

MILE HIGH FLYER

OCTOBER 1997

Volume 20 Issue 10



OCTOBER MEETING

OCTOBER 11th, 1997 at COLORADO
AERO TECH, BROOMFIELD, CO. at
7:00PM.

FLIGHT & IMAX

Some of you may not have seen the publicity for the new Flight Exhibit that is opening at the Denver Museum of Natural History. On Oct 3rd the exhibit 'Flight: Where Adventures Take Off' will open and the IMAX film 'The Magic of Flight' will begin showing at the museum's theater.

The exhibit was developed by the Children's Museum of Indianapolis and is designed to capture the attention of kids of all ages. You can explore the cabin of a 727, test your legs on a simulated Gossamer Condor, experiment with a real wind tunnel, and climb inside a real 1937 Boeing Stearman PT-17.

The IMAX movie focuses on the Blue Angels as it describes flight from the first days. In the IMAX this is probably as close as you will get to the sensation of flying a FA-18.

Both the exhibit and film will be available for a single price ticket of \$9.00. You may be able to purchase individual tickets for the events but I have not seen any information on that. Grab your kids, grandkids, and local neighbors and go enjoy.

A NICE VISIT:

In September we had the opportunity to visit Pete Clinton's hanger and his Skybolt project. I had talked with Pete a couple of times about the Skybolt, but until our meeting I hadn't realized that he had purchased a partial built airplane from another builder.

As with all purchased projects there were a lot of things that Pete had to change or redo to bring it up to the standards that he wanted. Overall it is looking like it will be a beautiful aircraft when he gets it finished. In addition to the bi-plane his gorgeous Flybaby was on view as well. Both aircraft seemed to be getting about the same amount of attention.

Not only did Pete supply the place to meet but his wife put out the most gourmet treats that I have ever seen or tasted at a meeting. I can't speak for everyone but I know that I went way over my limit while trying to sample one of everything. The chapter thanks both of them for a most enjoyable evening.

We would also like to thank Jim Ernst for opening up his hanger to show his RV project. Many of the members walked over to see the progress on the RV. (Are you sure that's not a T-18, Steve? ed.)

CALENDARS 1998

The calendars are not only here but they are half gone already. We purchased 50 of them and 25 were sold at the September meeting. The rest will be available at the October meeting. The cost is \$7.00 each or 2 for \$13.00.

BADGES:

Herrill Davenport presented the badge that he has developed with an engraver in Boulder. There was a short discussion on color and what should be put on the badge. Everyone had an opportunity to see the badge and then a vote was taken to approve the design.

It will be the basic blue color with white lettering. The badge will have three lines of information. The top line will be 'Mile High Chp 43' (Herrill is working with the engraver to see how much of the chapter name will fit); the middle line will be the members choice (could be an aircraft type i.e. T-18, RV-6, Skybolt etc or you may want an N-number or whatever); the third line will be the members name.

Continued on next page

Left Seat, continued...

Cost at this time is \$6.00 per badge. That price may have to go up if the engraver cannot put the additional line on for a minimal charge. A few badges were ordered at the September meeting and Herrill said he will take orders at each meeting in the future. A big thanks to Herrill for his help in getting the badges going.

This is a prime opportunity for everyone to start wearing your badge to each meeting. Maybe the rest of you don't have a problem, but I have always had trouble remembering names (in fact I sometimes remember what type of aircraft they fly before a name comes to mind).

OFFICER ELECTIONS:

At the October meeting we will have the annual officer nominations. If you have any questions about any of the positions please call me at 469-7661. We are looking for some new blood to help keep the chapter alive and kicking.

RENT:

Mike Zinna has two hangers at Jeffco that he is renting out and would like to get a few more projects in them. These are the larger gray hangers (like the one that Charlie Graf is in) with a few extra amenities. They have good power, restroom, telephone, refrigerator, lounge etc. Currently a Lancair 360 and Glastar are going together in one of the hangers. He is asking \$200/month per builder for the space. You can find him at Hanger 34F. I had a phone number for Mike but lost it, however you can reach him at:

Mike Zinna
11740 Airport Way Hanger 34F
Broomfield CO 80021

He may be at our next meeting if you would like more information.

NEWSLETTER

Dave Biesemeier has volunteered to publish this fantastic newsletter for another year. The entire chapter gives a huge round of applause not only to Dave but also his wife Lyne for the great job that they have done in producing the **MILE HIGH FLYER**. Be sure to thank Dave and Lyne when you see them.

Dave has asked for some assistance in getting articles to him for publication. If you see something in another

publication that would be good to reprint in the Flyer please send it to him. Be sure to send information about where we can get permission for the reprint. If you can write up a little article about a trip, project or some aviation related theme please do. None of us are professional writers, and we are not looking for a Pulitzer Prize winning book. Some of the simplest words can be the most interesting to the general membership and it doesn't take that long to jot something down.

FLYING START PROGRAM:

I mentioned in last months Flyer the new Flying Start Program that headquarters has developed. Personally I think it has some real merit in getting more people involved in aviation. At the September meeting I was looking for a volunteer to help get one of these programs going in the Jeffco area but came up empty.

If anyone would like to be involved (this is not a big commitment) please see me at the October meeting or give me a call.

BURLINGTON:

I haven't had a chance to talk to Doug Bloomberg to get all of the details from the Burlington Fly-in. However I did talk to Mas Yoshida and he said that despite the weather they had about twenty aircraft and a fair number of people that descended on Burlington on September 20th & 21st.

Unfortunately most of the people that stayed over on Saturday night were not able to fly out on Sunday. Mas rode home with Doug (who had driven) and finally got his RV6 back to Jeffco on Wednesday. He said that some of the other aircraft were also getting out on Wed. Even with the rain it sounded like everyone enjoyed themselves.

INTERNET

For those of you that are on the Internet, EAA has a new safety page at www.safetydata.com

SEPTEMBER MINUTES; Sept. 13, 1997 by Gene Horsman.

The meeting was called to order at 7:10 PM.

Kudos to the Clintons for hosting the September meeting! And thanks to George Hayes and Doug Bloomberg for setting up the meeting.

Treasurer's report: Mas reported \$985.07 in the checking account after spending \$230 for calendars and \$97.79 for the September newsletters. Calendars are for sale for \$7 each or \$13 for two.

Visitors: Kelly Coop who is getting his license and wants to build a Zodiac 601. Checking out area chapters.

Deceased: Don Coakley, an original chapter 43 member.

It was reported that Paul Poberezney is rumored to be starting a new Sport Aircraft Association, and that he is parting company with the current EAA. He has had the name incorporated for twenty years, and wants to keep the "grass roots base" that started EAA.

Steve pointed out that the **EAA has a new logo**, and a new name for the convention is being discussed. The "**Flying Start**" program was introduced, to get local aviation businesses involved. A volunteer is needed to help Steve put a program together.

Nominations for new chapter officers will be held at the October meeting. Current officers may volunteer to serve again, but nominations are welcome.

Local fly-ins for the coming month were discussed including the Parkland Chile Cook-off, Burlington, and Telluride.

The new chapter badge was discussed, a motion made and carried to keep the current blue and white colors, with "Mile High Chapter 43" logo.

Progress Reports: Pat Holoran finished his Lovings Love and won the Founder's Award at Oshkosh. He is under consideration for our Banquet speaker. John Stewart won **Grand Champion Kit Built** at Oshkosh. **Pete Clinton** had his Skybolt and Fly Baby on display. Gene Horsman reported on the progress on the Mercury.

John Evens and Mas Yoshida gave a travel report on a trip to the Southwest via T-18 and RV -6 that included Cortez, Mesa Verde, and Monument Valley.

Ron Cothorn reported on the progress of his installation of an electronic ignition on his Long-EZ. He hopes to have it flying by next meeting.

President Steve had a poster that he is working on that shows all of the local chapters and a contact person.

Bill Mitchell has a hangar at Longmont for rent for \$350 a month. He also has a GPS for sale. Fred Wallace has his T-18 for sale for \$26K.

Bob Lee has Young Eagles forms for those who need them. Steve suggested putting together an informal weekend to fly Young Eagles.

Ron Denight told of a Mooney Mite for sale at Tri-county that appears to be in good shape for \$13,000, and includes a Beech Robey prop, and electrical system.

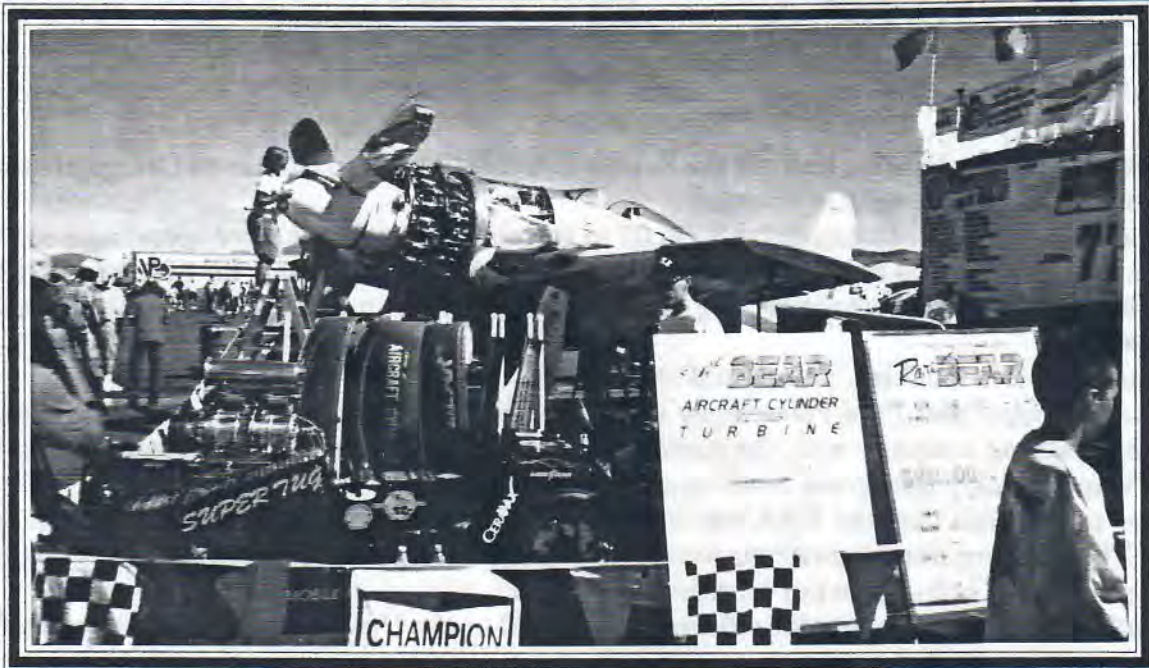
Banquet: John Evens said Saturday or Sunday afternoon would be the best time to take over a restaurant for our banquet. The membership consensus was that \$20 was the most people wanted to pay. The banquet committee will decide whether or not to have a speaker. The location has yet to be decided.

Meeting Adjourned at 8:42PM.

Condolences:

The members of EAA Chapter 43 wish to extend their heartfelt sympathies to Rich Clements and his family on the passing of Rich's wife Catherine, on Thursday, September 25th.

RAMBLINGS FROM THE EDITOR...CROSS COUNTRY TO THE RENO AIR RACES



I have been wanting to go to the National Air Races in Reno NV for years, and this year I decided to forgo the vacation trip to Oshkosh and go to Reno instead. My friend, Rob Martinson, a Vari-EZ flyer, was to be my trip companion, and he made room and rental car reservations for us. We planned a route to take us from the Jefferson County Airport (BJC) to Wendover UT for gas and food, and on to Carson City NV.

We departed on Wednesday, September 10, with Rob in his EZ and me in my Sidewinder. The flight to Wendover was made at 12,500 ft. and was unusually smooth over the mountains, considering the 10 - 15 kt. headwinds. A beautiful sunny day made for a gorgeous flight that took us between Provo and Salt Lake City, with a spectacular view of the great open pit copper mine on the edge of the Class B airspace at Salt Lake. Looking down at the "scenery" of the Bonneville Salt Flats, I discovered that the beige color of the Sidewinder is an exact match for the dirty salt color stretching out below. How, uh, flattering!

Rob chose Carson City because the tie downs were free and the folks at EL Aero Service are super nice. The only problem was getting to the rental car at Reno. We set our baggage down beside the highway, held up a sign that said "Reno" and four minutes later a car pulled up and we were on our way. The nice lad even

dropped us at the door at the car rental agency. Life is good!

We set up camp at the Silver Legacy Hotel and Casino in downtown Reno (posh accommodations far beyond my expectations) and on Thursday morning we were off to the races. After picking up our pit passes and press credentials, we strolled around the pits, taking in the sights and sounds.

The Reno races are hard to describe. There is an electric level of excitement in the pits, especially around the Unlimited racers. These are the big boys, mostly ex-W.W.II fighter aircraft like Mustangs, Bearcats, and Sea Fury's. Some are nearly stock, in the Bronze class, while others are highly modified to compete in the Silver and Gold classes. It is Big Bucks, all out racing that wrings the last ounce of performance from man and machine. Strega (a highly modified P-51) was running laps of 480 mph, and a newcomer, #38, Miss Ashley, a P-51 fuselage with Learjet 23 wings and horizontal tail and a Rolls Royce Griffon engine with counter rotating four blade props was running over 400 mph at it's first outing.

I found the Formula One racers to be as fascinating as the big guys. These Cassutt-sized single place planes are powered by essentially stock Continental O-200 engines revved to over

Continued next page.

RAMBLINGS from the editor

Reno, continued...

4000 RPM. They are designed for one purpose - to get around a closed pylon race course as fast as possible. Where the Unlimited racers have a running-in-the-air start, the Formula One racers line up on the runway for a standing start. It is almost like a drag race to the first pylon, where the race turns Indy 500 style. Like the slogan on the T-shirt says: "Fly Fast, Fly low, Turn left". John Sharp and his super fast Nemesis race plane dominated the Formula One class, qualifying at over 250 mph.

In the F1 pits, housed in a large hangar, the race crews were busy prepping their racers for the next round, but not too busy to answer one's questions. They are friendly, enthusiastic people who obviously love their sport.

If you go, be sure to get a pit pass. It's more than worth the money, and the only way to see what goes on behind the scenes. And be sure to attend the F1 Barbecue and Sunday Awards Banquet. Nowhere else in the world can you see this kind of action. While there are other races around the country, Reno is unique in that it is the biggest and the best, and the racing extremely exciting. Talk to other folks who have been there, and you will get the same reaction. It's a blast!

The trip home via San Francisco

Monday morning following the big race weekend dawned bright and sunny, with a strong breeze. Rob and I fueled up the EZ and Sidewinder, made our pre-flight checks, loaded up and took off, climbing out over Lake Tahoe. A beautiful deep blue lake, Tahoe is said to fill a volcano's crater, and is very deep. A marvelous sight from the air.

It was very turbulent on our climb-out over Tahoe, but the air smoothed out as we climbed to our cruising altitude of 10,500 ft. Again we had headwinds, not unexpected going westbound. Our planned course was to take us direct to Lincoln Regional (LHM), squeezing between Beale AFB and Sacramento / McClelland AFB airspace rings, and on over Sonoma County, then dropping down to under 1500 ft. msl southbound to the Golden Gate Bridge, with a

couple of swings around Alcatraz Island. Clear weather, bright sun and light winds made for beautiful sight-seeing. After a few circuits around, we headed back to the west, staying under the Class B at SFO, then followed the beaches and rocky cliffs south, staying a few hundred yards out over the ocean (but within gliding distance of the shore). Too soon we were entering the pattern at Half Moon Bay (HAF). Sure is fun to land in that fat air at sea level (elevation of 67 ft.) Tach time from Reno was 1.8 hours.

We tied the birds down, picked up a rental car and headed for Fisherman's Wharf. What a neat place for a land lubber like me. It is great fun to watch the ships and fishing boats glide across the bay with the sun setting behind the Golden Gate Bridge. A fantastic dinner at Scoma's Restaurant on the Wharf was followed by a cable car ride to see the night sights downtown. We sneaked into the St. Francis Hotel to ride the fast glass enclosed elevator to the top floor. A great view of the city and a fun ride to boot! We wrapped up the evening with Irish Coffee at the Buena Vista, where the drink was invented.

Tuesday morning, we dropped off the rental car at Half Moon Bay, loaded and gassed up the planes, and decided we had time for a leisurely breakfast at the airport cafe. Terrific bacon! Half Moon is a really nice "grass roots" airport struggling with the usual problems of residential encroachment and noise complaints. It was also the departure point for Jessica Dubroff's ill-fated "record" attempt. Real nice folks there.

We finally got off the ground late in the morning, climbed to 1200 ft. retracing our previous days flight along the coast northbound, circled the bridge and island one last time and headed east - destination: Milford, Utah. The winds aloft were still holding, only now in our favor at 10 - 20 mph. We were seeing 190 - 200 mph on the GPS. Exactly 3 hours later we touched down behind a Malibu from C'Springs which was headed for San Fran.

Touchdown at Jeffco was 2.4 hours from Milford, with the trip from San Fran to Jeffco in 5.4 hours flying time. What a fantastic way to travel. I can't wait to make the trip again next year!

EAA MILE HIGH CHAPTER 43

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Submission of articles, comments, or inquiries for publication in the newsletter are encouraged.

Meetings are normally held on the second Saturday of each month at 7:00 P.M. The place is determined each month.

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MILE HIGH FLYER

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THIS MONTH'S MEETING:

Will be held at COLORADO AERO TECH, OCTOBER 11, 1997, at 7:00PM. See inside for details..

