

EAA MILE HIGH CHAPTER



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NEWSLETTER
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VOLUME 15, ISSUE 2, FEBRUARY, 1992

THIS MONTH'S MEETING: The meeting this month will be held on Saturday, February 8, 1992 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 Dynamic Propeller Balancing by Doug Stimpson of Colorado Aircraft Services, Inc. He will first talk about the ways that propellers can be out of balance, and then describe how he goes about putting them in balance. He will then do an actual live dynamic balance on a running airplane for everyone to watch and learn from. Also, a local Lancair 320 builder will talk about his project, which is nearly ready to fly for the first time. He hangs it at Jeffco, and may taxi it over to the meeting for everyone to look at.

THIS MONTH'S CAFE 43: The Fly-Out this month will be to The Meadow Lake Airport for lunch on Saturday, February 15, 1992, and we will eat at the restaurant on the field. This is the Saturday after our normal second Saturday meeting. We will meet at The Meadow Lake Airport at 11:00 A.M. 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. Bill Mitchell will be this month's Flight Leader.

LAST MONTH'S CAFE 43: The Fly-Out to The Greeley Airport in January was a success, with probably ten or twelve airplanes and around twenty or so people meeting for a nice lunch at the restaurant that was located on the field. The weather was a little on the cold side, but it was clear and calm and a very enjoyable day to go flying.

LAST MONTH'S MEETING: With 70 members and guests in attendance, the meeting of January 11, 1992 was called to order at 7:35 P.M. by Vice President Ken Lysek in building B-8 at Jeffco Airport. Ken explained that he was running the meeting because newly-elected President Mark Yelich was out of town on business. Ken made an official welcome to all of last year's Chapter 43 Officers and Volunteers and Board Of Directors who were serving another term in 1992, and also said welcome aboard to the new people who would be serving in 1992: Mark Yelich - President, John Evens - Program Chairman, Chuck Ogden and Aaron Schomberg - Board Of Directors, and Dick Vose and Bill & Mary Mitchell - Grand Keepers Of The Coffee Pot. Ken made special mention of the fact that John Pakan, who would present the evening's Program a little later on, was planning to move to Alaska in the near future. On behalf of all of the Chapter 43 members, Ken wished him well in his new business venture and State of residence. The minutes of the December Banquet were approved as published in the Newsletter.

Guests: Guests present were Richard & Della Renne of Westminster, Bud Kasen of Boulder, Dave Cousminer of Morrison, Tom Rogers of Lakewood, Pat Fedorowicz of Aurora -- who is the President of EAA Chapter 660,

Guests cont: Gale Day of Westminster -- who has written a book about flying from Jeffco Airport titled, "Born To Fly," and two people whom we haven't seen at a Chapter 43 meeting for some time -- Ken Williams and Gaylon Overton.

Old Business: Cathy Sheeon announced that Chapter 43's Annual Christmas Banquet was very nice. She said that there was a problem, though, and that was because quite a few people who had signed the list that was passed around during the October and November Chapter 43 meetings didn't attend the Banquet and didn't call anyone to let them know that they wouldn't be there. Chapter 43 made food reservations for these people, and so had to pay for them even though they weren't there. Chapter 43 lost several hundred dollars on the Banquet. Cathy made the motion that from now on, pre-payment of the Banquet amount would be required, so that this situation wouldn't take place again. With little discussion, the motion was approved. Treasurer Roy Maneely said that he still had 1992 EAA Calendars for sale for \$4.00 each.

CAFE 43: Ken Lysek reminded everyone to meet at The Greeley Airport at 11:00 A.M. on the following Saturday, January 18, 1992, for lunch at the restaurant which is on the field. John Evens agreed to be the Flight Leader again. Ken asked for suggestions on the CAFE 43 location for February. The Meadow Lake Airport was suggested and approved, with Bill Mitchell as the Flight Leader.

New Business: Bill Mitchell brought up the subject of the Pavilion that EAA Chapter 720 in Greeley is building at their Airport. He said that work is progressing nicely on it, but a fairly major amount of money will be needed in the near future to purchase concrete for the floor. He made the suggestion that Chapter 43 might consider donating some money toward buying the concrete. Bill thought that it would be nice if a plaque could be made with all of the contributing organizations engraved on it. A motion was made to discuss the matter, and it was determined that more information was needed before the Chapter 43 members could make any sort of a decision. Bill said he would find out all he could about the Pavilion and its needs, and so the motion was tabled until the February, 1992 Chapter 43 meeting. Someone said they heard a rumor that Piper had been purchased and plans were being made to have the Piper production facilities moved to Russia. No one could elaborate on or add any more information to what had already been said. Mary Mitchell, who is one of the Regional Fly-In Committee Representatives, asked for any and all suggestions that we might have concerning the bettering of the Fly-In. She said to let her know any time an idea comes to mind. Ken Lysek told everyone that he had brought in a bunch of magazines for anyone interested to help themselves to. Ken reminded everybody that Treasurer Roy Maneely was collecting the \$10.00 1992 Chapter 43 dues, and to be sure to not delay in paying because a Roster will come out in March.

Gene's Corner: Gene Horsman brought in several Trade-A-Planes and a copy of last year's AOPA Airport Directory for anyone interested to take. He mentioned that Trade-A-Plane is now offering a one issue a month subscription rate of \$14.95 per year instead of the three issues a month they have made everyone purchase in the past. He felt that this rate and number of issues would be more along the lines of what the majority of us would need or want. Gene showed an advertising card that offered Bungee Jumping, in case any of us were thinking about taking the plunge (pun intended). We need a Flight Leader for this. Any Volunteers??? Along the same lines, Gene asked if any of us had seen the spot on TV that showed a couple getting married in a hot air balloon and then doing a double Bungee Jump immediately

Gene's Corner cont: after they had been pronounced Man and Wife. Gene said to take a look at the model airplane plans on the pool table of a Culver Cadet and a Rearwin Cloudster. They were supposed to be very accurate scaled plans made from the original drawings. Gene made mention of an article that was published in the Wall Street Journal in December of 1991, which dealt exclusively with the failing General Aviation Industry and the exploding Homebuilt Aviation Industry. Gene said it was too long to read out loud, but remarked that things are really progressing with the EAA and everything it represents when we make the Wall Street Journal! Kirby said that he would publish the entire article in an upcoming Newsletter so that we would all have a chance to read it. Gene read a letter which was written by Vern Clements that gave a brief history of the Gee Bee R-2 Racer and detailed the first flights of the Replica that Steve Wolf and Delmar Benjamin recently completed building. Delmar did the testing flying. The letter was quite interesting. It, also, will be published in the Newsletter in the near future.

RV Corner: This is a new monthly Chapter 43 feature. There are now some 75 RVs being built or already flying in Colorado, with more than 30 of them in the Denver area! Doug Bloomberg, who writes the "Rocky Mountain RVators Newsletter," stood and talked about this series of airplanes that is now the most popular among homebuilders. He said that at each Chapter 43 meeting from now on, a different builder will stand and give a report on the progress of their particular project, explain why they chose to build an RV, and generally talk about whatever comes to mind regarding RVs. Doug said he was happy that Chapter 43 chose to recognize the RV builders in the area in this way.

Progress Reports: There were no progress reports given.

A&P: The business portion of the meeting adjourned for coffee at 8:25 P.M. After the break, John Pakan gave a slide presentation and talk about flying to Alaska. He first went over some of the things that are required when flying through Canada, and gave an overview of the regulations that Alaska has in place. He brought in quite a few of the books and maps and reference materials that he took with him and researched his trip with. He also put up a large map of Alaska which showed the route that he took. The slides that he showed were quite spectacular, although he didn't have as many to show as he would have liked. Brad Davenport then showed a number of slides that he took while flying to Alaska to compliment John's. Brad's were of a different route, so we got a really nice overall presentation. As most of you probably know, John Pakan, who has been a Chapter 43 member for many years, has taken an early retirement package from IBM. He will be moving to Alaska in the near future to start a new business, so the timing of this presentation was perfect. Everyone thanked John for putting on the evening's program, and wished him much success in the future.

DUES: That's right, it's dues time again. There will be no increase in amount again this year. Dues are still \$10.00. Please take a few minutes and fill out the 1992 Membership Renewal Form which was included in the January Newsletter. The Board Of Directors and the Program Chairman need your suggestions for Programs in 1992.

CALENDARS: We still have 1992 EAA Calendars to sell for \$4.00 each.

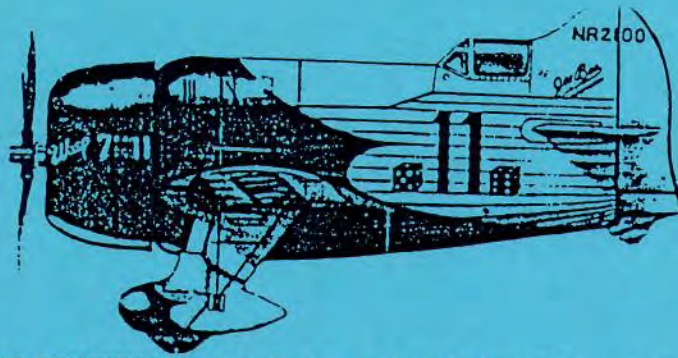
BAD NEWS: I have learned that Chapter 43 member Dick Weppner died sometime in the last week of January. He had been fighting cancer for about a year and a half, I believe. No one called to let me know about this; I

BAD NEWS cont: happened to hear about it while talking to someone about an unrelated matter. I don't have any specifics at this writing, but I will do some research before next month's Newsletter and write everything I can find out about Dick. Condolences to Dick's family and many, many friends.

CHAPTER 43 MEMBER REALIZES DREAM: Ib Hansen, a Chapter 43 member whom many of you probably don't know because he isn't able to make many of the meetings, is building a Cassutt that he plans to race in the Formula I class. Fred Seal and I first met him at the races held at Pueblo's Airport a few years ago. Ib has his own machine shop business in Arvada, and the past few years has been making parts for the person who was marketing the Cassutt, including landing gears and propeller extensions. Ib really wanted to get some serious things going with the marketing of the Cassutt, from offering plans only up to selling pre-welded fuselages, and also providing wing kits and many of the small items, both metal and fiberglass, that builders would like to buy rather than make themselves. A two-place side-by-side Cassutt was also being developed, and Ib wanted to see it be completed. He was not getting the enthusiastic response from the person who owned the rights to the Cassutt, though. Ib called me up one day recently, and asked me to stop by his shop, as he had something he wanted me to see. What a surprise I had when I walked in and saw the entire Cassutt business, including the two-place airplane and wing and all of the special forms and plans and other related items! Ib had quite a smile on his face, and told me that it was a rather sudden thing that a deal had been made between himself and the previous owner. Ib and Fred Seal quickly rented a truck and drove to Independence, Missouri to pick everything up before the deal fell through. Ib is a very hard worker and an excellent machinist, so I feel this will be a really going operation in the near future. Ib has a lot to do before he can offer all of the parts and kits that he plans to make available. He is also going to finish the two-place Cassutt, and offer it as well. For those of you who may have discounted the Cassutt as an airplane you would like to build because of the high landing speeds, Ib has plans for a modified Owl wing and a composite wing which lower the landing speeds by quite a bit, while still allowing for impressive performance in other areas. Ib will most likely be at this month's meeting to talk about his new acquisition, and will bring some brochures and related information and a set of plans for everyone to look at. If you can't make the meeting but would like to talk to him, his number is 940-8442 or 423-0780. He told me that if I wrote a nice piece about his new business, he would buy me lunch! How was this, Ib?

INVITATION: EAA Chapter 660 has invited the members of Chapter 43 to a talk by Ben Millspaugh at Littleton High School on Saturday, February 15, 1992 from 7:00 P.M. to 9:30 P.M. Ben taught the Aviation Course at Littleton High School until he recently retired, and received the "Aviation Teacher Of The Year Award" at Oshkosh last year. Ben's talk will be titled, "Today's Dreamers -- Tomorrow's Aviators." Ben is an excellent speaker, so this should be a very enjoyable evening. Chapter 660 said that everyone is welcome, so be sure to bring all interested guests, including teenagers and even younger people. Littleton High School is located approximately two blocks to the Northeast of the intersection of Littleton Boulevard and Broadway.

AIRCRAFT WRECKS: Chapter 43 member John McCabe would like to know who told him at the November, 1989 meeting of some military aircraft wrecks that they knew of in the Colorado mountains. John said that if you were that person, to please call him at 460-8142 or talk to him at the next meeting.



STEVE WOLF / DELMAR BENJAMIN'S GEE BEE R-2 RACER Replica TEST FLIGHTS

Thanks to an invite from enthusiastic, smiling Steve & Liz Wolf, and quiet, precision, calculating Delmar Benjamin, Maureen & I arrived at the WOLF AIRCRAFT hanger 1½ days before the R-2 test flights. Upon arrival, fairings were all over the floor, but the group of skilled A/C workers, including Lee Dubay, DAR, were working so intently that we just tried to stay out of their way! It must be mentioned that after seeing that beautiful GEE BEE, Maureen was almost as continually excited as I was, and still is... when a wife feels that way... you well know the impact of this event, making our Christmas the greatest ever!

The 'Roll-Out' was too late for flight Sun. evening, but Delmar did do more taxi testing that revealed his skilled ground handling, which also let us hear the Pratt & Whitney's beautiful sounding exhausts 'music'.

On 12-23-91, over 59 Yrs. after the original "R" GEE BEE,s stunned the world, a seemingly very calm Delmar Benjamin taxied the epitome of brute racing beauty to the end of the runway, while we spectators watched in silent awe... with cameras ready, as he took his time checking out the engine.

The thunderous roar & acceleration was overwhelming; beautiful take-off, moving fast to altitude, circling outside the field's perimeter within our vision during his 'feeling it out' flight procedures. "Stall 100 mph with recovery straight ahead." A Roll ea. way, Side-Slips & a pass above the runway at "240 mph" without pushing it. Then, a landing approach, so soon; I expected him to do that several times, before landing! But no... Delmar made a nice landing, just like that! Steve happily said that only about 1300 ft. of the 2200 ft. runway was used! Delmar taxied R-2 to the pumps, shut it down, & got out with us circled around him. He said, "THAT'S AN AIRPLANE." "I didn't stay up long because I forgot my earplugs; I'm going up again", which he did after check over and more fuel was added.

On the next flight, Delmar flew the GEE BEE inverted for a longer spell, while the 'Trying Like Hell "Bonanza" Chase Plane's' crew were filming him in flight. He then flew Knife-Edge flight, Rolls, Hesitation Rolls, Loops, & a beautiful Cuban-Eight before doing a couple of low, fast passes over the runway again, followed by another good main-gear wheels landing, very straight down the runway.

Steve Wolf called Mr. Howell W. ("Pete") Miller during the 2nd flight, & held the phone to his open office door so that Mr. Miller could hear it go by on a high speed pass... Mr. Miller was elated to hear it. Steve said they wanted to buy him an airline ticket so that he could come see the tests, but sadly, in his 90,s, he could not fly for health reasons. Your thoughtfulness and compassion is admirable, Steve & Delmar.

Yes, Mr. Howell W. Miller, Chief Engineer for The Granville Bros.' GEE GEE R-1 & R-2 in 1932... you finally deserve more good recognition for the then advanced Teardrop Streamlining that set a World's Speed Record & Won the National Air Races. It's sad The Granville Bros. are now gone, but 59 yrs. later you have now learned that your brilliant mind's work was erroneously ridiculed by many for those many years. You have read too many "Killer Gee Bee's" STORIES. Records reveal that 'a couple' of other brands have also crashed; the cause often being pilot error!

In 1932, you, Mr. Miller, knew there were only a couple of pilots that were possibly qualified to fly your "R" GEE BEE,s, but now, as Steve Wolf has said, "The wing-loading is comparable to flying a P-51 without flaps."

Six yrs. of my past were spent over a drafting-board drawing GEE BEE model plans, with Scale Accuracy being my main goal. My true feelings are: GEE BEE Racers arrived before pilot's training was advanced enough to fly them safely. Delmar & Steve built washout in their R-2 wings for improved lateral control management, resulting in added safety benefits, which has also applied to my flying models. My GEE BEE models, & others built from my plans, fly with an 18% C.G. position, & Steve said they were striving for that figure, & that Designer Curtiss Pitts told him that 18% is the correct figure for the M-6 Airfoil. Delmar's test flights were at 21½% CG, & he said something like, "You just think Elevator & Rudder Control, they are so effective & sensitive." They will move the CG further ahead to reduce Elevator sensitivity, plus other 'Fine-Tuning'. The 22-24% CG used by the 1932 GEE BEE,s had to result in wicked sensitivity that would make any tail-heavy airplane design an accident about to happen!

Brakes are modern Cleveland Discs, giving precise landing roll-out directional control; so much better than 1932 units. I'd better leave further technical descriptions to Steve & Delmar, which I presume will be published in EAA's SPORT AVIATION magazine that is so aptly Edited by Jack Cox. S.A. always includes beautiful color photos too.

Oh, yes, there were some "Killer Gee Bee Addicts" roving around the recent R-2 test site. A local area TV Reporter came to interview Steve who was too busy doing final flight preparation work, so I handled it. During that interview, a fellow kept leaning toward me, saying, . . . "Tell him of the accidents." I 'blanked him out'. "THE THOUGHTLESS ARE RARELY WORDLESS."

On December 23, 1991, bad GEE BEE myths were dispelled. Being in its presence, and seeing Delmar's skilled, thundering flights in the gorgeous Replica GEE BEE R-2... was... A W E S O M E ! Vern Clements, 12-25-91

34TH ANNUAL CACTUS FLY-IN

ARIZONA ANTIQUE AIRCRAFT ASSOCIATION

CASA GRANDE
MUNICIPAL
AIRPORT



FEBRUARY 28th & 29th
and MARCH 1st
1992

SCHEDULE

- FRIDAY:** Early Arrivals - Lunch and spaghetti dinner on the field served by the Casa Grande Lions Club, followed by aviation slides.
- SATURDAY:** Arrivals All Day - Breakfast and lunch on the field served by the Casa Grande Lions Club. Saturday evening Awards Banquet and Program at The Holiday Inn.
- SUNDAY:** Breakfast on the field by the Casa Grande Lions Club.

MOTELS * RESERVE YOUR MOTEL ROOMS NOW! MENTION ANTIQUE AIRPLANE FLY-IN

HOLIDAY INN	(602) 426-3500
FRANCISCO GRANDE	(602) 836-6444
BEST WESTERN	(602) 836-1600
ARIZONA	(602) 836-7802
SETAY	(602) 836-7489

CAR RENTALS

CASA GRANDE CHRYSLER CENTER (602) 836-9220

MORE INFORMATION

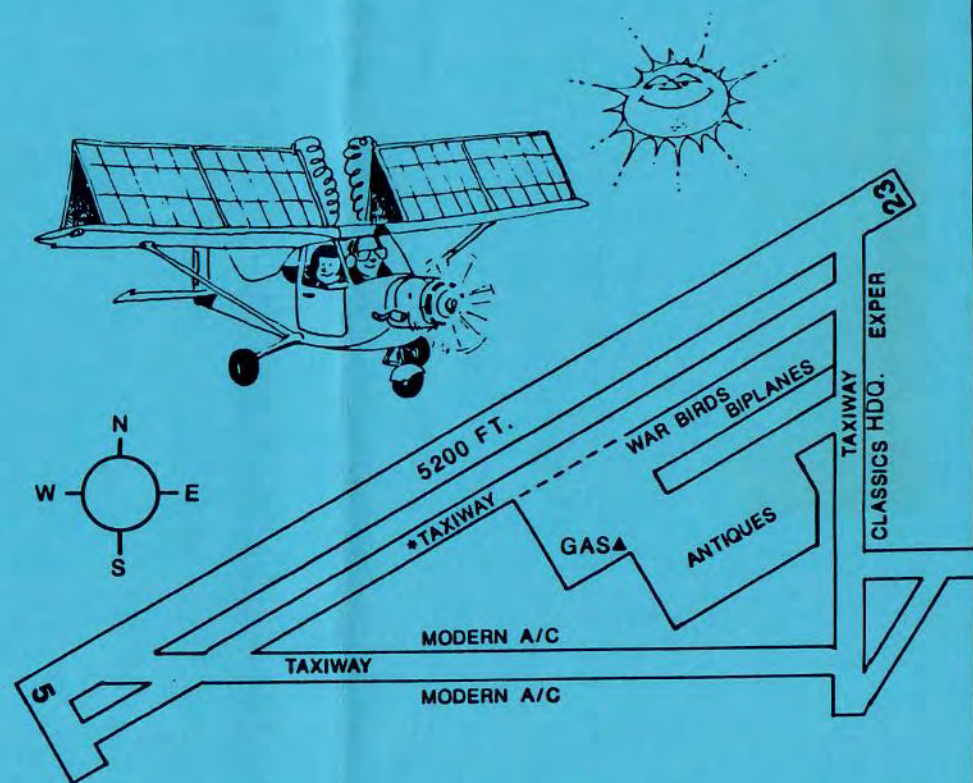
LeRoy Peterson, Pres. Arizona Chapter (602) 838-7783
Tom Blair, Fly-In Chairman (602) 990-3446
Tom McHolm, Vice Pres. (602) 947-3465

ANTIQUES · CLASSICS · EXPERIMENTALS · WARBIRDS

CACTUS FLY-IN

CASA GRANDE, ARIZONA

- **TRAFFIC PATTERN**
RW 5 L/H, RW 23 R/H
PATTERN 2500 MSL
UNICOM 122.7
AWOS-3 132.175
- **FUEL**
100 LL



MARKETPLACE: For Sale: Sonerai IIL project, Pre-welded fuselage, 96 wings, No engine or instruments, \$4,200. David Weise 798-5807
For Sale: BD-5A project, 85-90% finished, Includes plans and drivetrain and propeller, No engine, \$1,200 negotiable. Rick Levine 986-4382
For Sale: Aluminum sheets, 4x12, 6061 T6 - .025, \$28.00 per sheet. Dan Falagradny 423-4366
For Sale: B-29 Bombardier's stick (sometimes called formation stick), \$50.00 each - have several. Dean Cochran 466-3472
For Sale: RT-7AC recording tachometer. John Evens 420-2724
For Sale: Sonerai I, Has flown 3 hours, Lycoming O-145 (65 HP?) with less than 12 hours since complete overhaul, Hydraulic brakes with wheel pants, Spare canopy, Needs work on lower cowling -- excellent winter project, Priced for quick sale -- \$4,500 negotiable. Harvey Ward 871-0872
For Sale: Terra TPX 10 handheld radio with ten crystal controlled frequencies, Does not work, \$50.00. Mark Yelich 469-0557
Wanted: Hangar space for Cessna 140 with wings off, Preferably Jeffco or Tri-County. Chris Scharnhorst 465-0609
For Sale: Little Toot all metal biplane project, Fuselage and tail complete, Cessna gear, Needs wings and engine, Price negotiable. Glenn Nicholls 321-7532
Wanted: Lycoming O-320 (150-160 HP) or O-360 (180 HP) for an RV-6, Mid-time to runout. Art Wilson 838-4347 in Conifer

THE PRESIDENT'S CORNER

This month, John Evens has arranged a really interesting double-header program featuring dynamic propeller balancing and a local Lancair 320 builder. Hope you will be able to attend this month's meeting on the 8th!

1992 Regional Fly-In

As was decided at an earlier meeting of the Rocky Mountain Regional Fly-In Committee, this year's Fly-In will be held at Greeley on June 27-28. January's Fly-In Committee meeting was held on the 12th at Greeley, and attended by Bill & Mary Mitchell and myself. This year's event will be more of a get-together rather than an Airshow due to strict ICAS rules for aerobatic performers, which limits the number of potential performers. Doug Bloomberg of the RV group mentioned that Dick VanGrunsven will be attending this year. Other manufacturers are being invited, too. Bill Mitchell indicated to the Committee that Chapter 43 wanted to make a donation to the Pavilion fund, based on discussion during our January Chapter 43 meeting. Bill will ask for further discussion and a vote on the amount at this month's meeting. Bill will also discuss the responsibilities of the participating Chapters.

January 18th CAFE 43

Once again, the weather was excellent for our Fly-Out and quite a few members flew to Greeley for lunch. I was an hour late getting there, so maybe someone else can identify the participants at the Chapter 43 meeting. I did notice that Kirby flew in this time!

The RV Corner

I had a long chat with Doug Bloomberg before last month's meeting about having a regular monthly update on the RV activity in our Chapter and elsewhere. I understand that he gave an update last month and that he has someone else lined up for this month's meeting.

Board Of Directors Meeting February 8th

This month, I would like to have a brief meeting before the regular Chapter 43 meeting, starting at 6:00 P.M. I'd like to discuss our participation in the Regional Fly-In, and a couple of other subjects. I hope that all of the Directors and Bill & Mary Mitchell will be able to come early!

Mark Yelich, President

EAA
Chapter

720

Annual

Fly-in Breakfast

March 7, 1992

Rain Date March 14, 1992

7:00 am to 12:00 Noon

It's time to open the
hangers and drag them out for
the start of a fun summer!

Location:

Greeley-Weld County Airport

at 720's Lounge in far west hanger.

For more information call Wendy at 353-5514



Chapter 43 Newsletter
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