

# MILE HIGH FLYER

DECEMBER 1997

Volume 20 Issue 12



**FROM THE LEFT SEAT:**  
*Steve Beach*

## DECEMBER

Our newsletter editor/publisher is getting even more active than usual in December. Dave has volunteered to do a program on his Sidewinder. Some of the highlights that we can look forward to; construction, his electronic ignition, and the aircraft performance. In addition to our newsletter Dave also edits a letter for the Sidewinder builders' group.

## OK, SO MAYBE IT WASN'T THE GREATEST

Last months' auction was; fun, exciting??, full of some good stuff!, and a little short on bidders, but we did make a few bucks. The treasury is \$56.25 better off than it was before the meeting. Many thanks to many of the members that simply donated items to the chapter or donated a few extra dollars over and above the commission amount.

A big Thank You to Bill Mitchell who volunteered to officiate. (Actually I believe it was Mary who volunteered his services.) Bill also helped, along with Bob Lee's assistance, to get all of the merchandise checked in before the meeting.

Next year we will have to publicize this event heavier and maybe get other chapters involved. This years items went dirt cheap and the winning bidders got exceptional values. If someone is interested in getting more involved in the chapter this would be a nice project to head up without getting 'too' involved. See me if you are interested.

## CALENDARS 1998:

Almost gone!!! There are only 6 calendars left for 1998. The cost is \$7.00 each or 2 for \$13.00. If you want to reserve one give me a call. 469-7661.

## DECEMBER MEETING

*DECEMBER 13th, 1997* at COLORADO  
AERO TECH, BROOMFIELD, CO. at  
*7:00PM.*

## BADGES:

I want to thank all of the members that have started to wear their badges to meetings. As I mentioned last month the badges are a really big help for me. (My memory chip has a lousy name retention circuit.)

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. There is a sign-up sheet at the main table each meeting night.

## OFFICER ELECTIONS:

It only took about 3 seconds to elect the officers for 1998. They are as follows:

President	- Steve Beach
VP	- Doug Bloomberg
VP	- George Hayes
Treasurer	- Mas Yoshida
Secretary	- Ron Cothorn

This is a repeat from last year and my personal thanks to all of the executive committee for their help in 1997. This is a fun chapter and the enthusiasm is growing. If you haven't held an office before (or even if you have) consider a position for 1999.

It takes a lot more than just the officers to run a chapter. Chapter 43 has many members that give many hours of their time throughout the year making sure that our chapter is healthy and vital in the Colorado aviation community. We will honor them at the banquet in January.

## EAA - THOUGHTS AND IDEAS:

Last month I asked for your thoughts, ideas, frustrations, and positive feelings on EAA. Many of you took the time to call or talk to me at the November meeting and your comments were appreciated.

The reason for my asking you to offer your opinion was that I was given an opportunity to share them with EAA headquarters in November. Bob Mackey, EAA Chapter Director, asked me to sit in on the CAC (Chapter Advisory Council) quarterly meeting on November 14th and 15th. The council is made up of seven EAA members chosen at large from a variety of chapters across the country. I can now tell you first hand that EAA is making a very concerted effort to get the membership and headquarters on a harmonious sync. They are concerned about how they are doing and want to know what they can do to keep in better touch with the true members.

The CAC's mission: The Chapter Advisory Council will "assist in the development of Chapters and their role in sport aviation including the identification of goals and programs that support and provide feedback to the mission and vision of EAA." This council is a dynamic group that is attacking six development goals with a very positive attitude. The goals are sweeping, and range from leadership development to enhancing communication between Hdqrs and the chapters to improving the public's perception of sport aviation.

In my opinion the biggest accomplishment of this meeting was centered around the communication between Hdqr's and the Chapters. Bob Warner, EAA Executive Vice President, attended both Fridays and Saturdays sessions and was very interested in the discussions on how the members perceive EAA Headquarters.

The feeling of the council was that the problem was not having enough communication on what is happening (and why) at the national level. Also the information that was disseminated was not clear enough and perhaps did not contain all of the information that the members need to know. One of the council members suggested that Bob, or one of the executive staff, write a few articles for Sport Aviation on how EAA operates, the ties between EAA and The EAA Foundation and exactly how the membership fits into the grand picture.

In the two short days that I was in Oshkosh I learned that there a lot of misconceptions about the EAA organizations and the financial status of both. To help get the word out on the history, mission and vision of EAA, the chapter office and the CAC are developing regional workshops. The workshops will be designed to get the message out to the chapter leaders.

The first four workshops will begin next year in four cities that are at the hub of EAA chapter concentrations. Although the Colorado and Southwest area have a number of active chapters it will probably be 1999 before a workshop is held in this region. The proposed 1998 workshops will be in Atlanta, Bakersfield, Ft Wayne, and Trenton. These meetings will be open to all members and I will keep you informed on when they will held. If you are in any of the areas during that time you would be welcome and I would encourage everyone to attend.

One of first efforts in extending more information to the leadership occurred at last year's convention when the CAC put on six forum tent sessions. Unfortunately they did not get good advanced advertising and were not heavily attended. This year the word will be out early in hopes that more members will attend, learn more about their organization and voice their concerns.

I could go on for a couple of more pages about the meeting, but I would rather respond to your specific questions at our monthly meeting. In December I will share some results of a survey that was taken about a year ago. Some of the statistics are very interesting.

Obviously this opportunity just barely started to open my insight into EAA and I will do my best to keep all of you as up to date as possible. Will you be able to give your thoughts, ideas and concerns again? Absolutely! At the end of the meeting I was offered a seat on the council and I accepted. I just hope I can keep up with this group. They accomplished more in two days than most committees accomplish in two weeks.

## 1998 MEMBERSHIP DRIVE

It is that time of year again. A membership application is included with this letter and dues are once again \$15.00 for the year. We had a great number of members re-up last month and the chapter extends its thanks. Be sure to fill out all of the information that you can to help us learn more about the membership and what you are interested in. Also complete the short survey at the bottom.

## ROCKY MOUNTAIN EAA REGIONAL

The committee for the 1998 Rocky Mountain Regional is active again and would like to have good representation from all of the local chapters. Gene Horsman and I will be helping again this year but we would like at least one or two extra bodies that would like to help.

Both Gene and I can attest to the fact that this fly-in is doing everything possible to attain major status in the regional fly-in circuit. Most of you, who helped last year, saw some of the improvements that have been made in the two day event. (In fact 21 out the 25 members that renewed their membership last month checked off the Fly-In as an event to participate in - Outstanding!!) Now the committee needs a few more good people and great ideas to keep the momentum going.

This is a fun group to be a part of and anyone joining will have a chance to share in the excitement of the fly-in. The committee meets once a month and has many small jobs that can be handled without feeling overwhelmed. Please see or call Gene or myself for more information.

SANTA:

Anyone that thinks that the engineers at Ball Aerospace don't get anything accomplished is wrong. The following article proves that they are thinking all the time. My thanks to Russell Pegg from the district GWRRA for allowing us to reprint his Santa Statistics.

### Is Santa Real ?

Working for an Aerospace company can be very challenging considering the engineers you must work with. They're always coming up with designs and techniques that prove or dis-prove a certain philosophy or concept. One day, after the copier broke down, they got together (since they didn't have anything else to do) and discussed the concept of Santa Claus. Out came the slide rulers, over to the drafting tables next to the computers they went. You'd think they were redesigning the Space Shuttle with all the clatter. After many hours of calculating, and since the copier was still not repaired, the final results are as follows;

There are 2 billion children (persons under 18) in the world. But since Santa doesn't appear to handle the Muslim, Hindu, Jewish, and Buddhist children, that reduces the workload to 15% of the total, 378 million according to Population Reference Bureau. At an average census rate of 3.5 children per household, that's 91.8 million homes. One presumes there's at least one good child in each.

Santa has 31 hours of Christmas to work with, thanks to the different time zones and rotation of the earth, assuming he travels east to west (which seems logical). This works out to

household, that's 91.8 million homes. One presumes there's at least one good child in each.

Santa has 31 hours of Christmas to work with, thanks to the different time zones and rotation of the earth, assuming he travels east to west (which seems logical). This works out to 822.6 visits per second. This is to say that for each Christian household with good children, Santa has 1/1000th of a second to park, hop out of the sleigh, jump down the chimney, fill the stockings, distribute the remaining presents under the tree, eat whatever snacks have been left, get back up the chimney, get back into the sleigh and move on to the next house. Assuming that each of these 91.8 million stops are evenly distributed around the earth (which of course we know to be false but for the purpose of our calculations we will accept) we are now talking about .78 miles per household, a trip of 75.5 million miles, not counting stops to do what most of us must do at least once every 31 hours, plus feeding and etc.

This means that Santa's sleigh is moving at 650 miles per second, 3,000 times the speed of sound. For the purpose of comparison, the fastest man made vehicle on earth, The Ulysses Space Probe, moves at a poky 27.4 miles per second. A conventional reindeer can run, tops, 15 miles per hour.

The payload on the sleigh adds another interesting element. Assuming that each child gets nothing more than a medium sized Lego set (2 pounds) the sleigh is carrying 321,300 tons, not counting Santa, who is invariably described as overweight. On land, conventional reindeer can pull no more than 300 pounds. Even granting that "Flying Reindeer" (see point #1) could pull ten times the normal amount, we cannot do the job with eight, or even nine. We need 214,200 reindeer. This increases the payload, not even counting the weight of the sleigh, to 5,353,430 pounds. Again, for comparison, this is four times the weight of the Queen Elizabeth. 323,976 tons traveling at 650 miles per second creates enormous air resistance. This will heat the reindeer up in the same fashion as spacecraft re-entering the earth's atmosphere. The lead pair of reindeer will absorb 14.3 quintillion joules of energy per second. Each! In short, they will burst into flame almost instantaneously, exposing the reindeer behind them, and create deafening sonic booms in their wake. The entire reindeer team will be vaporized within 4.26 thousandths of a second. Santa, meanwhile, will be subjected to centrifugal forces 17,500.06 times greater than gravity. A 250 pound Santa (seems ludicrously slim) would be pinned to the back of his sleigh by 4,315,015 pounds of force.

It's our conclusion. If Santa ever did deliver presents on Christmas Eve, he's now Space Dust!

Merry Christmas to all of the Chapter 43 members and families and a wish for the happiest New Year ever!

*Steve*

### NOVEMBER MINUTES:

- ◆ The meeting was called to order at 7:20PM by president Steve Beach.
- ◆ Treasurer Mas Yoshida declared a checking account balance of \$828.
- ◆ Guests: **Bruce Springer**, looking for an Aeronca Champ, **Steve McCrary**, interested in Ultra-lites, **Lothar Klingmuller**, an RV-6 fan, **Steve Adler**, a Gyroplane owner and pilot, **Jerry Roy**, builder of a newly completed Mustang II, and **John Sheer and Son** visiting from the Antiquers.
- ◆ Election of officers: All officers from last year were railroaded, er...re-elected by acclamation.
- ◆ John Evens Banquet report: The banquet will be held on Saturday, January 10th at **THE OLD NEIGHBORHOOD RESTAURANT**, 7923 Allison Way, Arvada. John said that a sign-up sheet will be requested by all who plan on attending the banquet (see the registration form included with this newsletter) with prices ranging from \$9.95 to \$12.95 per person.
- ◆ Gene Horsman: Congress has budgeted \$9.07 billion for the FAA for '98, a 9% increase over '97. The bill provides financing for the FAA for the next 10 years. Chuck Yeager celebrated the 50th anniversary of his First Supersonic Flight with a ride in an F-15 at mach 2. John Denver's unfortunate accident drew mostly positive attention to the EAA and homebuilt aircraft.
- ◆ The program was our annual auction.

Please limit side-talk during speaker's presentations...it is distracting and discourteous!

## DONALD L. COAKLEY

submitted by Ron Denight

Pictured at right is a copy of Don Coakley's EAA (national) membership card, signed by President Paul Poberezny himself.



CHAPTER 43  
*This is to certify that*

**DONALD L. COAKLEY**

is a member of  
**Experimental Aircraft Association**  
Milwaukee, Wisconsin

and is entitled to all privileges and benefits of same.

Exp. Date 12-13-59

No. 1783

*Paul H. Poberezny*  
President

**D**ONALD COAKLEY was the first president of Experimental Aircraft Association Chapter 43. He worked to form the chapter in 1956 and it was approved in 1957. They had meetings in Denver once a month.

Don and his friends were constructing three Little Toots in Don's garage. Don was also rebuilding a wrecked Luscombe, and was planning to install a 125 HP Lycoming engine. He also constructed a gyrocopter which he flew for a time, then sold it and bought a J-3 Cub, in which he had installed a tri-cycle gear. Since 65 HP did not work out too well at this altitude, he reinstalled the original gear and sold the airplane.

Don was born in Fort Erie, Ontario, Canada, in 1925. His family relocated to the United States sometime before 1930. He had two brothers, both pilots. Bob operated the Flight Deck Airport on North Federal for a time, and now lives in California. Clint is an A&P and IA who now lives in Golden. Don Died August 26, 1997, after a long illness. He was 72.

Our thanks to the Clint Coakley family for providing this information to the Chapter.

## FOR SALE!

1946 AERONCA CHAMP with 85 HP continental. Call John Baker at 452-9568 for details.

**CONGRATULATIONS!** to John Evens for winning the **Plans Built Custom Grand** Champion award at Kerrville, Texas. Another fine plaque for your trophy wall, John!

# HAPPY HOLIDAYS!!!!!!

## CHAPTER 43 ANNUAL BANQUET

Saturday, January 10<sup>th</sup> at The *OLD NEIGHBORHOOD RESTAURANT*,  
7923 Allison Way ( just west of 80<sup>th</sup> and Wadsworth Blvd.)  
Casual attire.

Cocktail/Social Hour - 11:30 AM      Luncheon - 12:30 PM

Menu choices listed below include the following: Fresh garden salad, rice & fresh vegetable, fresh baked bread & muffins, ice cream or sherbet, all non-alcoholic beverages, tax and gratuity. Cash bar available.

Please return registration form, along with a check made payable to "EAA Chapter 43", to: John Evens, 6855 Allison St., Arvada, CO 80004, or bring to the December meeting.

*Please be aware that seating is limited. All money must be turned in by December 31<sup>st</sup>, 1997.*

### BANQUET REGISTRATION FORM

NAME: GENE HORSMAN

MEAL CHOICES: (enter number per choice)

- Top Sirloin Steak      \$12.95 EACH
- Teriyaki Chicken Breast      \$12.95 EACH
- Broiled Alaskan Halibut      \$12.95 EACH
- Pasta Primavera (fetuchini, broccoli, cauliflower, and carrots in a light cream sauce.      \$9.95 EACH

TOTAL AMOUNT ENCLOSED: \$ 12.95



# EAA Mile High Chapter 43

## 1998 Member Information Form

Date: \_\_\_\_\_

Name: \_\_\_\_\_

Spouse: \_\_\_\_\_

Street: \_\_\_\_\_

National EAA Membership #: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Year Joined National: \_\_\_\_\_

Home Phone: \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_

Month Expires: \_\_\_\_\_

Work Phone: \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_ Ext: \_\_\_\_\_

Year Joined Chapter: \_\_\_\_\_

Fax #: \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_

E-Mail Address: \_\_\_\_\_

Occupation: \_\_\_\_\_

Company: \_\_\_\_\_

### 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:

_____	_____
_____	_____
_____	_____
_____	_____

### WHAT WOULD YOU LIKE TO BE INVOLVED IN DURING 1998?

- Be Considered For An Officer Post for 1999:  Yes  No
- Volunteer For The 20<sup>th</sup> Annual Rocky Mountain EAA Regional Fly-In:  Yes  No
- Help With A Young Eagles Rally:  Yes  No
- Volunteer To Help With A Mall Show:  Yes  No
- Host A Chapter Meeting At Your Project:  Yes  No
- Line Up A Program For One Of Our Meetings:  Yes  No
- Present A Short Safety Topic Briefing At A Monthly Meeting:  Yes  No

**Annual Dues for 1998 is \$15.00. Please make check payable to EAA CHAPTER 43.**