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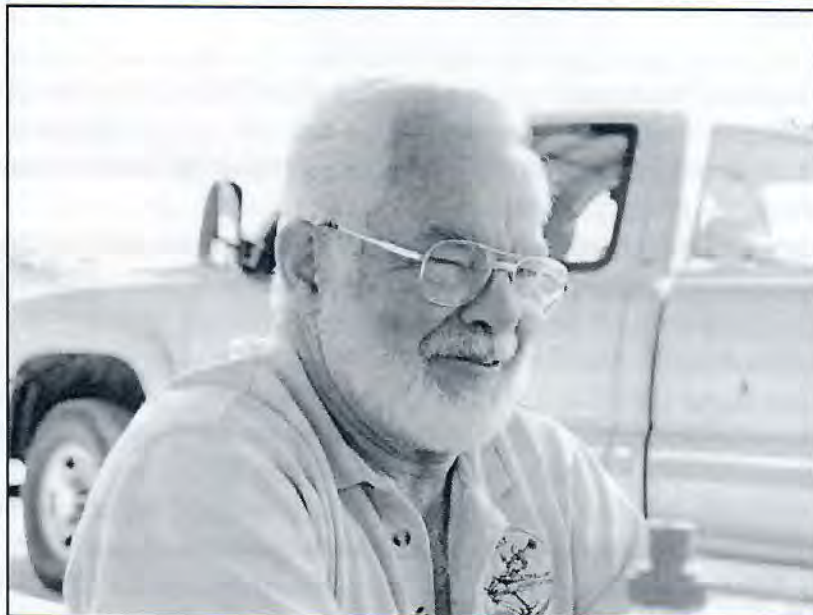


EAA MILE HIGH CHAPTER 43

Founded May 1958

MILE HIGH FLYER

The Official Monthly Newsletter of EAA Chapter 43



Hello, I'm Bill Mitchell.

I've been interested in aviation and cars as far back as I can remember. As child I built and enjoyed control line and free flight models. Starting when I was about 14 years old, I would ride my bike from old Morrison Road to Federal Heights to "help" Bill Blackwood and his partner with their aerial advertising efforts.

I soloed at Federal Heights early in the summer of 1951. Shortly after that I traded an older Ford convert for a J-2 that they said wouldn't fly "up here." It flew just fine! The flying at Federal Heights was just great! Almost every Sunday afternoon some of the guys would be there chasing balloons and cutting toilet paper. Shucks, I thought that was a required part of flying for all pilots!

The day I turned 17, I joined the Naval Air Reserve at Buckley Naval Air Station. One of the pilots there suggested I might get into Navcad from the active duty enlisted ranks, so I promptly joined the regular Navy. I did get a Navcad assignment only to have our entire class washed out due to pilot reductions.

CONTINUED ON PAGE 3

JULY MEETING: July 14, 2007, 7:00 PM. Rocky Mountain Metropolitan Airport (the airport formerly known as Jeffco), upstairs to the Mount Evans Room. The program will be by Jean-Pierre Verdier on his recent trip to France and the European (Van's) RV Convention.

Minutes of EAA 43 Meeting June 9, 2007

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

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

Visitors: Those present at the meeting were *Deborah Hobbie* of Portland, *John Coyne* of Arvada and *Dennis Johnson* of Aurora.

Treasurer Report: Our Treasurer, *Lynn Miller*, reported the payouts and deposits and the balance of the chapter account.

Lynn also offered a special thanks to **Brian Cabebe** and the Chapter 43 volunteers that made the Young Eagle's event at the Erie Town Fair a success. They did a very fine job.

Safety Report: Our Safety Officer, *John Evens*, was absent for the meeting.

Trip Reports: None reported.

Progress Reports: *Greg Hall* reported he put the flaps on his Horizon.

Old Business: *Roger* brought up the rides on the B-17 when it comes to town. *Roxy Juul* reported that the chapter was given 10 seats aboard the plane with one of those being a jump seat. 7 seats were accounted for. The seats were going for \$200 for a member and \$250 for a non-member.

Young Eagle Report: Our Y.E. Coordinator, *Brian Cabebe*, reported on the Erie Town Fair event. They flew 85 kids with 12 pilots with over 100 kids signed up. The next event would be at the R.M.R.F.I. with Saturday being the big day. Other chapters were invited to participate. Also mentioned that Chapter 301 does a ground school before the flights and the kids are more interactive as a result. *Brian* also mentioned a couple new rules revised on Feb. 13 published by the FAA. Rule 91.146 & 91.147 pertains to commercial air tour and charitable, nonprofit, or community events that raise funds. If the ride is free, the rules do not apply. New Y.E forms are now available. A signature is required for a parent or guardian and also for the pilot.

New Business: *Greg Hall* mentioned the *Dean Cochran* was in the hospital. *Bob Wilson* reported that his gall bladder had to be removed. He was recovering well.

Dave Bieseemeier had some extra copies of the items for auction from the Mark Yelich estate.

Bob Wilson motioned that the business meeting be adjourned at 7:33PM and it was approved.

Our program for the evening was *Stan Specht* reporting on his trip to McMurdo Station, Antarctica. The station is Antarctic's largest community. It is built on the bare volcanic rock of Hut Point Peninsula on Ross Island. The station has landing strips on sea and shelf ice. *Stan* presented a very informative program with slides and narrative. Great job *Stan* and thanks.

BILL MITCHELL, CONTINUED FROM PAGE 1

After the Navy I instructed at Stapleton, Columbine, and Longmont and later was very involved with Mountview Aircraft at Jeffco. After Mountview I went to Kensair at Jeffco to instruct aerobatics and instruments. While at Kensair I took it upon myself to destroy a Cessna 170-B in the mountains while flying a search. I guess I did a little damage to myself and Gordo Gibson in the process.

A couple of months after the accident I went to Willow Run, Michigan to fly for Zantop in C-46 freighters. As fate would have it, I also wound up flying the DC 3, DC6 & 7, Argosy & L188. Flying for Zantop was just great. We had many common runs, but we also flew pretty much all over the world hauling more different kinds of freight than I could have dreamed of! Yes, you might say I learned geography from the cockpit of old air freighters! Zantop loaned me the National Geographic for a short time which was goofy, but entertaining. They also "loaned" me to Transarctic Air for a short time. I could have spent my entire life with Zantop and loved every minute of it; however, in the later 60s Detroit was not the place to raise my boys, so I got a job with Air America. I certainly couldn't have my family where I was with Air America so I "threw in the towel." We spent the summer of '72 in the Florida Keys and then come back "home" to Colorado.

I'm fortunate, even at my antiquated age, to still be doing exactly what I've enjoyed all my life. I'm test flying, and instructing people in antiques, experimentals, and gliders. What makes that even better is that Mary is an active participant and totally supportive of this foolishness! Most rich people don't have it as good as I do, and I'm very, very thankful for it.

PASSAGES

Herb Berkman

We are saddened to relate that (EAA Chapter 43 member) Herb Berkman was involved in an aircraft crash of his RV 6A home built airplane. He was on final approach to runway 34 at Greeley, Colorado, Monday morning when the aircraft hit some power lines. The news reports indicated that there may have been some engine problems before the impact. The aircraft nosed over and hit the ground with an ensuing fire. Both occupants perished in the crash. Terry Langen from Tucson was Herb's passenger. They both had spent the week end at the Rocky Mountain Regional Fly-In held at the Front Range airport south of Denver International Airport. They both have been doing the announcing duties together for a few years at the fly in here.

Submitted by Christy Barden, 35 year friend of Herb's.

Cole Kugel

One Hundred and five year old Cole Kugel of Longmont CO, known as the **world's oldest pilot**, died June 10th at his home in Longmont. Mr. Kugel began flying in 1929 and flew as PIC until he turned 100. He continued to fly with a back-up pilot for several years. He had flown his 1976 Cessna Skylane 182 all over the U.S., to Alaska, Central America, and the Bahamas. He last flew as a passenger in his old Cessna just five or six weeks before he died.

2007 RMRFI PHOTOS by Greg Hall



STAN SPECHT WITH HIS 100TH YOUNG EAGLE PASSENGER!



AIR REGULATIONS, 1928 STYLE

Excerpted from Sport Aviation and submitted by Jim Loyd

LICENSING OF AIRCRAFT

Under the section "licensing of Aircraft," it was stated that aircraft must be licensed before engaging in carrying persons for hire..."Between two or more states, or to or from foreign countries. "Between two points in one state is a part of the flight over another state." For the Private pilot, the following provision was made: "Aircraft used solely for the pleasure or non-commercial purposes need not be licensed, although engaged in flying between states."

AIRWORTHINESS REQUIRMENTS

Section 10 of the Regulations covered airworthiness requirements. It was seven pages long and one-half of one of the pages was concerned with the manufacturers data plate. The requirements included airworthiness factors; load-factors; cockpit construction; powerplants; performance. Flight testing at designed gross loads included the following requirements: "A half-hour flight test at full-load to determine stability. Maneuverability, which includes a flight with full load around two pylons or bouys 1,500 feet apart, making five successive figure 8's at 1,000 feet without varing more than 200 feet in height." Other flight performance requirements included: a landing speed not exceeding 60 mph with brakes, 50 mph without; take-off with 1,500 feet; climbing to 250 feet the first minute after take-off; and coming to a full stop when landing within 1,000 feet from touch down.

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BOB ADAMS FIELD, STEAMBOAT

The monetary pressure on our general aviation airports is being felt all over the country. We are seeing it at our Erie Municipal and Longmont's Vance Brand Airports. The following is how the Airport Management at Steamboat Springs is coping with the need to justify operations at Bob Adams Field just north of Town. ed.

Activity at Bob Adams field is on the rise, due in large part to the close proximity of downtown Steamboat Springs. This convenience offers a great value to the up and coming VLJs, as well as the broad spectrum of light and medium General Aviation aircraft. As can be seen in the initial phases of the new Master Plan development, we will soon enter the era of the Very Light Jet (VLJ).

Most communities that have airports consider them to be an economic asset even though their operation requires continual subsidy. Such is not the case in Steamboat Springs. Operating subsidies at SBS seem to present an on-going issue within the Steamboat Springs community. In order to minimize this issue in the future, it has been decided to incorporate new and/or changed service fees beginning on June 1, 2007.

Current fees to be adjusted: (only single engine fees shown)

- ◆ Nightly parking fee - increased to \$10.
- ◆ Monthly parking fee - increased to \$80.
- ◆ Fuel Flowage fee - \$0.15/gallon.

Proposed new fees: (only single engine fees shown)

- ◆ Ramp Parking /Facility Day Use fee - \$5.
- ◆ Tug fee - \$35 for moving aircraft in/out of tenants hangars (may be waived with fuel purchase).
- ◆ Vehicle Parking lot fee - \$5/ night
- ◆ Gate fee - \$5/Airside Pickup (ramp access for taxi service and rental cars).

If you like to fly to Steamboat for lunch or overnight like many of us do, expect to have to pay up.

“Fun Places to Fly”

FunPlacesToFly.com is a great web site to look for places to go with your airplane! Click your way by State, events, or fun places to fly. You can personalize it to search your local neighboring states, and there is a link to give you a summary of the coming weekend's events. New items are added almost daily, so if you can't find a place to go with fun things to do, you're not on the right web site! You can even add your own aviation event to the site to add exposure to your event. Between this site and ***Airnav.com***, to plan your fuel stops, you're good to go.

Brigadier General Robin Olds

One of the most colorful of the modern military leaders, General Robin Olds died June 14, 2007, at the age of 84. A graduate of West Point and the son of a WWI fighter pilot, Gen. Olds was known for the handlebar mustache he sported while serving in the Air Force during the Vietnam era. Flying P-38s and later P-51s during WWII, Gen. Olds shot down 13 enemy planes and later became a rare “triple ace” by downing four Migs during the Viet Nam War. He was never shot down or wounded during his 259 missions in two wars. (His commanding officers refused to allow him to fly combat in Korea.) He later served as commandant at the Air Force Academy in Colorado Springs for three years. He was well liked because of his ability to relate to his troops and his maverick ways.

WARBIRDS OVER COLORADO

Local EAA chapters played host to several examples of flying history. The *Pacific Prowler* North American B-25 bomber owned by the John L. Terry Foundation of Fort Worth Texas stopped in for a day of tours and rides at Erie Minicipal Airport on Thursday, June 21st. This polished aluminum beauty was flown by pilot Jim Terry, with co-pilot Steve Swift and crew cheif John Branson. Many Chapter 43 members volunteered for the day to help make the visit go smoothly, which was a challenge due to a flat right main tire. The tube was replaced and flights resumed later in the day, and the *Prowler* continued on to the Rocky Mountain Regional Fly-In at Front Range for the weekend, where it was available for tours and rides in exchange for donations.

The Collings Foundation brought the world's last flying and fully restored example of the Consolidated B-24 Liberator to the Fort Collins/Loveland Airport July 2nd-6th. Currently dubbed *Whitchcraft*, this extremely rare war bird has been flying since September 1989 after it's restoration, which entailed complete disassembly, five years, and 97,000+ hours of labor. The B-24 flies as part of the Wings of Freedom Tour, visiting over 120 cities nationwide annually with the Collings Foundation B-17 Flying Fortress and occasionally other Collings Foundation Aircraft such as the B-25 Mitchell. Both of these fully restored aircraft accompanied *Whitchcraft* to Ft. Collins/Loveland. All three planes were open for ground display all five days, and were giving rides for ample donation fees.

Thousands of local folks came out to view the planes and partake of the rare opportunity to experience the sights and sounds of WWII history. July Fourth was also the Fort Collins/Loveland Airport Open House, with many of the airport businesses setting up tent displays to aquiant the towns' residents of the positive aspects and activities of their airport. On display were several homebuilt aircraft, including our members Bob Wilson (Long-EZ) and Carl Harris (RV-4), an RV-8 and a Jet Berkute. Also displayed were a Yak, Piper Commanchee, Cessna Skymaster, Schwitzer Helicopter. and a Cessna Citation. Positive feed-back was overwhelming.



EAA Mile High Chapter 43

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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
 Gene Horsman
 Data Base Editor
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FIRST CLASS



NEXT MEETING - JULY 14, 2007, 7:00 PM, "METRO" AIRPORT