

EAA MILE HIGH CHAPTER 43

Founded 1957

MILE HIGH FLYER

JUNE 2000

VOLUME 24 ISSUE 6



FROM THE PRESIDENT

EXTRAORDINARY PILOTING SKILLS

TO DIFFERENT PEOPLE it means very different things. We all like to think we possess these skills to some degree or another. To a test pilot it may mean taking a craft to the very edge of its envelope or beyond and to be able to bring it back to earth. To the pilot of the crippled DC-10 who put his plane down in Sioux City Iowa, it was "Extraordinary Piloting Skills" that allowed as many passengers to survive as did in that incident. For the pilots of the Voyager, it was "Extraordinary Piloting Skills" that guided them around the world in their historic flight. To a student pilot it may be the "feeling" present just after the very first solo flight. Hopefully, this "feeling" is soon replaced by reality.

I think there is a thread that runs true to most pilots, the commercial pilot doing the ocean spanning flight and the local pilot shooting touch and goes on the grass strip, the astronaut as well as the ultra-light pilot. It is these "Extraordinary Piloting Skills" that we use 99.9% of the time that keep us out of situations where we need "Extraordinary Piloting Skills".

Roger

JUNE MEETING:

This month's meeting will be **Saturday, June 10th, 7:00 PM** at **Tri-County Airport, Erie CO**, at Blue Grassfield's Mad Eagle Aeronautical Hangar. Take CO Hwy 7 to Road 1 on the west side of the airport. Go north about 1/2 mile, bear right onto the gravel road that leads to the big dark green hangar. Turn right at the gate.

The Program will be a presentation by Brent Olsen on Electrical power back-up and protection systems for auto engine conversions.

May Meeting Minutes

May 13, 2000

The meeting was called to order at 12:30 PM by President **Roger Standard**.

VISITORS: **Meagan McGovern**, a candidate for the Air Academy, read a short statement on why she wants to go to the academy. A motion was made, seconded and passed to provide Meagan with financial assistance if she is accepted.

APRIL MEETING MINUTES: M-S-P'd (Moved, Seconded, and Passed by vote) as published.

TREASURER'S REPORT: President Standard gave the report in Bob Wilson's absence: \$2487.03 in the chapter checking account.

PROGRAM: Our annual picnic at Don Coleman's.

PROGRESS REPORTS: Negative progress was reported by Cliff Begnaud in the form of an announcement by Stoddard Hamilton regarding their impending re-organization and/or liquidation. This was a surprise and shock to the Begnauds, as they had recently placed a down payment on a Glastar kit. It is believed that part of the Glasair business will be sold and continue in operation, such as the Glastar kit production.

(The secretary/editor needs help with names on the progress reports - **please state your name along with your report.**)

SAFETY: Ron Denight, Chapter 43 Tech Counselor and Safety Rep., cautioned those in attendance on the hazards associated with warm weather air temperatures, including not over doing the pre-take off run-up. Temperatures in the cowling can rise to the point of causing fuel system vapor lock. Watch density altitude, and be cautious of weight limitations. Regarding pattern safety, listen & give position reports, watch for traffic, and be sure to use the proper runway.

ERIE TOWN FAIR: Michael Maya Charles noted that pilots would be needed for the Young Eagles rides to be offered at the Erie Town Fair on May 20th.

ROCKY MOUNTAIN REGIONAL FLY-IN: Marilyn Allison, Volunteer Chairperson, asked for those in attendance to sign up as volunteers for the Regional Fly-In coming up on June 24th and 25th.

ADJOURNMENT: Dean Cochran was gracious enough to provide us with a motion to adjourn so we could all continue to gorge ourselves on the marvelous pot-luck vittles.

SUN 'N FUN STATS.

- ◆ **ATTENDANCE** at this year's event was 679,400 contributing an economic impact of \$32,928,500.00.
- ◆ The media was represented by 592 folks from 23 countries.
- ◆ There were 412 forums with 16,405 participants.
- ◆ Workshops drew an attendance of 216,729.
- ◆ Educational tours by students, teachers, and chaperones numbered over 2,400.
- ◆ The International Visitor's Center counted 3,051 international visitors representing 90 countries.
- ◆ All 50 states were represented by domestic visitors.
- ◆ A total of 53,534 air traffic movements were recorded by Sun 'n Fun air traffic controllers during the week, including 3,575 helicopter, and 4,587 ultralight movements.
- ◆ Perhaps most important, there were over 4,750 volunteers contributing to the overall success of this year's event.

AIRVENTURE 2000 PROGRAMS FOR CHAPTER MEMBERS

CHAPTER members can take advantage of the following program opportunities during AirVenture 2000:

- ⇒ Friday, July 28 - Chapter Newsletter editor's Workshop - 8:00am to 10:00am, Vette Theater. Come meet the Editors of all EAA Publications, Scott Spangler and Mike DiFrisco (both former EAA Chapter Newsletter Editors). (This is where I got started! - ed.)
- ⇒ Friday, July 28 - Chapter Web Editor's Workshop - 10:30am to 12:30am, Vette Theater. Come learn how to create a Chapter Website and/or how to make your existing Chapter web site more effective.
- ⇒ Saturday, July 29 - Chapter Leaders Breakfast - 8:00am to 10:30am, EAA Nature Center. Join us for a morning of interacting with other Chapter Leaders from all over the world. Meet EAA Staff Members and enjoy a great breakfast (FREE)! Please RSVP by sending your name, Chapter Number, and EAA number to 800/236-4800, ext. 4876, fax at 920/426-6560, or e-mail to chapter@eaa.org.

PICNIC EXCITEMENT

Those of you who left the picnic at Don Coleman's on Saturday, May 13, before about 2:15 P.M., missed all the excitement. A number of us were standing on Don's ramp looking southward and observed a Bonanza coming down final with full flaps, landing lights on and no gear down. Traffic was using 15 at that time and a Citabria was taking off right toward the Bonanza but apparently saw the landing lights and made a quick climbing turn to the West to avoid him.

We said: "we are going to see a gear up landing!" About that time, there was a cloud of dust and the Bonanza did a 180 degree flat turn and fell out of the sky, with a big thud, landing flat on the belly. Many from the picnic immediately went to the scene. Within a couple of minutes the Unicom announced the field was closed, trapping some people on the ground and others in the air. Bill Mitchell had to land in Boulder and be picked up. The field remained closed for about an hour.

There were 4 people aboard the Bonanza, husband, wife and 2 children and some say a dog. Didn't verify the dog. There were all wearing their shoulder harnesses and seat belts and walked away from the wreck.

Newspapers carried the story and the following is my speculation, only. It was said the wife called the pilots attention to the oncoming Citabria. He must have started a slight turn to the right, away from the Citabria. There is a knoll that rises to the East starting just beyond the threshold. It is a gradual rise but he just kissed the top of it and that is what caused the airplane to stop flying. Any further to the East and it would have been a much bigger thud. I don't want to speculate on events leading up to the crash, because I did not read any of the articles and don't know the story. Thankfully everyone walked away and that is the main thing. The next day they picked up the airplane with a crane, dropped the gear and towed it to Alpine Aero, Don Coleman's maintenance shop. Don told me the main spar was broken in the belly crossover and naturally the right wing and flaps had damage as well as a very interesting looking propeller. All blades bent back 90 degrees and not just at the tip. I'm sure the insurance company will basically total the airplane.

An interesting finish to a nice day, friendly gathering and lots of good food.

Gene Horsman

FOR SALE 1979 PIPER TOMAHAWK

Well maintained - excellent condition. 1890 Total time airframe and engine. 115 HP Lycoming <6 gph @ 120+ mph. Hangared. Annual 4/2000. KX170B navcom and KT78A/Encoder. EGT, GPS, 6" wheels

Bud Aumann: 970/542-2833.

STANDARD WEATHER BRIEFING

At a minimum, your preflight briefing should include the following elements:

* Adverse Conditions

Significant meteorological and aeronautical information that might influence you, the pilot, to alter your proposed route of flight-or even cancel your flight entirely (e.g., thunderstorms, icing, turbulence, low ceilings or visibility, airport closures). Expect briefer to emphasize conditions that are particularly significant, such as low-level wind shear, embedded thunderstorms, reported icing or frontal zones.

* Synopsis

A brief statement as to the cause of the weather (e.g., fronts or pressure systems) which might affect your proposed route of flight.

* Current Conditions

When your proposed time of departure is within 2 hours, a summary of the current weather, including pilot reports (PIREPs), applicable to your flight.

* En Route Forecast

Expect the briefer to summarize forecast conditions along your proposed route in a logical order; i.e., climb-out, en route, and descent.

* Destination Forecast

The destination forecast for your planned ETA will be provided, including any significant changes within 1 hour before and after your planned time of arrival.

* Winds Aloft

The briefer will summarize forecast winds aloft for the proposed route. Temperature information will be provided on request.

* Notice to Airmen (NOTAMs)

Current NOTAMs pertinent to your proposed route of flight will be provided. However, information on military training route and areas (MTRs and MOAs), along with PUBLISHED NOTAMs and Special Notices, must be specifically requested.

EVENTS:

2000 CHAPTER 43 MEETINGS:

June 10, 2000 Electrical system back-up power.
July 8, 2000 To be announced.

OTHER REGIONAL EVENTS: (Bold print indicates an EAA sponsored activity)

June 10-11 **18th Annual Stearman Fly-in, ST. Francis KS. 785/332-2251.**
Jun 24-25 **22nd Annual Rocky Mountain EAA Regional Fly-In - Longmont CO**
Jul 5-9 **Northwest EAA Fly-In - Arlington WA**
Jul 26 - Aug 1 **EAA AirVenture Fly-In - Oshkosh WI**
Sep 9-10 **Goldenwest EAA Fly-In - Atwater CA**
Sep 9-10 **Midwest EAA Fly-In - Marion OH**
Sep 16 **4th Annual Full Moon Hangar Party - Boulder - Business Aircraft Sales - 303-444-5560**
This is 'not-to-miss' party!
Oct 6-8 **East Coast EAA Fly-In - New Garden PA**
Oct 12-15 **Copperstate EAA Fly-In - Mesa AZ**
Oct 13-15 **Southeast EAA Fly-In - Evergreen AL**
Oct 19-22 **Southwest EAA Fly-In - Abilene TX**

DATA BASE & E-MAIL

If you have a problem with your address label please let me know. My e-mail address is ehorsman@juno.com and my address is 210 Lookout View CT., Golden CO 80401-2518. Phone 303/279-5782.

If you want to receive the newsletter off the web site (www.eea43.org) rather than by mail, please call me to add your name to that list.

Gene Horsman

CROSS-COUNTRY QUESTIONS

These questions are drawn from the knowledge test question banks for the private, commercial, and flight instructor certificates and the instrument rating. The applicants for these certificates and ratings must possess the knowledge to answer these questions, and so must flight instructors. How current is your knowledge? Have fun!

1. The definition of nighttime is
 - A. The time between the end of evening civil twilight and the beginning of morning civil twilight.
 - B. Sunset to sunrise.
 - C. 1 hour after sunset to 1 hour before sunrise.
2. What document(s) must be in your personal possession or readily accessible in the aircraft while operating as pilot in command of an aircraft?
 - A. An appropriate pilot certificate and an appropriate current medical certificate if required.
 - B. Certificates showing accomplishment of a check out in the aircraft and a current biennial flight review.
 - C. A pilot certificate with an endorsement showing accomplishment of an annual flight review and a pilot logbook showing recency of experience.
3. The width of a Federal Airway from either side of the centerline is:
 - A. 6 nautical miles.
 - B. 4 nautical miles.
 - C. 8 nautical miles.
4. What is the specific fuel requirement for flight under VFR during daylight hours in an airplane?
 - A. Enough to fly to the first point of intended landing and to fly after that for 45 minutes at normal cruising speed.
 - B. Enough to fly to the first point of intended landing and to fly after that for 30 minutes at normal cruising speed.
 - C. Enough to complete the flight at normal cruising speed with adverse wind conditions.
5. A Third-Class Medical Certificate is issued to a 36-year old pilot on August 10, this year. To exercise the privileges of a Private Pilot Certificate, the medical certificate will be valid until midnight on:
 - A. August 31, 3 years later.
 - B. August 31, 2 years later.
 - C. August 10, 2 years later.

6. Normal VFR operations in Class D airspace with an operating control tower require the ceiling and visibility to be at least:
 - A. 1,000 feet and 3 miles
 - B. 2,500 feet and 3 miles
 - C. 1,000 feet and 1 mile.
7. Preflight action, as required for all flights away from the vicinity of an airport, shall include:
 - A. A study of arrival procedures at airports/heliports of intended use.
 - B. An alternate course of action if the flight cannot be completed as planned.
 - C. The designation of an alternate airport.
8. Except when necessary for takeoff or landing, what is the minimum safe altitude required for a pilot to operate an aircraft over congested areas?
 - A. An altitude of 1,000 feet above any person, vessel, vehicle, or structure.
 - B. An altitude of 500 feet above the highest obstacle within a horizontal radius of 1,000 feet of the aircraft.
 - C. An altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.
9. A blue segmented circle on a Sectional Chart depicts which class airspace?
 - A. Class B.
 - B. Class C.
 - C. Class D.
10. An aircraft is loaded 110 pounds over maximum certified gross weight. If fuel (gasoline) is drained to bring the aircraft weight within limits, how much fuel should be drained?
 - A. 18.4 gallons
 - B. 15.7 gallons
 - C. 16.2 gallons.

ANSWERS:

1. A. FAR 1.1, General Definitions
2. A. FAR 61.3, General
3. B. FAR 71.75, General
4. B. FAR 91.151, Visual Flight Rules
5. A. FAR 61.23, General
6. A. FAR 91.155, Visual Flight Rules
7. B. FAR 91.103, Flight Rules
8. C. FAR 91.119, Flight Rules
9. C. FAR 91.129, Flight Rules
10. A. *Pilot's Handbook of Aeronautical Knowledge*, "Balance, Stability, & CG."

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.

Disclaimer: Be aware that as always, in past, present, and future, any communications issued by Experimental Aircraft Association Chapter 43, regardless of format, and/or media used, which includes, but is not limited to, this newsletter and audio/visual recordings, is presented only in the context of a clearing house of ideas, opinion, and personal experience accounts. Anyone using ideas, opinions, information, etc., does so at their own risk. Therefore, no liability is expressed or implied by the Experimental Aircraft Association Chapter 43, or any of its members. Any event announced and/or listed herein, except as noted, is done as a matter of information and does not constitute approval, sponsorship, control, or endorsement of said event.

MILE HIGH FLYER

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FIRST CLASS



THIS MONTH'S MEETING:

SATURDAY, JUNE 10TH, 2000 at 7:00 PM. See inside for details.