



## EAA MILE HIGH CHAPTER 43

Founded 1957

# MILE HIGH FLYER

The Official Monthly Newsletter of EAA Chapter 43



### Eric Serani Solos!

Eric Serani is pictured with his instructor, Bill Mitchell, on Eric's 16th birthday, November 30th, just before his first solo. Eric was sponsored by EAA Chapter 43 to the EAA Air Academy and is Ron Cothorn's Grandson. He soloed in Ron's 1946 Champ. Eric's sister, Megan, also soloed the Champ in 2002 under Bill's tutelage. Way to go Eric and Megan!

## THANK YOU!

**T**HANKS to the individuals and businesses that supported our newsletter efforts in 2003 by purchasing the business card sized adds that have appeared in our newsletter each month through the year. And thanks to the Chapter members who have supported these businesses in return. Now for the pitch: if you wish to renew your ad for 2004, or place a new ad, please contact the newsletter editor at 303-384-3760, or by email at [dbieseimeier@comcast.net](mailto:dbieseimeier@comcast.net). The cost of the ads will remain the same for 2004, \$100 for 12 months. Your ad will appear in the print versions of the newsletter and also on our web site edition each month.

**JANUARY MEETING: It's Banquet time! JAN. 10TH. 4:00 - 7:00 PM.** Yes, another year has passed into the Chapter archives and it's time to celebrate with our annual Holiday and Anniversary Banquet! Join us at the **Vista Ridge Golf Club Restaurant**, 2700 Vista Ridge Parkway, Erie CO. The menu will be the Master's Buffet with salad, steak, chicken, roasted potatoes, bread and dessert. Soft drinks, coffee and tea will be included and there is a cash bar. The price is \$20.95 per person. Vista Ridge Golf Club is located just east of the Erie Municipal Airport. Take CO Highway 7 to the Vista Ridge Parkway and proceed north to the restaurant.

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### ITS DUES TIME!!!

Please pay  
your 2004  
dues if you  
haven't done  
so!

Membership  
forms will be  
available at  
the banquet.

## DECEMBER MEETING MINUTES

### 12-13-03 Meeting Minutes

The meeting was called to order at 18:06.

### Chapter Elections

The chapter officers for the coming year have remained the same as last year.

### Young Eagles

Bill & Mary Mitchell purchased an Olympus Digital camera and printer to use for the YE events. The camera is a C-720 & the printer is a P400. The pics can be printed without a PC and should be a real enhancement for the Young Eagles.

### Brad Davenport Lifetime Achievement Award

Mark Yelich was the recipient of the annual award. Congratulations Mark!

### RMRFI Update

Jim Cimiluca invited everybody to the monthly regional meeting. It will be held at the Front Range Airport on January 11<sup>th</sup>. Jim also mentioned that lunch is provided.

### Treasurers report

Bob Wilson reported on the state of the chapters financials. (The account balance will no longer appear in the official minutes due to security issues with the newsletter appearing online. ed.)

### Progress Reports

**John Starkey** has purchased an RV6A kit.

**Cliff & Patti** have a Kitfox Model 5 with an O290D for sale.

**Mike Heiny** has a 60x65 General Steel hangar kit for sale.

**George Hays** is the proud owner of a beautiful 1964 Cherokee 140.

**Dave Kroenfeldt** has purchased a BD4 kit.

**Chuck Garten** said his son has purchased an RV10 kit.

**Rodger Newman**, our new beverage guy, bought a J3 fuselage (on the gear) with the wings.

### Other Business

Joe Jones proposed to Liz in the nose of a B25 at 500 feet over Nellis AFB. It sounded like she accepted! And Joe also said he is working on a new logo for Frontier Airlines. Congratulations to Joe & Liz!!

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December meeting minutes, continued.

### Programs

We were very lucky to have two great aviation presentations.

Stan Specht shared a slide presentation of how his father and him started flying Cubs from their 1300 foot farm strip in upstate New York to his aviation experiences in Alaska.

Terry Jackson flew Grumman boats in the Caribbean island hopping for 2 years and shared some of his slides and experiences with us.

## Chapter 43 and Erie Aviators Celebrate the 100th Anniversary of Powered Flight. Submitted by Gene Horsman.

On Wednesday, December 17, a group of aviators and airplanes met at Erie Municipal Airport to fly on the 100th anniversary of the Wright Brothers first flight.

The day didn't quite go like hoped. First off, the winds at Jeffco were gusting to 35 knots and kept some folks, including the organizer, Stan Specht, from getting to Erie. The winds at Erie were almost calm. Fourteen people signed the quickly put together roster, but I'm sure that not everybody saw the roster to sign. I estimate we had about 8 airplanes.

We gaggled to Greeley for breakfast, at various speeds, but did not get off by 8:35 A.M., the magic time. It was more like 8:50 by the time things got moving. The winds were pretty calm at Greeley also. The restaurant was swamped with people, so service was slow.

Upon starting the return flight someone called Erie and found out that the winds were now very strong there. Well, that was kind of an understatement. It was now gusting to about 25 out of the northwest. All the pilots got some good crosswind practice. A few chose to use 27, but it was sort of 6 of one, a half dozen of the other. Watching Mike Guegler slow fly his 180 down final for 27 prompted one comment that we might as well go have a cup of coffee before he touches down.

But everyone had a good time and we felt like we had done our bit for the anniversary of powered flight. By the time we got back some of us decided to go on down to Jeffco's Blue Sky Grill to join the Wednesday noon get together-for-lunch-bunch, which capped off a good day.

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### DICK WATSON'S RV-9A

This photo was sent by Dick Watson showing his RV-9A sporting its gorgeous new paint job. It was painted by Gene Kear of Aircraft Refinishing located on the Meadow Lake Airport near Colorado Springs. It is painted in PPG Polyurethane with metallic gold trim striping.

### AVIATION WISDOM

- ◆ Naval truism: There are more planes in the ocean than there are submarines in the sky.
- ◆ Three phrases you don't want to hear from a pilot: "Why is it doing that?", "Where are we?", and "Oh S#\*t!"
- ◆ Never trade luck for skill.
- ◆ Weather forecasts are horoscopes with numbers.
- ◆ Progress in the airlines: now a flight attendant can get a pilot pregnant.
- ◆ A smooth landing is mostly luck; two in a row is all luck; three in a row is prevarication.
- ◆ Flashlights are tubular metal containers kept in a flight bag for the purpose of storing dead batteries.
- ◆ Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding it or doing anything about it.

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Daily Specials
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- ◆ The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there.
- ◆ Though I Fly Through the Valley of Death I Shall Fear No Evil For I am at 80,000 Feet and Climbing. (sign over the entrance to the SR-71 operations office at Kadena, Japan.)

## WHAT'S IN A LOW PASS? TROUBLE!

**By Dennis Franks.**

*The following article appeared in the September/October, 2000 issue of AeroSafe, the Seattle FSDO's safety newsletter. Having been to a lot of fly-ins, etc. that featured the occasional low pass, I was surprised to read this interpretation. I spoke to Scott Gardner, Seattle FSDO Safety Manager (Operations) about this. Scott said that they have NOT pursued any enforcement action as a result of this interpretation. Verbal warnings have been issued, however, including a warning to a Boeing Flight Test crew who were showing off a 777 during a delivery ceremony. Heads up, gang! SEA FSDO is a relatively reasonable office, by FAA standards. I can only imagine what might happen elsewhere.*

Until a few weeks ago, I believed what I think a lot of pilots believe. That is, a low pass along a runway is not in itself a violation of the FAR's. I mean, after all, you do have to land that bird somewhere and that's going to require a descent down close to the surface. So it would seem that making a low pass over an airport runway would not be outside the realm of things one expects to see at an airport: an aircraft at low altitude. Well, unfortunately, a low pass done by itself is in fact a violation of the minimum safe altitude tenets of FAR 91.119. Right here I want to define exactly what I mean by a "low pass". It's a maneuver in which the pilot flies as if approaching to land, descending below Minimum Safe Altitude, but stays above the runway, in effect doing a low level fly-by, generally at high speed, with no intention of landing. FAR 91.119 starts with the words, "Except when necessary for takeoff or landing..." In terms of a low pass being a violation, I can guess that if one's goal was to increase the level of safety in operations at airports, one thing which would be seen as a non-essential would be someone buzzing down the runway at 20 to 50 feet up and at high speed. While that seems obviously inappropriate, I asked myself, "How is a low pass as a result of a missed approach or a go-around distinct from simply flying down the centerline?"

Consider the phrase "when necessary for takeoff or landing". A low pass simply for the purpose of experiencing flying close to the surface or to display an aircraft in flight at close range, is by definition, not for the purpose of taking off or landing. It can be done in conjunction with an air show or testing of a repair or alteration which would require a low pass.

Even then, a waiver specifying the who, what, why, where, and when would still be required. The key phrase is "necessary for takeoff or landing". There are appropriate landing activities conducted over airports during which it is necessary for the aircraft to be operated below Minimum Safe Altitudes. The obvious examples are: an IFR missed approach procedure; training for a go-around maneuver; proficiency in the go-around maneuver; recovery from a botched landing approach; and an actual go-around. What we see here is that being low over a runway is considered appropriate when it is associated with, or is the result of, another appropriate activity involved with taking off or landing an aircraft. Another feature of these activities is that there is either an actual intent to land or a real potential or possibility of landing. You may wonder how someone can show what the "intent" of someone else is. Well, in the case of a low pass, if the aircraft is too high or too fast to land on the available runway, or if the landing gear are not lowered, it is clear that the pilot had no intention of landing.

There is a long history of NTSB decisions (case law) supporting this. Incidentally, it does not matter if the Air Traffic Control Tower gave a clearance for the maneuver. Control Towers are concerned about aircraft separation and not about enforcement of FAR 91.119. In the end, doing a fly-by low over an airport is just not an appropriate thing to do, and it does unnecessarily create an undue hazard. So, if you are not coming in to land, or engaged in an appropriate landing activity, be aware that the minimum safe altitude rules of FAR part 91.119 apply.

## EAA Mile High Chapter 43

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**Mile High Flyer**  
**EAA Mile High Chapter 43**  
 Gene Horsman  
 Data Base Editor  
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 Golden CO 80401

FIRST CLASS



**THIS MONTH'S MEETING: Banquet/Meeting.**  
**Saturday, January 10th, 4:00 -7:00 PM. at Vista Ridge Golf Club**  
**Restaurant. Info inside.**