

MILE HIGH FLYER

NOVEMBER 1997

Volume 20 Issue 11



FROM THE LEFT SEAT:

Steve Beach

NOVEMBER MEETING

NOVEMBER 8th, 1997 at COLORADO
AERO TECH, BROOMFIELD, CO. at
7:00PM.

IT'S HERE !!!

Yes, the huge, spectacular, amazing, marvelous, breath-taking, thrifty, astonishing, extraordinary, mind-boggling, and economically remarkable annual chapter auction will be held this month. From the response that we got at last month's meeting (on whether or not we should have one), there must be a lot of overloaded hangers and garages that will be unloaded before Saturdays sale.

This is a fund raiser for the chapter and a chance for all of the members to unload some of that aviation related 'stuff' that has been hanging around for too long. It doesn't mater if it is a fifty cent item or a radio worth hundreds, it will be to your benefit to bring it for the auction. It is a simple affair where we try to auction off everything that shows up and the chapter gets 10% of the final sales price. We also welcome any items that people would just like to donate to the chapter for the sale.

If you're concerned about not getting enough to make it worth while, put a 'minimum bid accepted' tag on it. Please mark everything you bring with your name so we do not risk misplacing your merchandise or your proceeds.

As I mentioned above, this is a very informal sale and we can use all of the volunteer help that we can get. On Saturday please see George Hayes, Doug Bloomberg, or myself to see where you can help. Come and have fun!! Don't forget your checkbook.

THE EYES HAVE IT:

The chapter sends appreciation and thanks to Ed Manniko and Carolyn Tabor for their presentation and demonstrations on visual performance last month. They brought their specialized equipment so that everyone could test their depth perception.

During the break both Ed and Carolyn were kept busy helping more than half of the members test their 'Visual Performance'. Ed mentioned to me later that the group as a whole tested out better than most of the ones that he has worked with. He was speculating that it may be because pilots have to work on depth perception most of the time, and consequently self-train themselves better than the general public.

I hope everyone enjoyed the presentation. Thanks again Ed and Carolyn.

CALENDARS 1998:

The calendar supply is shrinking fast. We reduced our inventory by almost half again at the October meeting. In fact there are only 15 calendars left for 1998. The cost is \$7.00 each or 2 for \$13.00.

BADGES:

Herrill Davenport is now accepting orders for the new badge that has Chapter 43's logo on it. They are rather impressive. If you would like one, they are \$6.00 each. In addition to your name you can put a middle line on the badge that can be your aircraft name, N-number, or what-ever. All you have to do to get one is bring your money to the next meeting.

As I mentioned in last month's newsletter, this is a great time for everyone to start wearing their badge to every meeting. It helps everyone put a name to a face.

OFFICER ELECTIONS:

The election for 1998 officers will take place at the November meeting. If anyone is interested in running for an office, it isn't too late to join the race. Just let me know before the meeting and I will put your name on the ballot.

Continued on next page....

LEFT SEAT, continued:

EAA - THOUGHTS AND IDEAS:

I would like to hear from any of our members that have thoughts on the current direction of EAA (perceived or real) and any ideas on how it could be better. These thoughts and ideas can be about the programs that EAA is developing, the annual convention 'Oshkosh', the magazines that are produced, or anything else that you would like to comment on.

Yes, there is a reason for my wanting to hear your positives, frustrations, etc. on EAA. I will fill everyone in, on where this is going, next month. Please give me a call or see me at the November meeting with your 'Thoughts and Ideas'.

ATTITUDE:

I ran across the following story on the Internet last month and enjoyed it enough that I thought I would pass it on.

ATTITUDE IS EVERYTHING

Jerry was the kind of guy you love to hate. He was always in a good mood and always had something positive to say. When someone would ask him how he was doing, he would reply, "If I were any better, I would be twins!"

He was a unique manager because he had several waiters who had followed him around from restaurant to restaurant. The reason the waiters followed Jerry was because of his attitude. He was a natural motivator. If an employee was having a bad day, Jerry was there telling the employee how to look on the positive side of the situation. Seeing this style really made me curious, so one day I went up to Jerry and asked him, "I don't get it! You can't be a positive person all of the time. How do you do it?"

Jerry replied, "Each morning I wake up and say to myself, 'Jerry, you have two choices today. You can choose to be in a good mood or you can choose to be in a bad mood.' I choose to be in a good mood. Each time something bad happens, I can choose to be a victim or I can choose to learn from it. I choose to learn from it. Every time someone comes to me complaining, I can choose to accept their complaining or I can point out the positive side of life. I choose the positive side of Life." "Yeah, right, but it's not that easy," I protested.

"Yes it is," Jerry said. "Life is all about choices. When you cut away all the junk, every situation is a choice. You choose how you react to situations. You choose how people will affect your mood. You choose to be in a good or bad mood. The bottom line: It's your choice how you live life."

I reflected on what Jerry said.

Soon thereafter, I left the restaurant industry to start my own business. We lost touch, but I often thought about him when I made a choice about life instead of acting to it. Several years later, I heard that Jerry did something you are never supposed to do in a restaurant business. He left the back door open one morning and was held up at gunpoint by three armed robbers. While trying to open the safe, his hand, shaking from nervousness, slipped off the combination. The robbers panicked and shot him. Luckily, Jerry was found relatively quickly and rushed to the local trauma center. After 18 hours of surgery and weeks of intensive care, Jerry was released from the hospital with fragments of the bullets still in his body.

I saw Jerry about six months after the accident. When I asked him how he was, he replied, "If I were any better, I'd be twins. Wanna see my scars?"

I declined to see his wounds, but did ask him what had gone through his mind as the robbery took place. "The first thing that went through my mind was that I should have locked the back door," Jerry replied. "then, as I lay on the floor, I remembered that I had two choices: I could choose to live, or I could choose to die. I chose to live."

"Weren't you scared? Did you lose consciousness?" I asked.

Jerry continued, "The paramedics were great. They kept telling me I was going to be fine. But when they wheeled me into the emergency room and I saw the expressions on the faces of the doctors and nurses, I got really scared. In their eyes, I read, 'He's a dead man.' I knew I needed to take action."

"What did you do?" I asked.

"Well, there was a big, burly nurse shouting questions at me," said Jerry. "She asked if I was allergic to anything. 'Yes,' I replied. The doctors and nurses stopped working as they waited for my reply... I took a deep breath and yelled, 'bullets!' Over their laughter, I told them, 'I am choosing to live. Operate on me as if I am alive, not dead.'"

Jerry lived thanks to the skill of his doctors, but also because of his amazing attitude. I learned from him that every day we have the choice to live life to its fullest.

Attitude, after all, is everything.

You now have two choices:

- 1. Disregard what you have just read.
- 2. Forward it to people you care about.

LEAFPEEPER'S FLY-IN

By Mas Yoshida

This year Flo and I made our vacation in conjunction with the "Leafpeepers Fly-In" at Rutland, Vermont. Pre-flight planning suggested a 9 hour flight to our first overnight stopover in Dansville, New York. Leaving Jeffco at 5 am and refueling at both Gardener, Kansas and Muncie, Indiana, we made Dansville in 8 hours. With a tailwind we averaged better than 205 mph. On some rare occasions the "Law of Average" does work.

The next leg into Rutland was "VFR on Top" with the exception of a hole over Rutland. After landing we found ours was the only Experimental airplane to attend. No trophies were given out; but, just think: Best Experimental, Best Metal, Best Kit, Furthest Traveled, People's Choice, and etc.

Those of you who have flown in the east know of the almost constant haze condition that exists. After landing at Rutland, I noticed a coating of haze on all leading edges. It's now so thick it forms a deposit!

The next day was spent car touring around Woodstock, Grafton, Chester, and Paulet, Vermont. Absolutely beautiful fall colors everywhere, it was close to peak conditions.

At this point I noticed we had expended almost all the free mileage on the rental car so we decided to tour by air. Staying low we overflew Fort Ticonderoga, New York, Sugarbush, Vermont and landed at Basin Harbor, Vermont and Lake Champlain. This still left much of the day to expend and Nantucket, Massachusetts was only an hour and a half away. This turned out to be an interesting experiment in controlled, monitored VFR flight over a heavily congested area (Boston, Providence, New Bedford). ATIS, Approach, Departure, Tower, Transponder Codes and assigned altitudes.

On landing at Nantucket we had a strong but easterly sea breeze which we were told is very common on the island. Nantucket is a touristy town with many shops and restaurants with inflated prices. We returned to Rutland later that afternoon.

On our return flight home we decided to stop at Nashville, Tennessee and tour Opryland. We only managed to squeeze in the hotel tour, but we had an interesting cab tour of the downtown area of Nashville: Wildhorse Bar, Planet Hollywood, Hard Rock Cafe, and the Batman building.

Leaving Nashville we were VFR until Springfield, Missouri at which point we went VFR on top again. It continued to deteriorate at a fast rate forcing us to land at Pittsburg, Kansas located in the far southeast corner of Kansas. A very nice airport with long runways; crosswind runways, large storage hanger, courtesy car, flight planning room with DUATS, \$1.90/gal. fuel, clean restrooms, and a very hospitable person by the name of Gary Iori. He directed us to a great chicken restaurant and a very nice reasonable motel.

Our total trip flight time was 23.9 hours, burning 213.4 gal. of gas at a cost of \$445.39.

ANNUAL BANQUET

The restaurant I had scheduled our banquet luncheon at has changed management, and can no longer provide the same accommodations. I have a couple of other alternatives, but the preferred one has a seating limit. So...I need to get an accurate count of how many people will come. Again, it will be held on **Saturday, January 10th**, from approximately **11:00 am to 3:00 pm**. Both locations are in the north-west area. The cost will be in the neighborhood of **\$12 to \$15 per person**. Please respond **ASAP** to me at **420-2724** (leave a message if no one's home) or let me know at the November meeting if you are going to attend the banquet. I need to have a count by November 8th. Further details and collection of money will be arranged after that date.

Thank you. **John Evens**.

OCTOBER MINUTES

OCTOBER 11, 1997

GUESTS:

One guest was in attendance, whose name I was unable to ascertain.

PROJECT REPORTS:

George Hays has a new basement workshop for his project.

TREASURER'S REPORT:

Mas reports a checking account balance of \$1065.38. We still have calendars and patches for sale.

THANK YOU:

Steve read a thank you note from St. John's Hospice for the donation made in Marvin Wahl's wife's name.

JOHN EVENS' BANQUET REPORT: see John's note on page 3.

OFFICER NOMINATIONS:

All of this past year's officers were re-nominated for 1998.

BRAD DAVENPORT'S SAFETY REPORT:

The FAA is pushing for standardization for GPS units seeking IFR approval. Serviceable ELT's that pass frequency tracking standards need not be replaced by units complying with Part 91A. New ELT's are approved to use standard alkaline batteries that carry an expiration date. The "Spruce Goose" project is in dire financial straights and may not be put on display.

BADGES:

Harrell Davenport is still taking orders for name badges. See him at the meeting or call him at home at 460-7789.

FLIGHT ADVISOR PROGRAM:

The flight advisor program is deemed a success in reducing the percentage of first flight accidents from 19% to less than 2%.

FCC:

The FCC wants to preempt city, county, and state governments over control of where it puts up communications towers. This could be bad news for aviation if towers are located without consideration as to their hazards to flight.

AIRCRAFT CYLINDER REPAIR

From ART WILSON

I located a guy in Brighton who does cylinder rebuilds. I had a couple of other people tell me about him so I finally tracked him down and thought you might like to have his address for future reference. The cost for a total rebuild is \$675 and an additional \$75 if you want the ports polished and the cylinders measured to increase the efficiency and HP. His name is John and his address and phone number is:

Aircraft Cylinder Repair
18101 East 160th Ave.
Brighton CO 80601
(303) 659-7101

He does sound knowledgeable and right now he is my best lead.

GENE HORSEMAN SAYS: If any of you have need for bending 3/8 or 1/2 Dia 4130 tubing, here is a shop and individual who can do it for you. He did a great job on my handholds and the upper wing center section trailing edge for the Mercury. His name is Mike Lupfer and his company is Lupfer Industries. He builds race cars. The address is: **5580 Harlan, Arvada, CO 80004, 425-4578**

FOR SALE

Marilyn Ogden has the following items for sale:

- ◆ Aircraft buffing polisher.
- ◆ Four place intercom and Four Hush - A - Com headsets.

Call Marilyn at 756-8920, or write to her at 1861 South Ivanhoe Street, Denver CO 80224.

Definitions:

From the Antiquer's Newsletter

CERTIFICATED AIRCRAFT - One with all hazards camouflaged.

ENGINE FAILURE - A condition brought on by filling the fuel tank with air.

PARASITE DRAG - The character who bums a ride in your plane, then complains that it is slower than Charlie's.

RAMBLINGS from the editor

HUMOR, AVIATION STYLE

FROM PILOT EXAMINER TO: FAA GADO
DISTRICT OFFICE

Dear GADO:

I regret informing the student pilot that at the end of the Check Ride I refused to taxi in with him; and, in fact walked back to the ramp from the center of Runway 15. Also, I regret that I threw his log book out the window at three thousand feet. Apparently you feel that I was impulsive in warning other aircraft to avoid us on 121.5. I am grateful that you afforded me the opportunity to explain.

When I met the fellow he had a book telling of winning through intimidation in his flight bag. Although it meant nothing to me at the time please recall that fact throughout this review.

During the oral exam, the student, in response to every question, remarked "If you're going to ask me this easy stuff, let's just forget it!" In frustration, I admit that I did ask him an ATP type of question and when he accused me of discrimination, I decided to forego the Oral and fly.

The taxi out was uneventful until he looked at me, grinned, and asked if I'd checked the oil. Again, I will admit that I swore when I yelled out, "Hell No! Didn't you check the oil?" And he said, "He would double check something THAT important." This is where the Tower complaint came in, when I stopped the engine in the runup area to check the oil. It was full.

At attitude I asked for a stall. The student pulled the plane almost straight up. The stall was viscous, followed by a spin entry and, he yelled "You Got It." Before I could criticize, he asked, "Now, would you like to see a recovery? You didn't ask for one, you know?"

To this point, Sir, I've been patient. In steep turns I asked "What turns an airplane?" He answered, "God! The ailerons are a signal to Hell." By now I really didn't trust myself. I felt at least I could get this hood work out of the way and go back to the airport. When he put the hood on, he remarked, "Ha Ha, Ha, Ha, Ha! It's you against me? One peek is worth a thousand cross checks!" He looked at me and said, "Just keep the old amp needle centered, Boy." He pointed out the Hobbs meter was the Primary instrument for the instructor, and asked how we were doing.

I'm not certain when I cracked. It may have been when I asked him how high the aircraft was and he commented, "About five thousand feet, but I'm not sure how wide." It may have been when he offered to sign MY log book back on the ground. People who know me realize I don't cry often or easily. I regret ever saying Mayday on the radio. I did advise him of the outcome of this flight. One of our instructors delivered his pink slip to his home. He sent it back. Written across the front was; "My last pink slip was much neater than this one!" I refute any claim that I was trying to convert the man to any specific religion, although I was prying openly to myself. I asked the Tower to call an ambulance when they advised they could not see us entering the pattern, and my student said with a fake accent, "It's because we come at you with the Sun at our backs, Yankee Dogs!"

Very happy here in the hospital, the doctors felt it would be therapeutic for me to answer these allegations. Old flight instructors never die, they just taxi off!

Thanks to Gene Horsman and the Antiquer's newsletter.

NEW AUTO ENGINE POSSIBILITIES

THE Chrysler Corporation has announced the introduction of two new *all aluminum* engines for the '98 model year Chrysler Concord.

First is a 2.7 liter, 24 valve engine rated at 200 horsepower. The second is a 3.2 liter, 24 valve engine rated at 220 HP. No weights or fuel consumption rates were listed in the article, but further investigation may be warranted by the auto engine enthusiasts among us. If I can round up some more info, I'll pass it along.

Also of interest, Fred Carter of Colorado Springs has built an all aluminum, high performance 4.3 liter Chevy V-6 for his Orion project that has produced 279 horsepower on the dyno. The latest generation of auto engines are showing real potential for conversion to aircraft powerplants, with high output, reliability, and efficiency.

FROSTED RUNWAY STRIPES

A couple of years ago, I landed at Greeley International (Weld County) one morning after a frosty cold night. The frost had melted off of the black asphalt runway, but unbeknownst to me, the white runway stripes remained coated with a light, slick frost. As I applied the brakes, the left main wheel tire skidded on the stripe, and then grabbed as it hit the dry pavement, slewing the plane slightly, but definitely getting my attention! Just something else to be aware of.

EAA MILE HIGH CHAPTER 43

CHAPTER OFFICERS:

President - Steve Beach.....469-7661
 Vice President - Doug Bloomberg.....477-3725
 Vice President - George Hayes.....772-7040
 Secretary - Ron Cothorn.....465-2458
 Treasurer - Mas Yoshida.....421-2776

VOLUNTEER OFFICERS:

Technical Counselor - Brad Davenport.....666-5744
 Technical Counselor - Ron Denight.....452-0458
 Flight Advisor - Bill Mitchell.....427-4025
 Flight Advisor - Tom Young.....833-4091
 Newsletter Editor - Dave Bieseimeier.....384-3760
 Young Eagles Coordinator - Glen Grove.....650-4772
 Data Base Editor - Gene Milligan.....466-0831

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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.

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MILE HIGH FLYER

EAA MILE HIGH CHAPTER 43

David Bieseimeier, editor
 430 Antero Street
 Golden CO 80401



FIRST CLASS

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

THIS MONTH'S MEETING:

Will be held at COLORADO AERO TECH, NOVEMBER 8, 1997, at 7:00PM. See inside for details..