

MILE HIGH FLYER

SEPTEMBER 1997

Volume 20 Issue 9



FROM THE LEFT SEAT:
Steve Beach

SEPTEMBER MEETING

September 13th, 1997 at PARKLAND
ESTATES, ERIE, CO. at PETE
CLINTON'S HOUSE, 7:00PM. See
bottom of page 3 for directions.

AUGUST THANKS

I was headed home from Oshkosh on the day of the August meeting. About 2:00 in the afternoon I was getting down right bored with the Iowa/Nebraska corn fields and realized that if I got back on I-80 I could probably get home in time for pizza and maybe even part of the meeting. All went well and an ETA of 8:30pm was looking very realistic. That was when I convinced myself (for a second time in the last three years) that from the Fort Morgan I-76 exit I could go straight west across to I-25.

Well dusk was just beginning to settle in and if you recall the rain started coming down in buckets just as the sun set. (I was on the Goldwing this trip) To make a long story shorter I managed to get more lost than I ever thought possible and ended up in Fort Collins. (You know how it is; only get the map out if your life depends on it.) By that time I had all the rain gear on and was just able to see well enough to proceed. I figured I could still make the pizza party but by the time that I rolled past the Hut (10:15) my boots had about a quart of water in each of them and my leather gloves were beginning to attach themselves to my hands. The only plus was that I was a whole lot drier than the Harley riders on their way home from Sturgis. I do not recall seeing a single one with any rain gear on. One guy had a \$2.00 yellow poncho cape like they sell at Oshkosh. Picture that thing flapping in the breeze at 60 mph. Kind of like a giant noisy grapefruit with a very loose skin.

At any rate I have expounded on that subject long enough and I still didn't get any pizza. My intent for this column was to thank George for running the August meeting. From the contacts that I have made it sounds as everyone enjoyed the Oshkosh review. Thanks George!!

OSHKOSH 1997

Here a couple of Oshkosh observations from what I saw and heard. Oshkosh was very different this year with the switch of opening day to Wednesday. The shift in attendance was far more noticeable than when it moved from Friday to Thursday. From a flight line perspective we couldn't tell if the overall crowd was bigger or smaller than last year.

I have seen some attendance figures that hover around the 840,000 mark which would be very even to the last couple of years. The biggest difference that we noticed was the large exodus of aircraft and people on Sunday morning. That was normal, however the aircraft and people that normally come in to replace them, did not come this year. It felt to many of us that opening on Wednesday spread the crowds out over a longer period of time rather than being so concentrated on the weekend.

The one thing that I have always warned pilots about is 'get there a day or two early to ensure a parking place'. Not this year. The airport did not close to transient parking until the first morning and camping only closed for a short time on the first day.

New aircraft, the RV's, etc. were probably discussed in detail at the meeting. What I will report on is what I learned at the Chapter Leaders Meeting. Two interesting pieces of information came out of the discussion with Tom Poberenzy. One was a discussion of the mission statements of the EAA and the Foundation. The second was a full explanation of the new Flying Start Program.

Continued on page two

Left Seat....continued

The Mission Statement for the Experimental Aircraft Association reads as follows:

"The Experimental Aircraft Association is dedicated to serving all of aviation by fostering and encouraging individual participation, high standards and access to the world of flight in an environment that promotes freedom, safety, family and personal fulfillment."

The Mission Statement for the EAA Aviation Foundation reads as follows:

"The EAA Aviation Foundation is dedicated to the discovery and fulfillment of individual potential through opportunities and challenges inspired by the dream of flight. Through its people-serving programs and activities, the Foundation shares the spirit, traditions and standards of the Experimental Aircraft Association. Its mission focuses upon EDUCATION, on the rich HERITAGE of man's quest for flight and on RESEARCH and INNOVATIONS accomplished by individuals in aviation."

The comments from the those at the meeting centered mainly on the fact that there is nothing in either statement about building, restoring, etc. Many thought that EAA was built on the desire to work on aircraft and somehow that should have been a part of the mission statement. Tom explained that the broad wording of the statement gives the board and leaders of EAA the opportunity to lead general aviation into the next century.

One gentleman acknowledged that we need to be leaders, but that we should not lose sight of where EAA started and why most of us belong. I too have to agree with him that EAA has to be a power and leader for general aviation. I also have to agree that the main draw of EAA is still the interest within the members of aircraft and building, rebuilding and flying. The off-shoots; Young Eagles Program, Flying Start Program, the Foundation, and museums are all things that happen because we as builders want to keep GA alive and well. But they are not the primary reason that we (or at least I) joined EAA.

The second subject was the formal introduction of the Flying Start Program. This is a program that tries to get more adults interested in flying. I personally think that this is one of the better ideas to come out of Oshkosh in quite awhile. The premise is to get people, that have thought about aviation and flying, to a meeting where they can have their questions answered. It is designed to give them the basis for

making a good decision on whether or not they would like to pursue a dream. A few chapters around the country have hosted a couple of these programs and have had some good success. Even if they haven't gotten new pilot starts they have usually gotten new EAA members. The program is relatively simple (as compared to the Young Eagle Program) to organize and stage. Local FBO's should jump at an opportunity to help and it only takes up a couple of hours. The board will discuss the possibilities of Chapter 43 getting involved with one of these events.

And last but certainly not least was seeing and hearing about other '43 members volunteering at Oshkosh. Chapter 43 has always had some representation at the convention but this year there were two new ones. I ran into Charlie Graf at the volunteer's chow hall about three days before the opening day. He was helping with the building picnic tables and other odd jobs. I also heard from Mas that he had helped at the aircraft emergency repair facility. Both seemed to have enjoyed the experience. One way to enjoy Oshkosh even more than 'just going' is to volunteer a little time.

CALENDARS 1998:

The calendars for 1998 should be available for purchase at the September meeting. Price is still in a holding pattern until we know what our cost will be.

OFFICER ELECTIONS

Just keep thinking about becoming more involved, it is fun!!

WANTED

I have a friend back in Minnesota that needs a spinner for a Debonair. Specifically for a 1960 BE35-33 Debonair CD-146 with a Continental IO-470-J (225HP) and a Harzell BHC-922F-1D1/8477 Prop. If anyone knows of one for sale please call Steve at 469-7661.

Steve Beach

RE: Message from Internet

FROM: ART W WILSON, INTERNET:awilson3@juno.com

Hey David,

Dave Cook, Glenna Bliss, Linda and I had a great flight to the Driggs Family Fly-in July 25-27. The B&B we stayed at was really nice. A really sweet couple run it. She only wanted to charge us \$35 a night after we had agreed to pay \$40. There was access to two National Parks, Heritage days, rodeo, melodrama, bluegrass festival, fly-in, Micro-brew fest, and a bunch of other stuff going on. Great seminars and a really fun place to be.

The Driggs Idaho Family Fly-in is really a great event and it would be a really nice way to start off a trip to Oshkosh. We usually have to fly North to get there anyway.

It was really beautiful with the Tetons (back side) out the window and weather changing like you would not believe. It was really pretty nice in the morning and then about noon it would start to cloud up, followed by lightning and rain with small hail. there were some really fierce storms. The fog and clouds swirling about the mountain ridge was constantly changing. When we left, however, there was not a cloud in the sky and we were able to fly direct, past the Tetons, over Teton pass, and fly a straight line the rest of the way home.

Since getting there and back is four fourths of the fun and adventure, the following is an account of the further adventures of Art and Dave, the Flying Cowboys.

Continued on next page...



Charlie Graf and Don Coleman relaxing at the Judges table at the Rocky Mountain Regional Fly-in.

Directions to Pete Clintons:

From I-25 north-bound, take the Erie exit, (#232) go west toward Erie,, turn right.(north) at the first road past the tall tower, cross the RR tracks and turn west at the sign that says Parkland Estates. Proceed to Betty Pl, 2nd house on east side (4726 Betty Place).

Message from internet, continued.

Dave lost his wallet (yes, again). We had to wait at the Granby airport for him to unsuccessfully search for it. But, we were also waiting for the fog to clear, so it was no big deal. Once over the Divide, Dave drove home to cancel his cards and get some more cash. No cards or cash! Luckily, Glenna had a Mastercard and some big bills (notice how my education is paying off!). We left Granby two hours late. By then there was a lot of broken stuff at the altitude we wanted to fly. We diverted to the West in bumpy air, so I maintained maneuvering speed (Dave only thought it was that he just had the ability to go faster). We kept diverting to the West to avoid thunderheads. We thought it was prudent to land and refuel at Bear Lake, Idaho, and do a few things. We are now about 80 miles or so off course! The lake is high with lots of high ridges around it; spectacular view and inhospitable terrain everywhere. We left and were able to proceed to the North in sort of a straight line. There were lots of high ridges to cross over and we needed to keep moving to the West to avoid clouds.

I was hoping to not get lost on the charts because of moving to the West continually into different valleys. I hoped to look up a valley and see a lake that was on the chart to the East about 20 miles. We were able to see it and get a fix on how to get into the correct valley. I have the best navigator in the whole world. My wife Linda believes that the GPS is only as good as the Government, so she knows on the chart to within 30 yards of where we are. I'm so lucky because it really is nice to have a wife who is a pilot! We crossed over another ridge and were in the Swan valley with a vicious looking thunderstorm over a lake. There was lots of wind at the base—and lightning. Of course, it was right where we wanted to go. I skimmed over the ridge at 12K with clouds just above (500' you can be sure) avoiding the storm, and could see the light visible in the big valley we needed to land in. A huge storm was headed toward Driggs with lots of lightning and dark stuff. We were just far enough ahead of it that we had time to land and tie down.

The air was squirrely the whole way but only a couple of bad bumps. After we dropped into the airport at Driggs, I had to have help putting on my canopy cover because the wind came up and we just got buttoned down when the rain started. It only lasted most of the next two days. Our 2 hour 21 minute flight was now 3 hours and 50 minutes long. More adventure points, right!!

No one else could get to Driggs so they had to stop in Jackson Hole. Our rental car was not confirmed. It was one of those "wait till you are here and we will rustle up something" deals. Now that people could not get over Teton Pass, they were renting cars in Jackson and so we got our car!! Yes!!

As you know, I never fly in the mountains after 11:00 am. However, on the way home, about 11:15 am, as we neared Granby, the clouds were building as usual and we went up to 14,000' for terrain clearance and to find smoother air. Just ups and downs and side to side stuff without any hard bumps. Then about parkview Peak (12,800' or so) we hit a big one. I hit the top of the canopy and my headset stopped working! Dave called my positions for the Granby traffic. A Cessna landed ahead of us and went to the fueling area and turned around as if to park. Linda and I landed (one of my best on 27) and we taxied down to the fueling area when the Cessna, thinking he was at a hick airport, started taxiing to enter the runway. I was still going a pretty good clip, cause Dave wanted to land behind me, when the Cessna instead of holding turned onto the runway about 150' in front of me. Now the brakes, while adequate, are not the best for making skidding stops. I could not use my radio (it would not have mattered since the Cessna obviously was not listening) but the sleeping pilot saw me and slammed on the brakes. He looked pretty sheepish, if you know what I mean. Well, we lived through it. Sure would be a shame to mess up the airplane on our home field after all our adventure points going to Driggs and back!! All and all it was an uneventful flight except for the spectacular scenery.

I made some decisions on this trip: One is to remove my vacuum pump which has started pumping oil overboard; two is to remove the DG and AH gyros, since I never use them anyway; three to be certain that I have a canopy cover with me at all times; and four to update my GPS to a moving map!!!! O yes, I want to install an Auto-pilot and Stormscope!

What an adventure! I can assure you that the hours of building are pretty paid back in huge amounts of adventure points!!

Art Wilson

Special Thanks!

The editor would like to thank Art for sending the above contribution to the *Mile High Flyer*! If you have a similar tale that you think the membership would enjoy hearing, I would be more than happy to publish it in the *Flyer*. We would also like to see photos of your aircraft in the newsletter, so please bring your favorite shots of your favorite plane to the meeting, along with a paragraph or two explaining what we are looking at, or just tell me at the meeting and I will write the copy for you.

And last but not least, the editor wishes to thank his lovely and talented wife, Lyne Biese-meier, for her able assistance in preparing past and present (and hopefully, future), newsletters!

RAMBLINGS from the editor

August Meeting Minutes

The meeting was called to order at 7:08PM by substitute Captain George Hayes filling in for Doug who was supposed to fill in for Steve.

No visitors proclaimed themselves in attendance.

Oshkosh attendees: eight hands indicated the journey to Mecca was made.

Treasurer's Report: Mas reported a checking account balance of \$1113.34.

Safety Report: Brad Davenport said a dispute is ensuing between Chicago, the FAA and the state of Illinois concerning minimum altitudes at Meigs Field. A Falco at Lamar had a broken nose gear, a 450 powered homebuilt (!) threw a prop blade, a Long EZ with a taped up cabin vent caused a lack of oxygen to the pilot and passenger, a Zenair suffered a brake failure caused by a melted plastic brake line, a Subaru powered Kitfox at Longmont had an engine seizure caused by excessively high oil temp (300 F), and a Glass-air III had a gear collapse on it's first flight.

Bill Mitchell: Bill cautioned the Cessna flyers that low voltage caused by an alternator failure will give a false low fuel quantity indication.

Mark Graf trip report: Mark said that Dean Cochran's advice to practice slo-flight before winging to Oshkosh was good preparation for Oshkosh's slow traffic pattern.

A motion was made and seconded to re-imburse Bill and Mary Mitchell for the flowers they purchased and sent to Jan Johnson in the chapter's name. A motion was made and carried to donate \$30 in the chapter's name to the hospice that cared for Marvin Wahl's late wife.

Gene's Corner: Gene Horsman reported that the User's Fee's issue may have been killed. (I have a feeling this may be a snake with nine lives-Ed.) The Hoover bill to curb FAA license revocation powers (named for Bob Hoover) gives the FAA 7 days to decide if emergency revocation is justified. National Weather Service chief Joe Friday was fired. Dave Blanton was hire to convert a Cessna Citation Jet to a water tanker for de-icing tests on other aircraft.

User's fees in France - A pilot in France reportedly spent \$432 in fees just to make a typical 350 N. mile flight.

The program for August was a discussion of this year's Oshkosh high and low lights. The economic impact of the EAA on the Fox Valley for 1996 reportedly totaled 92 million dollars.

BOARD MEETING

Your Board of Directors held a board meeting on September 2nd, at John Even's house. In attendance were: President Steve Beach, Vice President George Hayes, Vice President Doug Bloomberg, Secretary Ron Cothorn, Treasurer Mas Yoshida, Board members John Evens, Bob Lee, Chuck Graf, and Dave Bieseimer.

The meeting was called to order on or about 6:45PM by Steve.

Topics of Discussion:

Elections - nominations for nominee's will take place in October, with elections to follow in November.

Annual Banquet - John discussed the progress of the search for a location and the price. The pros and cons of having a speaker were discussed.

Flying Start Program - Steve reported on the EAA plan to work with FBO's and flight schools to motivate interested pilot prospects through a new program. Should the chapter decide to host a program, a volunteer co-ordinator will be needed.

Young Eagles - Keep the program minimal or expand it?

Meeting topics - A couple of additional ideas to finish out the year's programs was discussed.

Calendars - It was decided to purchase 50 to sell.

By-laws - Open discussion.

Thanks to Flo Yoshida for the delicious cake!

CALENDAR

September 11 - 14 Reno, NV, Reno Air Races

September 13, Shawnee, OK, EAA Chapter 1098 Fly-in Lunch. (405) 273-1311.

September 18, Ponca City, OK, EAA Chapter 1046 Fly-in. (405) 762-7580.

September 19-21, Burlington CO Annual Van's RV Fly-in. Non-RVer types welcome. Call Doug Bloomberg (303) 477-3725.

September 19 - 20, Bartlesville, OK, 40th Annual Tulsa Regional Fly-in. (918) 622-8400.

September 20, Prescott, AZ, EAA Chapter 658 Fly-in Breakfast. (520) 772-6421.

September 27, Denver, CO, Mile High Air Derby. Colorado Ninety - Nines.

EAA MILE HIGH CHAPTER 43

CHAPTER OFFICERS:

President - Steve Beach.....469-7661
 Vice President - Doug Bloomberg.....477-3725
 Vice President - George Hayes.....772-7040
 Secretary - Ron Cothorn.....465-2458
 Treasurer - Mas Yoshida.....421-2776

VOLUNTEER OFFICERS:

Technical Counselor - Brad Davenport.....666-5744
 Technical Counselor - Ron Denight.....452-0458
 Flight Advisor - Bill Mitchell.....427-4025
 Flight Advisor - Tom Young.....833-4091
 Newsletter Editor - Dave Biesemeier.....384-3760
 Young Eagles Coordinator - Glen Grove.....650-4772
 Data Base Editor - Gene Milligan.....466-0831

This newsletter is published by Chapter 43 of the Experimental Aircraft Association for the use, education, and enjoyment of the members and others to whom it is provided. No claim is made for technical accuracy of material presented. Editorial content is the opinion of the contributor and does not reflect the position of Chapter 43 or the Experimental Aircraft Association.

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

EAA MILE HIGH CHAPTER 43

David Biesemeier, editor
 430 Antero Street
 Golden CO 80401



FIRST CLASS

Eugene Horsman
 210 Lookout View Ct.
 Golden, CO 80401-2518

THIS MONTH'S MEETING:

Will be held at Pete Clinton's, September 13, 1997, at 7:00PM . See inside for details..