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EAA MILE HIGH CHAPTER 43

Founded May 1958

MILE HIGH FLYER

The Official Monthly Newsletter of EAA Chapter 43



MAS YOSHIDA - "MY FLYING CAREER"

I was born in California and moved to Colorado in 1942. As I remember I always liked airplanes. I grew up drawing pictures of airplanes and building model airplanes. Flew U-control and free flight models while in junior and high school. While working at Martin Marietta here in Colorado a friend suggested we take flying lessons. He backed out at the last minute but I continued to look for a flying school. A fellow employ turned out to be a flight instructor who was willing to give me free lessons. As it turned out he was building up time to apply for a airline job with United Airline.

Started flying lessons in July of 1965 and in three months had the private license, continuing on in eight months had the commercial and instrument ratings. Went on to get an instructor ratings in both commercial and instrument. Somewhere along the way I picked up a multi-engine rating under the GI bill.

Sometime in 1974 the gas prices skyrocketed to over \$2.35 per gallon and that was enough for me to give up my flying career. By this time I had purchased four different airplanes. Trying to satisfy my flying interest I took up RC model flying only to find it didn't fulfill my need. There's nothing like the real thing!

In 1976 I bought another plane and started flying again. A friend got me interested in building an experimental, so I started building an RV-6 in 1990. This was to be my retirement project, finished the project in 1994. This has to be the best plane I ever flown or owned!

AUGUST MEETING: AUGUST 11, 2007, 7:00 PM. Rocky Mountain Metropolitan Airport (the airport formerly known as Jeffco), upstairs to the Mount Evans Room. Our program will be presented by Gordon Page on the restoration of a Messerschmitt (ME-109 ?).

Minutes of EAA 43 Meeting July 14, 2007

Our President, *Roger Newman*, called the business meeting to order at 7PM.

June Minutes: The minutes of the June business meeting were accepted as published in the newsletter.

Visitors: *Chris and Angela Anderson*.

Treasurer Report: Our Treasurer, *Lynn Miller*, listed the payouts to various members for chapter expenses and listed the income for the B-17 rides, dues and interest made on a CD.

Safety Report: Our Safety officer, *John Evens*, had two items to share. First was a post provided by *Gene Horsman*. One pilot and a passenger were taking the first test flight of a Lancair Legacy. After one high-speed pass down the runway, the next time he became airborne he retracted the gear and lost power. He did a 180-degree turn, went down with the results of two fatalities. John's commit was when taking a first test flight, use an airport that will give you an "out" if something goes wrong. Secondly *John* mentioned the two pilots that died in a crash after the Regional. They had hit some power lines on approach. *John* commented that, be cautious when flying low because you can't always see where the power lines are. *Roxy Juul* said the power lines are made very strong and would not break if hit by a small plane.

Roger Newman mentioned that you should know your best glide speed if you have engine trouble and always go straight ahead to land with an engine out. Do not try to make a 180-degree turn back to the runway and stall the plane.

Trip Reports: *John and Vicki Evens* flew their T-18 up to Rapid City for a fly-in. *Cliff Goldstein* joined them. There were 20+ planes there. *John* mentioned the evening lighting ceremony at Mount Rushmore. The forest service call up the vets and ask them where they served.

Herrill Davenport took a trip to upstate New York.

Stan Specht took a trip up into Idaho and then up above the Arctic Circle. The trip was 13 days and 42 hours of flying.

Eric Serani went to San Diego with 3 of his friends and then to Van Nuys to visit his grandmother.

Progress Reports: *Bill Murphy* has the wings covered and painting progress on his Fisher R-80 Tiger Moth. Maybe next year for Oshkosh.

Old Business: None noted

New Business: *Gene Horsman* would like to retire at the end of the year from being the Data Base Manager. *Dave Bieseimer* is also looking for someone to volunteer to take over the monthly newsletter. *Roger* mentioned that the chapter is planning a pancake breakfast and fly-in for Sept. 15 and looking for someone to step up and manage the event.

Roger brought up the idea to lower dues to \$15 for those members that wanted to get the monthly newsletter only by e-mail and keep dues at \$20 for those members that wanted snail mail. After some discussion, the motion was carried to keep things as they were.

Young Eagle Report: Our young eagle coordinator, *Brian Cabebe*, presented a slide show of the Regional. He had 63 volunteers of which half were from the Jeppesen Employees Flying Assoc.

Dean Cochran motioned that the business meeting be adjourned at 7.52PM.

Program After the break *Adam Kreutzer* presented a slide show on the events he experienced at the Air Academy at Oshkosh.

John-Pierre Verdier then presented a slide show on his recent trip to France. Great job *John-Pierre*. Viva la France.

EAA 43 Board Meeting July 1, 2007

Members present: Roger Newman, Greg Hall, Lynn Miller, Gene Horsman, Bill & Mary Mitchell, Steve Beach and Bob Young.

Meeting called to order at 2:15PM.

Meeting agenda topics: snail mail, membership dues, pancake breakfast, meeting programs, treasury and memorial funds.

Greg Hall said he has set up Mike Gugeler to do a demo of fabric in his hanger. The exact month yet to be determined.

Pancake Breakfast: Discussion on a breakfast and Fly-in for September. Discussion followed about who would have a grill for pancakes, loaned or rented or have a private vender do the event. Another suggestion would be to hold the event a little later and do hamburgers. It was decided to do the pancake breakfast and check with the 99'ers about any equipment they might have and asking them if they wanted to be included. More discussion about a list of items needed and who would take care of them, i.e.; flyers, where to buy supplies, chairs, tables, transporting items, and where to hold the event, (Erie terminal, Rocky Mountain Prop, Mike Gugeler's hanger), how to pay for them and who to do a checklist.

Data base: Gene Horsman announced that he would like to give up being the data base manager at the end of the year.

Memorial fund: Discussion followed on what to do for a memorial donation for any chapter member that dies. The board decided that the chapter donate \$100 to the family or to a fund that the family chooses if that member has been with the chapter less than 10 years. If the member has been with the chapter more than 10 years, then possibly a memorial brick at Oshkosh or the financial equivalent.

At the next chapter meeting, it will be suggested to the members present that the chapter make a \$100 donation to the fund of choice of the family of Herb Beckman.

Lynn Miller wanted a board member every once in a while to look at the chapter checkbook. It was noted that there is a provision in the chapter by-laws for the banking account be audited annually by an outside source.

Roger Newman will make arrangements at the Vista Ridge Clubhouse to have the chapter annual banquet there again. There was good response from many chapter members about the quality of the facility, food and service.

The next board meeting will be scheduled for Oct. 7.

Many thanks to Lynn and Pat Miller for hosting our board meeting.

ENGINE OUT!

Jim Loyd submitted the following article on what to do when the wind hits the fan.

HOW TO PREPARE FOR AN "OH S__T, THE ENGINE QUIT!!!" PLIGHT

Long experience has taught me that it is very easy to confuse *knowing* with belief, hope, or expectation. The only thing we *know* when the wheels of our airplane leave the runway is that our airplane will return to the ground. We *don't know* where or when or how it will arrive back on 'terra firma'. It may be a hundred miles away with a greased landing or one hundred yards off the end of the runway in an uncontrolled crash.

When we attempt to perform a complicated task quickly and correctly the first time, we seldom completely succeed. We may be quick enough but flub the process or we may act correctly but take too long. The complicated task of getting our rapidly descending 'glider' back to the runway threshold is too often tragically flubbed because of the lack of vital knowledge and skills. These deficiencies can be reduced by *practice* (the repeated performance of an activity in order to learn and/or perfect a skill).

The rest of this article describes the practice techniques I used to increase my knowledge and skills to get my gliding Spezio Twoholer to the safest landing spot available. There is no way I can adequately describe all the solutions for the many varied and uncontrollable conditions (weather, temperature, terrain, time, etc.) that confront the involuntary glider pilot on these pages. I hope this article starts the reader thinking about and practicing this type of forced landing.

Before I took off on my *practice* flight I set the idle of the Lycoming on my Spezio Twoholer to 500 RPM so I would get minimum thrust during my practice glides. I took off, climbed up to 600 feet above a new two lane black macadam patch in a nearby Thruway. I had selected this patch because of its length, 2500 feet, was close to that of my airport's runway. As I passed over the southern edge of the patch at climb speed (80MPH) I started counting seconds. At ten I applied climb power and climbed to 900 feet. Still in climb attitude, I pulled the throttle back to idle, pushed the nose down, banked, 40 degrees into a 180 degree turn to my left. The Spezio dropped like a bomb and I swooped through my imaginary 600 foot high runway slightly more than halfway through the turn. I practiced a dozen more times at different speeds and bank angles. I learned that I had to act quickly and precisely to turn the airplane 180 degrees. I had to immediately push the nose down, quickly establish my turn and hold altitude and speed precisely. I also learned that just turning 180 degrees left me 200 to 300 feet along side the runway threshold. That can be mean country out there.

So I actually had to flip into a right hand turn for 60 - 80 degrees before flipping into a left-hand turn of around 270 degrees. My Spezio could not stay in the air through this much turn for me to get back to a runway from 300 feet. I started a couple skidding turns but stopped as soon as I realized how much I was crossing the controls to maintain the skid. My Spezio loved to snap roll out of a crossed controls condition. I also discovered that a climb speed of 90 MPH put me further away from the runway than the Spezio's best glide from 300 feet. So my practicing showed me that the Spezio couldn't put me where I wanted to be from 300 feet above the runway.

Continued on next page.

Engine Out, continued.

These first practice glides clearly emphasized a couple flying truths. Number 1: When the engine quits, time to **landing** becomes vital! Where you land depends on how long it takes you to glide there. Number 2: The unique aerodynamics of each airplane controls **when** and **how** the glide ends. Number 3: Altitude and wind vitally affect the pilot's control over **where** and **how** the glide ends. Number 4: In certain situations I must unhesitatingly destroy my airplane to save my life.

Several more practice sessions convinced me that at air temps below 70 degrees and zero wind, I had a good chance of getting back onto my base runway from 375 feet above it. Above 70 degrees I needed 400-500 feet for a safe return.

Under 375 feet, I would have to make an off field landing. That knowledge caused me to thoroughly examine the areas off both ends of my home runway. My simulated power-off approaches produced glide ratios of 3-1 to 4-1 depending on wind and temperature conditions. Under 50 feet Above Ground Level (AGL), it was going to get nasty at both ends of the runway. Between 50 and 100 AGL I could get to a corn field on the north end but would tangle with a New England hedgerow at the south end.

Continued on next page.

FOR SALE

I'm selling my trusty ol' 1998 Chevy S-10 4WD pickup. It is a white extended cab (with third door), 4.3L V-6 and automatic transmission. It has tilt wheel, cruise control, ABS bed liner, tow hitch, alloy wheels, fairly new tires, and complete maintenance records since the day I bought it. \$6625. Please call Dave Bieseimer at 720-480-5825, or dbieseimer@comcast.net.

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Engine Out, Continued.

From 100 to 300 feet turns of 10 - 40 degrees opened 5 places to the north and 3 places to the south. The altitudes stated above contain a fudge factor of 25 - 50 feet to account for the small thrust from the idling engine. Now I climb out at 90 MPH into a head wind over 10 MPH, at 75 - 80 MPH into less than 10 MPH.

My practice sessions replaced a bunch of fuzzy notions with some definite information about my Spezio's powerless gliding performance and my piloting skills. It also persuaded me to find alternate off-airport landing sites.

I had been making powered landing approaches and the increased nose-down attitude of the powerless glide was quite uncomfortable during the first few glides. I noticed that I unconsciously tended to let the Spezio's nose rise to my usual comfortable powered glide attitude with the resulting drop of my airspeed into the stall range. I wonder if the current emphasis on powered shallow instrument approaches is sometimes a factor in the stall-spin type crashes that too often follow an in-flight power failure. I returned to power-off approaches. Another result of my practices is that when I fly to unfamiliar airports, I fly over the airport above pattern altitude and check the terrain at the ends of the runway for likely landing spots.

All the performance numbers above relate ONLY to my SPEZIO under certain conditions. If you want to try my practice method, start high and at your normal climb speed. Start with deliberate control movements and gentle banks and turns. Don't be discouraged if you miss your position and altitude the first few glides. This is PRACTICE and you are learning!!!

Editor's note - *AOPA Pilot* has run a couple of articles on engine out techniques - the best I've read in any magazine. The first was in the November 2006 issue and was titled "**Technique: Push**" and the last in the August 2007 titled "**Push - again.**" Both articles are by Julie Boatman and concentrate on the fact that the most important thing to do when the engine quits, especially on take-off, is to immediately PUSH the control stick or column to get the nose *down*. I highly recommend both articles to all pilots, students to ATP rated. To quote the highlight sentence at the risk of plagiarism, "**Regardless of the altitude you have to work with, loss of control is the biggest danger you face.**"

CHAPTER OFFICERS

OUR chapter elections are coming up in the fall and will be upon us before you can say "Term Limits!" Most of our officers have served in their positions for two years and it is generally believed that fresh blood is always good for any organization to keep things from stagnating. Please give some consideration now to volunteering for one of the officer positions when the nominating committee calls on you. If you aren't sure about taking on one of those rewarding jobs, you might volunteer for the nominating committee itself, and that way you aren't likely to get nominated!

Our Chapter's long term success has always been driven by the service of its members, and we will continue that tradition, thanks to YOUR help! In addition to the officer positions, there are also the non-elected spots available this year for **Newsletter Editor** and **Data Base Editor**. Gene Horsman has been doing a superb job in keeping track of our membership's details for more years than most of us can remember and is ready for a break. If you have some basic computer skills (having a computer would also be helpful), Gene would be most appreciative of your taking over that position.

HOUSE FOR SALE AT ERIE AIRPARK (KEIK)

From Mike Gugeler:

Bruce Morehead has moved into a different house on the Airpark and we would like to get a fellow aviator to buy "The Dome" (also known as the "Dolly Parton House" due to the double dome shape) that is a local landmark and very cool place on the runway at EIK. Could you include this info in the newsletter? Maybe someone in the chapter would like to live the dream.

Mike

And Bruce writes:

I have a flyer and some pictures of the house posted on the web. Please help me find a good neighbor for us. The website is: <http://homepage.mac.com/bjmoreh1>

(720) 470-0161

brucemorehead@mac.com

Mike also mentioned that the Friends of Erie Airpark will be frying burgers around noon on Saturday, August 11th. If you're in the Erie Airport area, stop in for lunch!



Adam Kruetzer tells the Chapter about his experiences at this years EAA Air Academy, which the chapter sponsored



Jean-Pierre Verdier describes his recent trip to France and the European RV Convention.

EAA Mile High Chapter 43

Chapter Officers

President	Roger Newman	303-280-9140
Vice President	Greg Hall	303-424-4216
Vice President	Stan Specht	303-232-8474
Secretary	Bob Young	303-466-6902
Treasurer	Lynn Miller	303-666-8233

Volunteer Officers

Technical Counselor	Bob Green	303-659-5829
Technical Counselor	Dave Biesemeier	720-480-5825
Technical Counselor	Pat Claar	303-940-3530
Flight Advisor	Bill Mitchell	303-427-4025
Flight Advisor	Mike Gugeler	720-890-0552
Newsletter Editor	Dave Biesemeier	720-480-5825
Young Eagles Coord	Brian Cabebe	303-748-5570
Member Data Base Ed.	Gene Horsman	303-279-5782
Web Master	Bruce Handley	303-494-5412
Safety Officer	John Evens	303-420-2724
Refreshments	John & Roxie Juul	303-466-2600

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Mile High Flyer
 EAA Mile High Chapter 43
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FIRST CLASS



NEXT MEETING - AUGUST 11, 2007, 7:00 PM, "METRO" AIRPORT