

EAA MILE HIGH CHAPTER



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NEWSLETTER
KIRBY WHITE
423-5134

VOLUME 8, ISSUE 10, OCTOBER, 1985

THIS MONTH: This month's meeting will be held on Saturday, October 12, 1985 at the Rocky Mountain Energy Center at 7:30 P.M. The main part of the business meeting will be the annual election of officers and volunteers. The President, Vice President, Secretary, Newsletter Editor, Chapter Designee, Librarian, Historian, Fly-In Representative, Board of Directors, and (possibly the most important position of all) Grand Keeper of the Coffee Pot have all decided to serve another year, with the approval of the membership. We will need to elect someone for the office of Treasurer, as Bill Davis has chosen to not serve another year. All of the offices and volunteer positions are up for re-election, though, so any member is free to volunteer or nominate from the floor if the candidate has given advance permission to be nominated. The program hasn't been finalized as of this writing, but a program is guaranteed.

LAST MONTH: There was not an official meeting of Chapter 43 in September. The Greeley Fly-In was the gathering for the month, as voted by the membership at the August 10, 1985 meeting. Bill Marcy has written a report on the Fly-In, which is included in this Newsletter.

ROSTER UPDATE: Please add the following new members to your Roster:
Mike Atkins, 12901 Prince Circle, Broomfield, CO 80020 H. 466-3770
W. 466-1714, Colorado Aero Tech Instructor
Darrell & Jean Miller, P.O. Box 40347, Red Hill, Durban, 4071, Rep. of South Africa, Thorp T-18
Jim Thompson, 14803 E. 24th Ave., Aurora, CO 80011 H. 344-4442, 1950 Cessna 170-A
Ken Williams, 8200 Sheridan #706, Arvada, CO 80003 H. 426-4123
The following members have new addresses:
Roy Clark, 5520 N. Federal Blvd., Denver, CO 80221 H. 477-8894, KR-2
Bill B. Davis, 918 Gay, Longmont, CO 80501 H. 651-2342, Rutan Vari-Viggin, 1947 Cessna 140

GLOSSARY: From "I'd Rather Be Flying" by Donna Vasco
Junkers: elderly airplanes not even the FAA could make airworthy.

MORE ON CRESTED BUTTE: The Pueblo EAA Chapter 808 reported in their September, 1985 Newsletter that the fifty dollar landing fee at Crested Butte applies only to chartered twins and the like, not us common folk. Hu Stock (Chapter 808's Newsletter Editor) asked for someone to volunteer to land at Crested Butte in a little airplane. If one of you does and gets assessed a landing fee, I'll be happy to give you Hu Stock's phone number. Since it was his idea, he is evidently taking the responsibility of reimbursing the hapless individual who had to pay the fee. Are you listening, Hu? Just kidding.

ROCKY MOUNTAIN REGIONAL FLY IN REPORT

The Rocky Mountain regional fly in went off as scheduled on Sept 6, 7, and 8 at Greeley - Weld County Airport. A new facility this year was the large hangar in which all the facilities and exhibits were held. This gave a new feeling of spaciousness and unity to the event. Coupled with excellent weather, the fly-in attracted a good contingent of both aircraft and public attendance.

I photographed 32 homebuilts, 7 antiques, 33 classics, 7 warbirds, and 7 ultralights at the fly in, and I believe that I missed a few, so we had nearly 90 show aircraft and a couple of dozen production types. Not bad, considering that once again we did not get enough posters out to the chapters in the neighboring states, and we had to compete with fly-ins at Scottsbluff, Nebraska, and Spearfish, South Dakota. We are going to see if we can work with the Scottsbluff group and not go head to head again.

The Friday opening was a good idea; we had about a dozen registrants by Friday night, and the pig roast was well attended. It also gave some incentive to the exhibitors to set up on Friday, although we had a few of them wait till Saturday morning.

The big events of Saturday were the judging and the flying contests. Flying contest winners were:

Bomb Drop

First	Don Brand	Cessna 180, N4692B	13 ft
Second	Don Evezich	Stinson L-5, N10569	13 ft, 6 in
Third	Troy Hozempa	J-3, N23339	18 ft, 6 in

Spot Landing

First	Mike Cochran	Luscombe 8A, N25342	43 ft
Second	Jim Ropp	J-3, N23339	69 ft
Third	John Thomas	Cessna 172, N1617Y	78 ft

Balloon Burst

First	Harry Middleman	Cessna 172, N21764
Second	Rocky Devencenty	Pitts Special, N427RD
Third	Jan Dyer	Clipped Cub, N3487K

Between the contests and the airshow, we had numerous flybys, but the breezes kept the ultralights on the ground. The flying activities concluded with a two hour airshow, featuring the Great American Flying Circus, with parachutists, gliders, biplanes; and a Luscombe.

While everyone was departing after the airshow, the weather started looking bad, and a series of strong wind gusts got everyone hustling their fragile craft into the hangar. Fortunately, no one got damaged, and the blow was soon over, so we all lined up for the steak fry. Early arrivals made out OK, but toward the end, there were so many more customers than planned for that the last few got only a steak and a dinner roll. We will plan on more next year.

Sunday morning was as beautiful as could be, and while everyone else was breakfasting, I took my Navion and gave rides to nine CAP cadets as an expression of thanks for their work in parking the airplanes.

Sunday was contest day for the ultralights, and the weather was just right. Dan Cooper and his committee recorded the following winners:

Air Drop

First	Herb Steen	Cobra	134 in
Second	Dan Cooper	Leaf Trike	181 in
Third	Don South	Opteryx	183 in

Precision Landing

First	Don South	Opteryx	78 in
Second	Dave Nixon	Eipper GT	111 in
Third	Dan Cooper	Leaf Trike	

Sky Rallye

First	Don South	Opteryx	:09
Second	Herb Steen	Cobra	1:01
Third	Gerry Leverentz	Opteryx	1:20

Though judging was closed on Saturday after the airshow, to give the judges time to sort out their results, show trophies were awarded on Sunday before the airshow. We were honored to have Kim Hayden, 1985's Miss EAA at Oshkosh, attending the fly in, courtesy of her parents, Dwight and Dixie Hayden, of Loveland. Kim graciously agreed to award the trophies to their winners, who were as follows:

Grand Champion	Jim Warren	1931 Waco QCF
	Denver, Co	NC11468
Colorado Grand Champion	Scott Bengier	1948 Luscombe
	Colorado Springs, Co	N1524B
Reserve Grand Champion	Steve Dyer	1946 Stinson 108-3
	Brighton, Co	N638C
Best Antique*	Springer Jones	1953 Cessna 195B
	Wheatland, Wy	N2104C
2nd Antique	Joe Ashura	1943 Beech Staggerwing
	Strasburg, Co	N80024
3rd Antique	Mike Cochran	1940 Luscombe
	Broomfield, Co	N25342
Best Classic	Steve Dyer	1946 Stinson 108-3
	Brighton, Co	N638C
2nd Classic	Stephen DuBois	1950 Cessna 190
	Watkins, Co	N1026D
3rd Classic	Jim Thompson	1950 Cessna 170A
	Aurora, Co	N9935A
Best Homebuilt	David Christensen	1982 Acrosport
	Brigham City, Ut	N3153H
2nd Homebuilt	Clark Branaman	1983 CA-65A
	Loveland, Co	N165CB
3rd Homebuilt	Tom Keithley	1981 Starduster Too
	Pueblo, Co	N26TK

Best Ultralight	Gerry Leverentz Lafayette, Co	1982 Opteryx N11CLF
2nd Ultralight	Don South Westminster, Co	1983 Opteryx N10CLF
3rd Ultralight	Dean Spencer Lafayette, Co	1983 Eipper MX N11CLB
Best Composite	Bob Van Dalsem Loveland, Co	1985 Vari Eze N6VL
Best Wood	Wayne Barton Erie, Co	1975 Sylkie One N711WB
Best Tube & Fabric	Don Evezich Frederick, Co	1943 Stinson L-5 N10569
Best All Metal	Charles Woodsend Loveland, Co	1982 Sidewinder N1394L
Best Engine Installation	Jim Thompson Aurora, Co	1950 Cessna 170A N9935A
Best Instrument Panel	Hal Moore Littleton, Co	1947 Navion A N8698H
Best Interior	Clark Branaman Loveland, Co	1983 CA-65A N165CB
Best Static Display	Steve Kempinski Colorado Springs, Co	1985 Avid Flyer N68PA
Oldest Aircraft	Jim Warren Denver, Co	1931 Waco QCF NC11468
Most Recent First Flight, Ultralight	David Nixon Parker, Co	1985 Eipper GT 8-18-85
Most Innovative Ultralight Ladies' Choice	Dee Jolly Bud Stump Loveland, Co	Fokker D7 Replica 1983 Baby Lakes N15SG
Longest Distance Flown: Airplane	Rex Taylor Eloy, Az	1980 Dragonfly N5WN
Ultralight	Free Wings of Denver Front Range Airport	(Flight of 4)
Most Recent Solo by a Woman (Colo. 99s Trophy)	Pam Carver Thornton, Co	11-19-84

*Should have been judged as a Classic, not an antique

It is pleasing to see the variety of hometowns in the trophy list, and to know that out-of-towners are coming to the fly-in.

Special thanks to all the volunteers who worked to keep the fly-in going. We had help from all the chapters, as well as the Colorado 99s, the Greeley Youth Police Auxiliary, the Greeley CAP cadets, the Frosty

Repeaters radio group, and the Radio Control Model Aircraft group. Thanks especially to the airshow performers, who bring in the public as much as the displays do.

Kirby White has the following message:

As Chairman of the Trophy and Awards Committee for the Rocky Mountain Regional Fly-In at Greeley, I would like to thank everyone who spent their own time and money in making some wonderful trophies. Listed below, in the order they were published in the Fly-In program, are the categories and names of those who donated trophies:

Best Engine Installation -----Marvin Wahl
 Best Composite -----Chapter 660
 Best Wood -----Walt Carpenter
 Best Tube and Rag ----- Tom Mottinger
 Best All Metal ----- Bill Amos
 Most Recent First Flight, Ultralight- ---Don South
 Oldest Aircraft ----- Guy Sheeon
 Most Recent Solo by A Woman ----- Colorado 99s
 Longest Distance Flown, Airplane-----Dan Cooper
 Longest Distance Flown , Ultralight---- Dan Cooper
 Most Innovative Ultralight ----- Dan Cooper

Kirby White

Thanks to all of you for a great fly in. See you next year.

Bill Marcy

LOSS: Most of you have probably heard by now that "Professor" Art Scholl was killed in an airplane crash recently. He was practicing for a stunt over the Pacific Ocean when he went in. Neither he nor the airplane have been found. That's the extent of what I know about it. Nobody that I've talked to seems to know any more. I'm sure that all of the aviation magazines will have a complete story in the near future. Coincidentally, I happened to watch the T.V. show "Eye On Hollywood" on Friday night, October 4, 1985. It was a full hour of seeing California from the air, and the airplane shown was a red Stearman flown by Art. It had a couple of segments with him doing aerobatics, and he talked on camera a little. This was not a brand new show, as I had caught the last half of it a couple of months ago. No mention was made after the show that Art had been killed since the show had been filmed. Art will be greatly missed by all.

GREELEY FLY-IN: Chapter 43 had a pretty good showing in both the contest and show judging awards departments, as can be seen in the Fly-In Report elsewhere in this Newsletter. Congratulations to all of you! Many thanks to all of the Chapter members who came to the Fly-In and volunteered their time to help make it a success. If you were such a volunteer of two hours and didn't get a volunteer patch, please see me for it. Quiz time -- do you know who the clown in the red outfit was? It was none other than Chapter 43 member Glen Larson, who was there both Saturday and Sunday on a strictly voluntary basis. He bought all of the balloons that he fashioned into animals and gave out to the kids (and probably some adults, too). He also brought the clown in the yellow outfit on Sunday. Thanks to both Glen and yellow friend.

LABELS: I would like to thank Roy Maneely for running off the ORANGE address labels. I had been hand addressing them for a number of months, which was getting a little old. They are ORANGE, aren't they? Shall we call them "BRONCO ORANGE?"

NPRM: The deadline for responding to the Notice of Proposed Rule Making regarding the recreational pilot's license has been extended to October 24, 1985. EAA Headquarters asked for a sixty day extension, but only received this thirty day extension.

FROM THE PRESIDENT: On Friday, September 27, 1985 I drove to Colorado Springs for an EAA Chapter 72 meeting. They met in the training room of a Sears store, which was quite nice. I had some business to take care of with their President, Dick Rowley. After the meeting, Dick and I and their Newsletter Editor, KD Brooks, went out for some coffee. I told them that I had originally made plans to go to the Colorado International Airshow in Pueblo on Sunday, but because of the negative weather forecast decided to go on Saturday (the next day) instead. KD Brooks wouldn't stand for my driving home that night and going to Pueblo the next morning. He insisted that I stay at his house. A quick call to his gracious wife Nina warned her of an overnight visitor. I very much enjoyed getting to know KD a little, and he was kind enough to even cook breakfast in the morning. Thanks for the hospitality, KD! There wasn't a whole lot of activity at the airshow. It was somewhat cold, and the ceiling was quite low. There were a number of displays set up, so I wandered through most of them. I saw a few EAA friends there, too. Around 2:00 P.M. the ceiling lifted enough to send up a few airplanes. The first was Leo Loudenslager, whom I had never

FROM THE PRESIDENT cont: seen fly in person before. He was probably the main reason that I went to the show in the first place. He was excellent. Then a couple of Stearmans went up at the same time and did a routine. After that, a helicopter took off and showed some real precision work, in sort of a comedy routine. The ceiling came back down, and that was the end of the show. My personal feeling is that they are trying to hold that show much too late in the year. I feel sorry for everyone concerned that the weather didn't cooperate.

FROM THE EDITOR: It sounds to me like you did a pretty good job of freeloading off poor KD Brooks, Mr. President. As Editor, I trade Newsletters with him on a monthly basis and feel that I have gotten to know him slightly through his Newsletters. I would very much liked to have had the opportunity to meet him in person. I really wish that you would have mentioned to me that you were planning to attend a Chapter 72 meeting. Possibly we could have worked out a trip together, providing we could have gotten along well enough to survive the long drive. Please keep me in mind the next time you are planning something.

AVIATION HAPPENINGS: October 18-20, 1985 14th Annual EAA Copperstate Fly-In, Eloy, Arizona Municipal Airport, see Kirby for details
October 26 & 27, 1985 Tri-County FBO Open House, 11 A.M. to 4 P.M. both days, Propeller seminar 1 P.M. both days, Free tach check, Airplane rides, Free hot dogs and coke, Prizes: Avstar Navigation Computer, Free dinners at the Convair Restaurant, Free introductory flight lesson in a Cessna 152, Free propeller dress and balance

MARKETPLACE: Wanted: Aluminum sheet, .025, 12" x 18". Bill Davis
651-2342 Longmont

For Sale: BD-5 kit, partially assembled, complete except for engine and power train, spars drilled, asking \$1,000. Ben Kelly
635-2136 Colorado Springs

For Sale: Facesetter 200 propeller, 68 diameter x 66 pitch, bored for #2 Lycoming flange, \$200. Dave Bieseemeier 922-2480



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