado Air National Guard is reduced eleven percent (11%)
  - Although a net loss of training area, available airspace will be much more usable due to improved design and better geographic location
- Coordination
  - Concept was three years in development to ensure an aeronautically workable plan minimizing impact to civil commercial and general aviation
  - Efforts are in progress to protect:
    - Quality of life of affected populace
    - Ranching and livestock, etc.
    - Concerns for the surrounding environment and its resources
  - Associated environmental impact of this project will not differ significantly from that experienced with current, existing airspace
- The "REDEYE COMPLEX"
  - Satisfies a military need for tactical air combat training
  - More efficient use of permanent airspace
  - Provides critically needed exercise airspace
  - Reduces lateral size of daily use airspace 11%
  - Protects operations of Air Traffic Control (ATC), civil commercial and general aviation
  - Minimizes environmental impact:
    - Planning and procedural measures protect quality of life for residents of Colorado and Kansas
    - Sensitive and responsive to concerns of our natural interior

## SECTION 1 - PURPOSE AND NEED

### 1.1 UNIT AND MISSION

The 140th Tactical Fighter Wing (140 TFW), located at Buckley Air National Guard Base (ANGB), Colorado, is in the process of converting from the A-7 attack aircraft to the F-16 multi-mission fighter aircraft. The A-7 aircraft is a tactical attack aircraft that carries weapons such as the 500 pound high-explosive bomb, the 2,000 pound high explosive bomb, cluster anti-tank or anti-personnel weapons and long range Television and Infrared guided Maverick missiles. These weapons can be used either at the forward edge of the battle area, to assist ground troops in their engagement with enemy tanks and infantry, or they can be used in the rear area of battle against resupply storage areas or enemy airfields to disrupt the enemy war effort. Developments in US Army doctrine and tactics envision the need to engage the enemy in a more fluid and dynamic manner than has been the case in the past. Air support of the Army must likewise be more flexible. Also, the airborne threats that must be countered have evolved considerably, to include look-down shoot-down radars and longer range air-to-air missiles. These factors, independent of specific unit equipment, drive the need for new training airspace.

### 1.2 WEAPON SYSTEM CAPABILITIES

The F-16 aircraft is equipped with a computerized weapons delivery system and is capable of performing all of the A-7 attack missions while maintaining an effective self-defense and offensive air-to-air combat capability against enemy fighter and bomber aircraft. The F-16 is equipped with a long range air-to-air radar capable of acquiring enemy aircraft at distances of greater than 50 nautical miles (NM) and launching missiles at ranges of 10 to 20 NM or more.

The F-16 is tactically capable of flying at altitudes as low as 100 feet Above Ground Level (AGL), to evade enemy radar and weapons system detection while en route to and from a target area, and up to 50,000 feet above Mean Sea Level (MSL) to intercept high altitude enemy aircraft. Nearly all F-16 training missions will involve practice at these extremes of the flight environment to ensure aircrew proficiency and readiness for potential future conflict.

### 1.3 TRAINING NEEDS

Recent events in the Middle East have highlighted the nation's reliance on reserve forces. Continuing budget pressures are driving down the size of the Active Duty military, and the Reserve Components, such as the Air National Guard, are increasing as a percentage of the Total Force. In order to be prepared for a rapid reaction to any threat around the world, Air National Guard units must be able to train to the highest standards established by the United States Air Force for its tactical air units. The REDEYE COMPLEX will provide the 140 TFW, and other tactical and strategic units, with the opportunity to train in a multi-aircraft simulated combat environment with layered defenses and mountainous terrain. The REDEYE COMPLEX will allow this high level of training without the high cost of large unit deployments to other locations for large-scale tactical exercises that are presently the only available option.

## 1991 FLY IN REPORT

To all Chapter newsletter editors and presidents: Here is the report on the 13th Annual Regional Fly-In. Feel free to copy or reproduce it for your newsletter.

The 13th Annual Rocky Mountain Regional Fly-In was held at Greeley - Weld County Airport on June 22 and 23. The weather was generally excellent, but about halfway through the Saturday airshow, strong winds came up and there was a report of funnel clouds near Windsor, some 15 miles west of the airport. The remainder of the airshow was quickly canceled, and the crowd dispersed to their cars and homes. Shortly after came heavy rain with a little hail, which put everyone who stayed under cover. There was also a rush to get several airplanes under cover. Damaged aircraft include the Vagabond from Ohio, which got quite a few holes punched in its rather old fabric. The owner taped them up on Sunday and departed for home after a test flight.

I counted seventy-three showplanes, of which only 22 were judged for trophies. In addition, there were more than 38 production types, many attending the FAA Density Altitude program. I did not get to break down the showplanes into antiques, classics, warbirds, and homebuilts, although three warbirds were judged, and there were two ultralights. At least a dozen more aircraft flew in on Sunday morning. Despite the fact there was no registration fee, the number of showplanes that requested judging was comparatively small. Chuck Ogden surmises that the judging registration was not well announced, so a number of fliers were unaware that they needed to register for judging. For example, neither the 1929 Eaglerock nor the 1939 cabin Waco requested to be judged.

There were many more drive-ins than last year, so it appears that people like the idea of no registration fee, even though they have to pay for parking.

Financially, the fly-in was a probable profit - gross receipts were about \$5800, plus about \$800 in program advertising. We sold quite a few programs, but as usual, we printed far more than were distributed. We will publish a full report as soon as all the bills are paid.

The judges awarded the following trophies:

Grand Champion - Van's RV-4, N85LV, Larry Vetterman, Littleton  
Colorado Grand Champion - Van's RV-4, N14BA, Bill Amos, Littleton  
Reserve Grand Champion - Lancair, N290W, Walt Fisher, Greeley  
(Also Best Composite Homebuilt)

Best Homebuilt:

- 1 - Q200, N275CH, Charlie Harris, Littleton
- 2 - Thorp T-18, N71JE, John Evens, Arvada
- 3 - Denight Special, N197D, Ron Denight, Northglenn

## Best Antique:

- 1 - Fairchild 24, N81229, Walt Hedrick, Littleton
- 2 - Ryan PT-22, N48771, John Miller, Aurora
- 3 - Stearman PT-17, N49733, Dennis Whitesell, Fort Collins

## Best Classic:

- 1 - Cessna 170A, N5422C, Jim Belleau, Greeley
- 2 - Piper PA-17, N4643H, Gale Perkins, Richwood, Ohio  
(Also Ladies Choice and Farthest Distance Flown)
- 3 - Piper J-3, N87856, Tom Mottinger, Elizabeth

## Best Warbird:

- 1 - Spitfire Mk IX, N308WK, Bill Greenwood, Aspen
- 2 - Piper L-21B, N9967Q, Terry Danton, Estes Park
- 3 - Navion L-17, N4560K, Ken Buckspan, Longmont

## Best Ultralight:

- 1 - Opteryx, N10CLF, Don South, Loveland
- 2 - QuicksilverGT, Dean Spencer, Lafayette

Best All Wood - Super Emeraude, N999MW, Ernie Stevens, Loveland

Best Tube & Fabric - Piper L-21B, N9967Q, Terry Danton, Estes Park

Best All Metal - Swift GC-1B, N80986, Mel Ekaman, Aurora

Best Composite - Lancair, N290W, Walt Fisher, Greeley

Best Static Display - 2/3 Jenny, Early Bird Aircraft, Erie

Best Engine Installation - Sidewinder, N3786A, Dave Biesemeier, Denver

Best Instrument Panel - Stinson 108-1, N97408, Roger Hintz, Littleton

Oldest Aircraft - Luscombe 8B (1940), N28460, Bob Petersen, Loveland

Most Unique Airplane - Super Mustang II, N5672, Kant Paser, Littleton

Ladies' Choice - Piper PA-17, N4643H, Gale Perkins, Richwood, Ohio

## Longest Distance Flown:

Airplane - Piper PA-17, N4643H, Gale Perkins, Richwood, Ohio

Ultralight - Quicksilver GT, Dean Spencer, Lafayette

Colorado 99s Award, Most Recent Solo by a Woman - Lorraine Green, Lafayette (6-12-91)

Special thanks to all the volunteers who worked to keep the fly in going, especially the pancake and hamburger cookers, the popstand attendants, airplane and auto parking crews, and the judges, including the Colorado 99s, the Colorado Antique Airplane Association, the Denver Airshow Team, and the Greeley POW/MIA Alliance members who aided with auto parking. Forty volunteers got their names on the volunteer scheduling board, but there were numerous others, such as the entire Chapter 515 pancake breakfast crew. And special thanks to the FAA for putting on the Wings/Density Altitude program and publicizing the fly in to some 20,000 pilots. If you did not get a volunteer patch at the fly in, notify your chapter president (or me) and we will see that you get one. Volunteer patches will be sent to the chapter presidents to hand them out at chapter meetings.

*Bill*



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