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**EAA MILE HIGH CHAPTER 43**

*Founded May 1958*

**MILE HIGH FLYER**

*The Official Monthly Newsletter of EAA Chapter 43*



**Jim Loyd**

I discovered airplanes <sup>at a</sup> in local grass airfield in Bennington, Vt. Summer of 1939. Spent much time as tool holder, gopher, plane washer and ride snagger. Our flying was light plane (40-85 HP) bush flying. Almost all New England airfields were grass. Few low-frequency unreliable tube radios. Little govt. involvement. Half of pilots not flight certified (myself included) 5 out of 12 planes on field not registered. Most flights not logged. Two pilots, Henry and Jesse, became my flying mentors. On my 14th birthday they decided I should solo in Henry's Interstate Cadet. I did. Most of my logged stick time was in Jesse's Vagabond. He was a Vermont State game warden and the state paid him to cruise around looking for game poachers. I piloted while he scanned with Binoculars and chatted by radio with state troopers. Lots of tree top flying.

**WWII.** We all joined Civilian Air Patrol (primarily to get gas stamps). We flew a bunch of 'search' missions for military aircraft. Since 95% of the crashes were into the granite mountain sides, 95% of them were fatally grim. Some of us CAP pilots volunteered to fly U-boat patrol missions along the East Coast. Flying tired airplanes behind tired engines 5-20 miles off the shore kept one alert.

Continued on page 4.

**NOVEMBER MEETING: Nov. 10, 2007, 7:00 PM. Rocky Mountain Metropolitan Airport, BJC (the airport formerly known as Jeffco), upstairs to the Mount Evans Room. The program will be by Greg Hall on building wood aircraft construction, and his Fisher Horizon I project.**

### Minutes of EAA Chapter 43 October 13, 2007

Our Vice President, *Greg Hall* called the business meeting to order at 7:05PM. *Roger Newman* was absent for the meeting.

The minutes of the September meeting as published in the newsletter was accepted, seconded and approved by the members present.

**Visitors:** *Steve and Wanda Stratton, T.R. Moore, Stan Challgren, Arthur A. Murka, Gary Motley, Kristen Hinton* of Golden, *Chad Ambrosius* of Golden, *Steven L. Johnson* of Arvada.

**New Member:** *Morton S. Dismuke* of Westminster building his second Spencer Amphibian Air Car.

**Treasurer Report:** Our Treasurer, *Lynn Miller*, was absent for the meeting. *Steve Beach* gave the report.

**Safety Report:** Our Safety Officer, *John Evens*, passed out some FAA taxi tips and some AFSS phone flight-planning tips.

*Dan Mika* presented a safety report on a Lancair Legacy. During a test flight, at full throttle a mixture control failed and the plane crashed killing two people.

**Trip Reports:** *John Evens* took trips to Rapid City, Oshkosh, and almost made it to Gilbertsville, KY for the annual T-18 gathering at the Kentucky Dam State Park but had to turn back because of weather.

**Progress Reports:** *Ed Maggard* is building a Ultra Pup which is designed after a J-3 Cub. *Greg Hall* is painting his house so he can play with his airplane.

**Old Business:** None noted

**New Business:** *Steve Beach* passed around a sign up sheet to put *Dan Mika* on the ballot for the EAA Board.

*Greg Hall* brought up the topics covered at the recent board meeting. First he mentioned the success of our recent pancake breakfast. Next he asked for volunteers to form a fly-in committee. Also he mentioned taking over the Snowbuster Fly-in since Chapter 720 is not doing it anymore.

*Greg* discussed that if we do more fly-ins what are the possibilities of buying a larger grill? *Bill Mitchell* gave a description of an "Easter Egg" hunt Fly-in.

*Greg* brought up a past idea that if there are a group of pilots that fly out to breakfast or lunch, take someone with them.

**Library:** It was opened to suggestions of what to do with it. One is to bring in everything and anyone could take what they were interested in and toss the rest. Another suggestion is to find a permanent place that is accessible to everyone. *Roxy Juul* agreed to store the items until a decision can be made. *Steve Beach* reported on the progress of the aviation building at Metro which turned out to be no progress. The use of the building is the hands of Jefferson County Government.

*Greg* mentioned the option of keeping the monthly meeting as is or including some field trips. *Jim Loyd* said the members needed ample notice of any trips. The events will be played by ear.

*Greg* asked the group if anyone was interested in running an information phone line.

**October minutes, continued.**

**Young Eagles:** *Brian Cabebe* announced an event on Oct. 20<sup>th</sup> for Legacy High School.

**Nomination of Officers, Board Members and Volunteer Offices:**

President: *Greg Hall*, another still pending

Vice President: *Stan Specht & Kyle Heckman*.

Treasurer: *Lynn Miller*

Secretary: *Bob Young*

Board of Directors: *Bill Mitchell & Gene Horsman*

Newsletter Editor: *Bob Young*

Data Base Manager: *John Reuterskiold*

Young Eagle Coordinator: *Brian Cabebe*

*Joe Jones* announced the forming of a new company with a line of aviation greeting cards.

After the break, *George Meshko* shared about his trip to Europe for the "Greatest Generation" and his role aboard a B-17 during WW11. Great job *George* and thanks for serving.

**Jim Loyd, continued from page 1.**

Upon graduating from HS in June of 1945 I enlisted in the Naval Reserve hoping to get into the V5 flying program. Shortly after W.W.II ended the V5 program died and I was discharged. I got a BS in commercial Art and floated around in the commercial art field until 1951. In 1946 Henry and I bought Aeronca L3b liaison plane from War Assets Adm. For \$75. Paid \$75 shipping charge on 25 foot walnut crate. Sold crate for \$150. Recovered frame, demothballed engine and flew it the next couple years. When the Feds started drafting vets for the Korean brawl. I applied for USAF pilot training and ended up in Hondo, TX. I was amazed, horrified and slightly terrified (94%) to find that someone with less brains in his head than brass in his star had decided to strap our tender bodies into the 5500 pound, 650HP, W.W.II T6-H Advance trainer for our primary and basic training. I graduated but 46% of my class and others around the country didn't. 2 classes after mine the brass started cadets in supercubs: washout rate=6%. I chose multi-engine path, flew B-25's (my favorite war plane) in Lubbock, TX and then B-29's at Randolph Airbase, TX.

I volunteered to go to FEAF (Far East AF). I flew several combat missions from Okinawa and a bunch more combat 'type' missions during the armistice talks. Since the 29 was defenseless against the MIG-15, SAC used "Bomber stream" formations to attack North Korea. A group of 29 s took off at random intervals, flew in the general direction of Korea and started their bomb runs from different points, directions and altitudes. All bottom surfaces were painted black and we arrived over Korea at night only. I saw only one other flying 29 during all our missions. Korean war 29s were tired, unreliable. In the Spring of 55 all bomber 29's in FEAF collected in Japan and flew back to Tucson, AZ.

Continued on page 4.

**Jim Loyd**, continued from page 3.

I was assigned to a B-47 wing in Lincoln, NE. The B-47 was obsolete when the first one left the factory. Top speed 430 Kts. when all fighters were supersonic. Bad habit of blowing up. 20 mm stinger useless. Very tricky to land. 3 man crew forced to work every minute of 6 -20 hour flights. Lots of stress ailments among crews. I developed allergies to oxygen masks, JP-3, Nebraska and Lt. colonels.

Was discharged from USAF April 56. Married Lincoln girl, spent 2 years at U Nebraska getting education degree. Moved to Carmel, NY (45 miles north of NYC) Taught fine arts in high school and unified arts in middle school for next 25 years. I joined the EAA in 1963. Was charter member of Danbury, CT Chapter 130. Held all officers chairs couple times. Published news letter for 9 years. Tech Counselor 15 years. Fly-in chairman 16 years. Organized North East EAA officers conferences several times (had Paul P at one). Other chapters I joined: 166, 72, 880, 660,

I learned about homebuilding in a couple partnerships and then built a Spezio Tuholer: low folding wing, tandem seat, open cockpit, radial cowled, 150 HP 0320, 1930's racer style, tube and wood structure. I sold it when I retired in 1983 and headed for Pueblo. While in Pueblo, I drew and wrote 'Kit Tips' column for Kit Planes Mag. I bought original Lacey M-10 and started to restore it. Its upper wing rotated 90 degrees for towing. I sold it in 1989 when my wife and I moved to Storrs, Connecticut. I got into prewar open wheel racing and started a replica 1930s racecar based on Ford Model A parts. I started designing a flying wing roadable aircraft. After 3 years we moved to Thornton. The roadable design didn't work out so I started developing the ARUP configuration that I am neck deep in today. I have been testing models on a boom attached to my van. I attached 2" pieces of string to the models to show air flow. I think I am near the next step. That is to free fly the model. I expect to start building the flying prototype in the near future: say 2020.

Ever Optimistic,  
Jim.

## EAA 43 Board Meeting October 13<sup>th</sup>, 2007

Members present: *Greg Hall, Bill & Mary Mitchell, Steve Beach, John & Roxy Juul and Bob Young.*

Meeting agenda topics: Pancake breakfast, Fly-ins, field trips, home project visits, fly-outs & monthly meetings.

There was discussion on having a pancake breakfast several times a year at Erie airport. It would happen maybe once in the spring (taking the place of the "Snow Buster") and once in the fall. We would need a hanger in case the weather went bad. One place brought up would be Rocky Mountain Propeller as a site. The renting or buying of equipment was another topic. Auctions could be a source for buying and then a place would be needed for storage.

Board meeting minutes continued on page 5.

## Board Meeting Minutes, continued.

We could plan farther ahead and have flyers to advertise the events. We would probably not have a Young Eagle's event at the same time. It was decided to bring it up at the chapter meeting before a final decision was made. More interest was needed so that *Roxy* wouldn't have to do the majority of the work. Also brought up was to include other chapters or just have Chapter 43 involved and to keep present location at Erie or use other airports.

Next was a discussion of a fly-in and Easter egg hunt. Also a fly-out for breakfast or lunch on Saturdays. Some members are doing this and it could be brought up at the meeting for any interest. The pilots going could possibly take someone without a plane. Also suggested was if someone knew of an airport restaurant that had a good specialty item (i.e. burgers, pies) it could be advertised in the newsletter.

The annual banquet will be held again at the Vista Ridge golf course clubhouse. The deposit has been paid.

For the November monthly meeting *Dave Bieseimeier* has someone to present a mountain-flying program. (Editor's note: the mountain flying presentation has been postponed until a later date.) *Put in Bold*

One possible meeting site would be Univair Corp. in Aurora. Also mentioned was field trips to different companies.

Another item discussed was a phone information line where you could call in and get any current events about aviation.

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## EAA Chapter President:

Hello, I am Joe Kuberka of Chapter 72 and owner of Blue Goose Aviation. I guide pilots and their families around the mountains on fun filled vacations. Living in Colorado, most of your pilots have probably flown in the mountains so I have an offer for pilots around Colorado for next April. Prior to Sun N Fun I have set up a 7 day tour in the Bahamas. The tour will start in Fort Lauderdale FL for day one. Then we will fly to three locations. I hope you will let your members know about this tour. I have openings available for 5 aircraft. The first five to register and send in their deposit will be on the tour. If we do not have at least 3 aircraft registered we will not be able to do the tour. I have included a small article if you would like to print this in your newsletter. For every person from your Chapter that signs up for this tour or any of our other Blue Goose Aviation 2008 tours this year I will give your Chapter \$50.00. You can see our 2008 tours at [www.bluegooseaviation.com](http://www.bluegooseaviation.com). If you have any questions please contact me at 719 393-5550 or send me an e-mail at [flybga@hughes.net](mailto:flybga@hughes.net).

Joe Kuberka  
Blue Goose Aviation

## Blue Goose Aviation 2008 Bahamas Tour

Blue Goose Aviation is doing a seven day tour of the Bahamas just prior to Sun N Fun 2008. The tour will start in Fort Lauderdale on Sunday 30 March. We will start with a briefing on ditching and water survival and an opening dinner. On Monday 31 March we will fly to Stella Maris Island about 325 NM. There we will stay at the Stella Maris Resort Club. We will spend three nights here where you can relax on the beach, snorkel, scuba dive, fish, and many other activities. From there we will fly west 90 NM to Staniel Cay where we will stay one night at the Staniel Cay Yacht Club. Our next flight will be 220 NM to Treasure Cay where we will stay two nights at the Treasure Cay Hotel and Resort. On Sunday 6 April 2008 we will fly back to Fort Lauderdale to clear customs and you will then be on your own for Sun N Fun or other fun destinations. We hope you will join us on the exciting relaxing vacation. The cost of the tour is \$1850 per person based on double occupancy, \$2400 for single occupancy, and \$950 per extra person sharing lodging quarters. Price includes: all flight planning materials, help with custom forms, help with preparing your aircraft to fly out of the country, lodging, most dinners and breakfasts, and three water activities (snorkeling, boat rides - one at each resort). You will have plenty of time to relax, and explore on your own. Discover how much fun it is to fly with a group and enjoy life. If you have any questions or would like to see other tours by Blue Goose Aviation please look at our website, call me at 719 393-5550 or e-mail me at [flybga@hughes.net](mailto:flybga@hughes.net).

Joe Kuberka, Blue Goose Aviation



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**Sedona Arizona as seen from the cockpit of Jean-Pierre Verdier's RV-7 on  
the return trip from the Copperstate Fly-in on October 28th, 2007.**

## 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 Bieseimeier	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 Bieseimeier	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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 Data Base Editor  
 210 Lookout View Ct  
 Golden CO 80401

FIRST CLASS



**NEXT MEETING - NOVEMBER 10, 2007, 7:00 PM, "METRO" AIRPORT**