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EAA MILE HIGH CHAPTER 43

Founded May 1958

MILE HIGH FLYER

The Official Monthly Newsletter of EAA Chapter 43



ROGER NEWMAN

Our biography feature this month is our chapter president.

For some strange reason, I was asked to submit a bio for this month's newsletter. I am Roger Newman; I was born in Oklahoma City General Hospital, Oklahoma City, Oklahoma County, Oklahoma, USofA in 1947. (I guess you could say I'm an Okie.)

For as long as I can remember I have thought that airplanes were and are just about the neatest things that God ever put on this green earth, except for my wife, kids and grandkids.

My Dad worked for the VA hospitals and when I was a child, we moved about every three years until we moved to Tucson, Arizona in 1960. My parents decided to stay put and I graduated from Palo Verde High School in 1965.

Turn to ROGER NEWMAN, page 3.

OCTOBER MEETING: OCT. 13, 2007, 7:00 PM. Rocky Mountain Metropolitan Airport (formerly Jeffco), upstairs to the Mount Evans Room. Our program will be George Meshko talking about his "Greatest Generation" trip to Europe. George's talks are always informative and entertaining!

Minutes of EAA 43 Meeting September 8, 2007

Roger Newman, our President, called the business meeting to order at 7:00 PM.

The August minutes of the business meeting were accepted as published in the newsletter.

Visitors: None present.

B-17 Sponsorship: *Steve Beach* asked for volunteers to head up different categories to put leadership in place before applying for the B-17 in October for the tour next year.

Treasurer Report: Our Treasurer, *Lynn Miller*, was absent for the meeting. *Gene Horsman* gave the report. *Gene* also read a thank you letter from Wings Over the Rockies concerning the B-17 tour in June. *Bobby Baumgartner* was the chapter's only volunteer.

It was suggested that a thank you letter be sent to *Bobby* for all his work at the tour. It was also motioned and voted on and carried that he be made a lifetime member of the chapter. A plaque and name badge is also in the works.

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

Trip Reports: *Gene Horsman* and his friend *Gerry Gasvoda* flew to the Luscombe fly in at Mattoon Illinois. There were 14 planes there. The flight was 1900 miles and took 20 flying hours.

Mike Gugeler went to the Antique Fly in at Blakesburg for an Antique flyin.

Bob Wilson took a 6-day trip up north and on to Pugen Sound. He encountered smoke from forest fires on the way. Bob flew by Mt. Hood and Mt. St. Helens and Yellowstone Park.

Georg Grell made it to Brazil on business.

Dave Cordner took a trip to retrieve an O-320 engine for his RV-7.

Old Business: None noted.

New Business: *Gene Horsman* mentioned that Skyraider Aviation based at Erie added a Gobosh G700 to its flight-training program.

Mike Gugeler mentioned that the Friends of Erie Airport will be doing a cookout after the EAA 43 breakfast and offering rides to the residents of the Anthem development.

Young Eagles: *Brian Cabebe*, Young Eagles Coordinator, listed an event with the Boy Scouts on 9/22 and Legacy H.S. in October, (date TBD) and asked for volunteers. He also mentioned he is selling some aircraft parts. E-mail Brian at brian@young-eagles.org for Web site.

The motion was made by *Dean Cochran* to adjourn the business meeting at 7:30PM.

After the break, the movie 16R was shown.

ROGER NEWMAN, continued from page 1.

While in Tucson, I joined the Civil Air Patrol at the tender age of thirteen. The CAP squadron I was in established a flight scholarship that paid for flight training up thru solo. I was fortunate enough to win one year. I began my flight training in January, 1964. I soloed with eight hours and fifty minutes in my log book at the vast and all knowing old age of sixteen. I took my check ride for private pilot the following year.

After High School graduation, I attended Cochise Junior College, in Douglas, Arizona. Viet Nam was already in progress at that time. The powers that be (government) decided that automatic college deferments weren't fair to those not in college. So, at the end of my freshman year all draft eligible males in college had to take a written exam. Continuation of your college deferment rested on the results from the exam. To be truthful, I never found out the results of that exam, but, I didn't feel real good about it either.

Not wanting to be a ground pounder in the jungles and rice patties of Viet Nam, I went down to join the Army's warrant officer flight program and become a Helo pilot. At the pre-induction physical, I found out that I had a high frequency hearing loss and that while I could be "passed" at that time, I would be medically failed later on down the pipeline. Up reared those two ugly words again, "ground pounder".

Figuring the Army had my name and I not wanting to be drafted into the Army, I went down and talked to the Navy recruiter. I entered the Navy on December 9, 1966. After boot camp I was sent to Air Traffic Control School at NAS Glynco, Brunswick, Georgia. Well, being an Air Traffic Controller was pretty neat, and those tower cabs were heated in the winter and Air Conditioned in the summer. Not a bad gig after all and I wasn't getting shot at.

I retired from the Navy, as an E-7, in April 1988. I had qualified at five different Control Towers, four GCA units, and a RAPCON. I had also been assigned to two aircraft carriers, USS Ticonderoga and USS Hancock.

During my 21 years in the Navy, I continued flying and took check rides for CFI, Multiengine, Commercial, and ATP; I also earned my Bachelor's from Embry-Riddle Aeronautical University.

After retirement, I flew for a commuter airline in Beech 99's out of Indianapolis (It went belly up less than a year after I hired on). I and my family moved to Denver in 1988.

I opened a small packaging and shipping business and struggled for five years, missing my flying all that time. I HAD to get back to flying. So, I got current again, and got a temporary job flying a Super Cub, towing banners, out of Erie. I then got picked up by Air Vegas Airlines, again flying Beech 99's, giving tours of the Grand Canyon. One day I got a call from a start up airline called Maverick Air. Did I want to work for them? OH yeah!! Flying DeHavilland Dash 8's out of Denver. It was a Friday, ground school started the following Monday. I burned all my bridges in Vegas and started ground school on time.

ROGER NEWMAN, continued on page 4.

GPS FOR SALE

AccuNav Sport Eagle GPS. This is the non moving map, GPS that Ron Denight set the chapter buzzing with back in the 80's and 90's, when he discovered it would track up to 999.9 mph. and was available at Cabellas bargain barn. We had a least 7 of them in our hangar complex at Erie at one time.

It is a Marine unit but will take you anywhere in the world you want to go as long as you know the LAT/LON

It has provisions for 100 preprogrammed way points and over the years I have only used about half of them. Almost all the local airports are already programmed in and then it extends out to Nebraska, Kansas, Indiana, Illinois and Ohio.

Any number of screens can be programmed to give Bearing, Heading, Ground Speed, Way point ID, Instantaneous Time To Go, etc and a track to watch all the wandering you did.

It comes with a built in Antenna that can look up through the windshield without a separate antenna.

Also comes with a power cord/fuse block that can be spliced into your 12 volt source or any 12 volt source. Complete with a battery holder for AA batteries for portable work.

It was in perfect working order when removed from the Luscombe to make room for a Garmin 196. Now I'm living big time. No color yet though. Had a mounting bracket used for many years but might not work in your panel, but you can have anyway.

Price: \$40.00. Gene Horsman, 303-279-5782, ehorsman@juno.com

ROGER NEWMAN, continued.

At the end of ground school, the Chief pilot came into the class room and said "Congratulations, you all passed your written, however, our financing didn't come through, and so, you are all furloughed." Does God not want me to be an airline driver?

I had a two year stint as a customer service rep for Dish network. Started missing my airplanes again. Enrolled in A&P school at Aero Tech. I completed the eighteen month course in thirteen months by going to school both day and night. I then worked as an A&P for Atlantic Coast Airlines for one year. My family had remained in Denver and missing them, I came back to Denver and was hired as Quality Control Inspector for a small aircraft component overhaul shop.

That gets me kind of close to 2007. I am now semi-retired and working on getting my CFI again, as a Light Sport Pilot instructor.

Dr. Dean Hall

From Mike Bond, president of Chapter 515: "I received an e-mail asking me to pass on the fact that Dean Hall suffered a heart attack on Wednesday (Oct. 3rd). He had quadruple bypass surgery on Friday. Surgery went well and he is currently in CICU, where the doctors are keeping him knocked out for a couple of days. I do not know which hospital or any other details right now...but I will pass them along as I get them."

Amateur Built Aircraft Certification Kit from EAA

When you are out doing TC visits, please make sure the builder is aware of our AB certification kit. For just \$12.99 for members, this kit includes everything you need to register and certificate a new experimental amateur-built aircraft. The 15-page, step-by-step Certification Guide walks you through the entire process—from getting an



N number to the aircraft inspection—and provides samples of how to complete each required form. The certification kit also includes all FAA forms, Experimental sticker (in black), dataplate, and a convenient placard decal sheet. Just call EAA at 800-564-6322 to order.

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RV-6,7,8 PARTNERSHIP WANTED

"I am looking for a partnership in an RV - preferably taildragger - which is already flying. I've got the bug to own an airplane and fly some formation. I'd give free instruction (I'm a CFII) and free check rides if you need any... **Stephanie Wells 303-503-0147.**" swells_4@msn.com

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CHAPTER OFFICERS

OUR chapter elections are coming up in the fall and will be upon us before you can say "Term Limits!" Most of our officers have served in their positions for two years. As with most organizations, a small core group acts as the spark plugs of the engine. We need to keep our engine from sputtering, and a fresh set of sparkplugs would be most helpful. Please give some consideration now to volunteering for one of the officer positions when the nominating committee calls on you. If you aren't sure about taking on one of those rewarding jobs, you might volunteer for the nominating committee itself, and that way you aren't likely to get nominated!

Experimental Amateur Built VS Experimental Light-Sport Aircraft

Until 1/31/2008, a unique opportunity exists for builders to choose between two ways to certificate their homebuilt aircraft. This assumes the aircraft being built can fit within the definition of an LSA. The table to the right summarizes the key aspects that should be considered. **Overall, the basic guidance to builders finishing up their projects is that experimental amateur built (E-AB) is still the way to go.** However, you may want to go over the following questions with your builder s. It just might be that experimental light sport aircraft (E-LSA) might be the better option for their situation:

1. If building from a kit: Do you have clean "chain of ownership" paperwork legally transferring the kit from the kit manufacturer to me?
If no, consider E-LSA
2. If the project was purchased from another builder in process, do you have enough documentation (e.g. builders log) to show it was amateur built?
If no, consider E-LSA
3. Would you like co-owners or future owners of the aircraft to be able to earn a repairman certificate?
If yes, consider E-LSA

If E-LSA sounds like the better choice, have the builder contact EAA's Aviation Services department 888-EAAINFO to verify it is the best bet.

	E-AB	E-LSA
Basic qualification	51% or more of the aircraft must be built by amateurs for recreation or education	Must meet the LSA definition
Documentation of construction required?	Yes, must have builders log available	None required
Can be flown by Sport Pilot?	Yes, if meets the LSA definition	Yes
Registration with FAA	If built from a kit, must provide complete chain of ownership from kit manufacturer to you	Easy, no chain of ownership info required
Flight over densely populated areas	Ok after flight testing	Ok after flight testing
Can be rented by students for flight instruction	No	Yes until 1/31/2010
Insurance available	Yes	Yes
Flight test period (minimum)	40 hours	5 hours
Repairman certificate	Available only to primary builder, non-transferable, Cost: Free	Available to anyone who owns the aircraft. Must attend a course and pass the test. Cost: \$300-500
Who can perform maintenance and repairs?	Anyone	Anyone
Deadline to complete certification	No deadline	1-31-2008

ANTHEM DAY AT ERIE MUNI. SEPT 15th.

Photos by Greg Hall



Pancake Breakfast

Airplane 101



First Open Cockpit Ride?

From the Back Seat of Mike
Gugler's Cub.



EAA Mile High Chapter 43

Chapter Officers

President	Roger Newman	303-280-9140
Vice President	Greg Hall	303-424-4216
Vice President	Stan Specht	303-232-8474
Secretary	Bob Young	303-466-6902
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Refreshments	John & Roxie Juul	303-466-2600

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Mile High Flyer
EAA Mile High Chapter 43
 Gene Horsman
 Data Base Editor
 210 Lookout View Ct
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FIRST CLASS



NEXT MEETING - OCTOBER 13, 2007, 7:00 PM, "METRO" AIRPORT