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EAA MILE HIGH CHAPTER 43

Founded 1957

MILE HIGH FLYER

The Official Monthly Newsletter of EAA Chapter 43

Contents

Minutes

Sad News

Copperstate

PR Trip

Events

Jeffco Fueling

New Meeting
Room

Tools

The History of The Missing Man Formation

Pilots fly this magnificent and solemn aerial maneuver for presidents, potentates, astronauts, and other pilots of note as a tribute and showing of love, respect, and camaraderie for a brother pilot.

This maneuver is sometimes flown with the wingman spiraling off or it is flown consistently with a hole where another should be.

This formation has been rumored to have begun when British fighter pilots over the funeral of Manheim "The Red Baron" von Richthofen as a sign of respect by his fellow aces. The formation does find its birth in World War I.

It is British in origin and it was used infrequently and privately during the War. The first written account of the maneuver shown publicly is by the RAF in 1935 when flying over a review by George V. Prior.

During World War II, it evolved into a ceremonial traditions as part of RAF programs. The United States first began the tradition in 1938 during the funeral for MG Westover with over 50 aircraft and one blank file. The Missing Man formation in the United States was still seldomly used until the Second Indochina War, Vietnam, Laos and Cambodia when the public at large caught its first glimpse.

The USAF Thunderbirds were the first military aerobatics unit to ever perform the maneuver. They flew it for the first time to honor the men and women who were then POWs in Vietnam. Aerial demonstration squadrons have now adopted the formation and perform it during ceremonial events such as National POW-MIA Recognition Day, Memorial Day, during funerals and at interment of repatriated remains of Prisoners of War and Missing in Action.

We will miss you Ron, Ruby and Earl

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**NEXT MEETING FOR CHAPTER 43 IS ON
OCTOBER 8TH. AT 7PM IN THE MOUNT EVANS
ROOM AT JEFFCO TERMINAL.**

Minutes of the September Meeting of EAA Chapter 43

Mark called the meeting to order at 7:16.

Old Business: At the November meeting, Officer positions, Board of Director positions and many Volunteer positions need to be filled. Submit candidates to the nomination Committee. Steve Beach Gary Anderson Bruce Stevens

Treasurer Report: Bob Wilson was out of town. Intake \$40 Paid out \$647.02

Visitors: Bev Cameron of Erie and Ed Maggard of Boulder.

Trip Reports: Ron Denight just got back from Keene NH. 25.5 flight hours. John and Vicki Evens went to Wyoming and Montana in their Thorp T-18.

Progress Reports: Greg Hall got them tail feathers done on his Fisher Horizon.

New Business: The Tail Spinners had invited Mark to come and speak to them about the EAA. Mark Graf and Gene Horsman went to Frisco, CO. Full report later in newsletter.

Steve Beach mentioned to everyone to put in their nominations for the November elections.

It was mentioned that the refreshment committee can be 10 people serving one month a year. 8 were already signed up.

Jeffco Airport is moving Alpha taxiway. Starting Sept. 19 it will be shut down for 52 days. Runway 29R and 11L will be closed. See Airport website for update.

Bob Young brought up the suggestion that we do something for the Gulf Coast survivors. Reply from EAA later in newsletter.

Our annual chapter banquet may be held at Luke's—A Steak Place. Stephanie Wells will contact them about the possibly of hosting us.

Adjournment: by Dean Cochran at 7:51.

A brief history of his VariEze by Lynn Miller. Thanks for hosting us and many thanks to Pat for those cookies and zucchini bread. A great presentation by Joan and Ueli Hauser on their trip to Australia followed. This couple flies for fun. Imagine that.

Definitions

A & P Rating: Enables you to fly grocery supplies.

Aileron: A hinged control surface on the wing that scares the hell out of airline passengers when it moves.

Airfoil: Sword used for dueling in flight or what pilots wrap their sandwiches in.

Airspeed: True airspeed plus 20% when talking with other pilots.

SOME CHAPTER PR

On September 12, Mark Graf and Gene Horsman, representing EAA Chapter 43, made a trip to Frisco, Colorado.

Mark had been invited by a group called The Tale Spinners, to come and talk to them, at their regular informal noon meeting, about EAA and its programs. This is a group of older guys, mostly retired, and of every occupation imaginable, including a couple of doctors, A geologist, an ex-Air Force fellow who worked at Edwards Air Force Base in its early days, and a retired Aero Space engineer. They have one thing in common and that is a great interest in Aviation.

The president of the group apologized for their low attendance that day saying they usually had at least twice as many who were there. Maybe we scared them away.

Mark put together a video slide presentation of some of our activities including pictures he had taken at Oshkosh. Some of them were not familiar with Oshkosh at all.

He had some of the pictures used in our calendar two years ago, and some of our Young Eagles activities. We talked about the various things we were involved in and they asked some good questions.

One of the members who arrived late was a WWII P-39 and P-38 pilot. Did he have stories to tell! We are considering seeing if we could get him down to talk to the group.

After the meeting, the President made the suggestion that maybe their group could attend one of our meetings to make up for the low attendance that day. We highly endorsed that idea with him.

This type of presentation would be a good idea for the group to consider. Any organization who would like to know what EAA means and does could contact us for a couple of members to come and talk to them. Sort of a chapter speaker's bureau type thing.

Gene Horsman



A BAD TWO WEEKS

September 10 to September 24 was a sorrowful 2 weeks, for EAA Chapter 43. We lost 3 members, 2 in an airplane crash, and 1 by cancer surgery and heart attack.

I don't know about you, but going to funerals of 3 of your aviation friends in that period of time is really a difficult thing.. It makes one believe that we are really mortal after all and you wonder when the Lord says it is your time to come home.

Yet we go on because these friends would want us to. They would all say, "Don't stop because I am gone, you have life to live yet, and more flying and building to do, so get with it."

So we do go on, with fond memories of the deceased that we will carry with us the rest of our lives and well we should.

Those who attended Ron Denight's memorial service realize how many lives he touched. With a standing room only crowd in a large funeral chapel, we realized that we all had known and appreciated Ron for the friend he was to us all. He helped each one of us when he was asked when we needed help on our airplanes.

The Ruby Lanich funeral was a smaller scale, but Chapter 43 was well represented. I believe there were 16 of us, plus the family and friends present. Again, in watching the video presentation of her life, one could feel the intense love she had for flying and those that fly.. The smile on her face when in the cockpit of the Ercoupe told us that. I had a chance to chat with Ruby various times when she came out to the hangar and I enjoyed every one of them, and she did love those dogs she had.

The Earl Ellis funeral was smaller yet and I guess I was the only Chapter 43 member there. Earl and Ron were co-owners of my Luscombe when they asked me in as a third partner in 1982. I lost both of them in one week. But Earl's love for flying was brought out by his family at the funeral. Probably only our chapter old timers remember Earl and his Vazeze and how badly he stuttered when he got excited, but it didn't stop him from hangar flying, and we all enjoy a good hangar flight don't we?

A few years ago we lost Steve Adler to an aviation accident and almost thirteen years ago we lost Bill Amos to a crash. And prior to that Guy Sheeon. We continued on . We also pledged to watch out for one another, to say something when we think we see something dangerous either in equipment or flying practices. Today is another chance to remind each other and make that pledge again.

Yes, we will go on, but we will remember them, and cherish the memories.

Gene Horsman

Greg Hall wrote to EAA Headquarters concerning the relief effort and how we could help. Here is the response.

Greg, There is not a direct effort to specifically help EAA members that have suffered losses

Unfortunately, we have not been able to identify them as to certain individuals. We do have two chapters that were in the hard hit areas but we have been unable to contact them. No phone

service, etc. Various chapters in Louisiana have been accepting donations and funneling them to area shelters, etc. to help those residents in the area that have suffered losses. Please also check out other ways members can get involved in relief efforts on our website at: <http://www.eaa.org/disasterrelief/index.html> Sorry we could not give you more specific information.

Brenda Anderson

Chapter Administrator

A note about fueling at Stevens Aviation

Those of you who were at the September 10 meeting may remember the discussion we had about Stevens Aviation failing to put the discount on fueling tickets. I brought this to Patrice Fenton's attention and here is her answer. The underlining is mine for emphasis.

Gene,

We apologize for that happening regarding the discount not being given. Basically, unless the fueler knows already, he needs to check with the front desk (via radio) to verify that the customer is on your Chapter 43 list. Then, he should write on the ticket very clearly that the customer is an EAA member, and thus gets the discount. If the customer could just check the ticket to make sure this is written on it, that would be helpful. Also, when the customer calls us initially for the fuel (whether via radio or phone), if he/she could please let us know at that time also that he is a member of Chapter 43, we could verify it at that time. Otherwise, hopefully the customers who were charged incorrectly called us so that we were able to credit them back the difference. We always want to know if we have made any errors as we try very hard to be as accurate as possible. Thanks so much for letting us know about this.

Hopefully this will help. Take care. Patrice Fenton

Customer Service

Stevens Aviation

11905 Corporate Way

Broomfield, CO 80021

(303) 469-6671 or (800) 824-1938

Fax: (303) 301-0030 pfenton@stevensaviation.com

HANGER: "Clean, heated, pleasant hangar space for rent at Front Range AP Ideal for finished RV, similar size plane or project." Please call Lothar Klingmuller 303-922-6129 Thanks, Lothar

Open Invite to Copperstate

Dear Chapter Leader -

You are invited to attend the EAA Chapter Leaders Social on Friday October 7th (RSVP Required) in conjunction with the Copperstate EAA Regional Fly-In, Casa Grande, AZ.

Come join us for some refreshments and an evening of interacting with other Chapter Leaders, and EAA Staff.

Refreshments will be served at 7:30 PM, and will be located at the Property Conference Center that is located at 1251 W. Gila Bend Hwy, in Casa Grande. See directions below.

All Chapter Leaders are invited. Also invited are any Chapter Members who are interested in the future direction of EAA and your Chapter.

If you plan on attending, please RSVP by replying to this message, please include your name, Chapter Number, and EAA Number, or fax at (920) 426-6560. If you are bringing other Chapter Leaders/Members with you, please include their information in your reply. Space and refreshments are limited so please don't wait to RSVP.

Please share this message with all members of your Chapter who do not have e-mail.

P.S. For more information on the Fly-In go to this web site: <http://www.copperstate.org/>

*Directions: If you are starting from the Casa Grande Municipal Airport head SOUTH on N. Pinal Ave for about 2.5 miles. Turn WEST (right) onto W. Gila Bend HWY (AZ-84, the Holiday Inn is at this corner) go for about 1 mile to 1251 W. Gila Bend HWY, look for the Property Conference Center signs. The conference center will be a Tudor Style House in an industrial park area.

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EAA - The Leader in Recreational Aviation
www.eaa.org

EAA is about participation: Be a member! Be a volunteer!

Mark your 2006 calendar for the World's Greatest Aviation Celebration ... EAA AirVenture Oshkosh ... Monday, July 24th through Sunday, July 30th. <http://www.airventure.org/>

Subject: Tool Definitions

DRILL PRESS:

A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly painted part you were drying.

WIRE WHEEL:

Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar calluses in about the time it takes you to say, shucks

ELECTRIC HAND DRILL:

Normally used for spinning poprivets in their holes until you die of old age

PLIERS:

Used to round off bolt heads.

HACKSAW:

One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS:

Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH:

Used almost entirely for lighting various flammable objects in your shop on fire.
Also handy for igniting the grease inside a wheel hub you're trying to get the bearing race out of.

Submitted by Al Manley

HYDRAULIC FLOOR JACK:

Used for lowering an airplane to the ground after you have installed your new disk brake pads, trapping the jack handle firmly under the cowling.

EIGHT-FOOT LONG DOUGLAS FIR 2X4:

Used for levering an airplane upward off a hydraulic jack.

TWEEZERS:

A tool for removing wood splinters.

PHONE:

Tool for calling your neighbor to see if he has another hydraulic floor jack.

SNAP-ON GASKET SCRAPER:

Theoretically useful as a sandwich tool for spreading mayonnaise; used mainly for getting dog-do off your boot.

E-Z OUT BOLT AND STUD EXTRACTOR:

A tool that snaps off in bolt holes and is ten times harder than any known drill bit.

TWO-TON HYDRAULIC ENGINE HOIST:

A handy tool for testing the tensile strength of ground straps and fuel lines you may have forgotten to disconnect.

CRAFTSMAN 1/2 x 16-INCH SCREWDRIVER:

A large motor mount prying tool that inexplicably has an accurately machined screwdriver tip on the end without the handle.

AVIATION METAL SNIPS:

See hacksaw.

TROUBLE LIGHT:

The home builder's own tanning booth. Sometimes called drop light, it is a good source of vitamin D, "the sunshine vitamin," which is not otherwise found under airplanes at night. Health benefits aside, it's main purpose is to consume 40-watt light bulbs at about the same rate that 105-mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

The Page For Everything Else I Got

Young Eagle Event: Sunday October 16th, 2005 Time: 9AM to Noon
 Where: Front Range Airport Group: Katrina Victims Kids, approx. 25 kids
 Requested by : Gilbert Wheeler

I would like to have a least five aircraft as the group might grow and be done by noon to allow pilots and volunteers to catch the Bronco's / New England Patriots game.

Contact Maynard Shigley at maysun@comcast.net

EVENTS

- Oct 7 to 10 Copperstate Regional EAA Fly-In Maricopa, AZ
- Oct 8 to 9 Antique and Classic Aircraft Fly-In Valle, AZ
- Oct 15 Platte Valley / Lafayette Foundation Fall Fly-In Platte Valley Airport
 Pancake breakfast 8AM BBQ lunch 11AM Colorado International Aviation
 Museum 303-536-0380 Marilyn Taylor
- Oct 14-16 Rocky Mountain Invitational Aerobatic Contest Lamar Airport
 Bill Thrailkill 719-336-2002
- Oct 16 Editors Birthday #60 Presents and cards can be brought to meeting on Oct 8
- Oct 18 FAA ASF Free Safety Seminar Ramada Plaza 10 E 120th Northglenn 7-9PM
 The Last Five Miles

Letter to Dave Bieseimer from former Chapter 43 member Doug Bloomberg

Dave, Yesterday I was reading the online version of the Rocky Mtn News. I was really saddened to learn of Rons demise. He was one heck of a guy. I considered him to be a friend and have so many fond memories of our trips and just talking. He was a font of information. But then most every one in Chapter 43 is a font of information. I wish if you could remember to please express my sorrow and condolences to Marilyn and the family. Is there any special fund the chapter is collecting? How about Rubies family, I find it really hard to know they are both gone. Well, both flying high now. I do miss Denver and the wonderful folks there. Please

extend my thoughts to the chapter. Here is a story you might wish to share. At a fly-in, probably at Greeley many years ago, Ron, Mark Yelich, Mike Guegler and I all stayed in one motel room. Was supposed to have been two double beds and two cots. Ended up, it was two cots and one King size bed. There were no other rooms to be had. We tossed coins or something, but guess who lost and had to sleep together. Yep Ron and I. We both stayed close to the edge of the bed, opposite edges mind you. And I think our snoring kept Mark and Mike awake. When morning came Ron and I were raring to go. Mike and Mark were a bit slower. Ron was one great guy... I shall miss him. Very Sincerely, Doug Bloomberg

douglasr58@yahoo.com

Fly safe, Blue skies and tailwinds

EAA Mile High Chapter 43

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President	Mark Graf	303-423-8125
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Refreshment Chairman	Open	
Safety Officer	Open	

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 EAA Mile High Chapter 43
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FIRST CLASS



NEXT MEETING FOR CHAPTER 43 IS ON OCTOBER 8TH. IN THE MOUNT EVANS ROOM AT JEFFCO TERMINAL BUILDING