

**November
2010**

**Volume 37
Issue 11**

www.eaa43.org



EAA MILE HIGH CHAPTER 43

Founded May 1958

MILE HIGH FLYER

The Official Monthly Newsletter of EAA Chapter 43

Contents

Berlin Airlift

Scott Letter

Brian Bio

Aircraft Project

Mustang For Sale

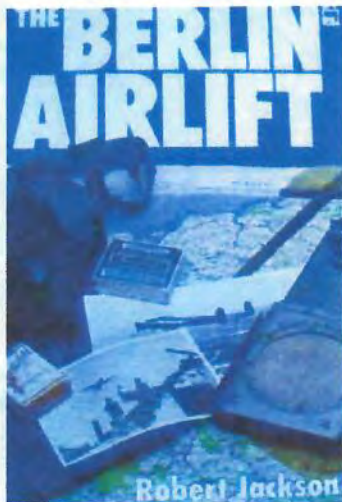
Humor

Pilots Tip

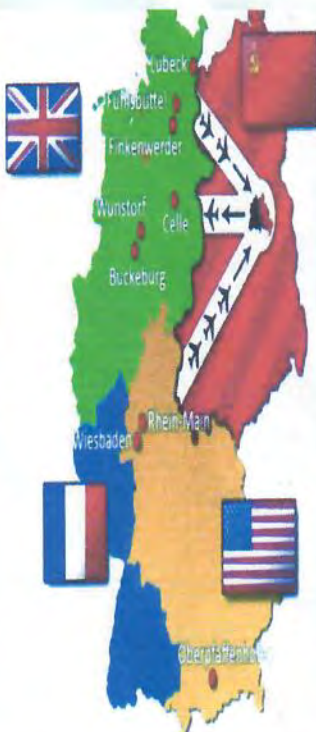
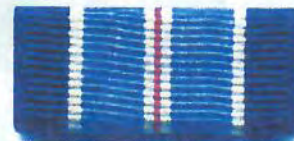
Dec. Speaker

Young Eagles

2011 Enrollment



Berlin Airlift delivers food and fuel in 1948-49 blockade



**EDITOR
Bob Young**

**Cell:
303-921-4423**

**E-Mail:
Bobapilot
@aol.com**

The next Chapter 43 meeting will be November 13th at 7PM at Metro Airport. Speaker will be Wilhelm Jung sharing about his involvement in the Berlin Airlift in the late 1940's.

The Berlin Airlift

In the early hours of June 24, 1948 by order of Joseph Stalin, Russia halted all traffic into and out of the Russian sector of Berlin at Marienborn, which was the Russian checkpoint located nearly 100 miles from the city of Berlin. Stalin also cut off all electricity to the city of Berlin claiming "Technical Difficulties". General Clay who was the Military Governor of Germany at the time contacted General Curtis LeMay who was the Commander of the United States Air Forces in Europe and asked him if they could start flying food supplies into Berlin. General LeMay agreed and the airlift started on June 24, 1948.

At the beginning of the airlift, there were three supplying airfields: Rhein Main and Wiesbaden in the American zone, and Weinstorf in the British zone. However, by the end of the airlift there would be nine airfields. At the start of the airlift, the main aircraft used was the C-47 and they first were to carry 80 tons of milk, flour and medicine into the suffering city of Berlin. The American name for the Berlin Airlift was first called "The LeMay Coal and Feed Delivery Service", The British called it "Operation Plainfare". The primary goal of Russia was to force the United States, Britain and France out of Berlin.

The Berlin Airlift was actually started by General Clay without the permission of the U.S. War Department or President Harry S. Truman. Soon after the C-47's had started transporting goods into Berlin, the Air Force realized that the C-47 was not large enough to haul the weight required to reach their goal of 4,500 tons a day. So General Clay ordered 72 C-54's which was approximately eight squadrons because the C-54 could carry much more cargo.

In May of 1949, Russia finally announces to end the blockade after 328 days. The Airlift continued however, hoping to build a 200,000 ton supply reserve in Berlin. Then in July of 1949, the U.S. and Britain announce plans to phase out the Berlin Airlift by October 31, 1949.

Our sincerest condolences to member Jim Ernst on the loss of his spouse this past month. Our thoughts are with you Jim and your flying friends are here to support you. EAA 43

To my respected EAA43 Members:

This time last year, the EAA43 Board approached me about accepting the nomination to head up our fine group. I had some reservations about it at that time simply due to other time commitments and responsibilities I still had. But, this chapter, meaning as much to me as it does, I accepted the challenge.

I am proud of the fact that we have made some really neat progress in the chapter this year. Membership is growing. The scholarship notoriety and results are really working. The youth initiative has some legs. Volunteerism is not only on the rise, but the fun everyone seems to be having at many of these events tells me that we are turning a corner to making our chapter be a commitment that many want to be an active part of.

But (there's always a but isn't there), if my ability to devote enough forward thinking time on proactive initiatives designed to keeping that momentum moving the way it is, then I would be doing an injustice to the chapter. I have been struggling the last few months trying to juggle responsibilities and time commitments. My business (albeit actually going through some very nice growth) has me spending 75-80 hours a week at the office. Couple that with the failing health of a mother living 1100 miles away in San Diego and some other personal commitments has got me to the point that I am not doing justice to any of my commitments lately. And that is entirely against my fundamental principles of giving 100% effort to any and every challenge I accept.

Until a couple weeks ago, I was going to somehow somehow try and figure out how not to renege on my promise to give it two years. But then I saw we had a candidate nominated for the position at the October meeting and I thought there might be a solution. Why, because the candidate nominated was one that I personally believe has the same love and devotion to seeing our chapter develop as I do.

I have known Brian Cabebe for several years and have met with him for a few hours these past couple weeks to learn a little more about his willingness to step up to the challenge. I am of the firm belief he would make an excellent successor. Brian's love of aviation, his love for this chapter, his commitment to detail and his forward thinking are exactly what I believe we need to continue the momentum I would like to think we have underway right now. His style may be a little different than mine, but his motivations are rightly aligned. He would make an outstanding choice as EAA43's next president and I would ask that you support that endeavor as you have so generously supported mine.

All this being said, I must respectfully decline your nomination as 2011 EAA 43 President. This chapter deserves a 100% commitment and effort. I believe you will have that from Brian and would ask that you support his election and subsequent transition to the role.

I am only stepping down (NOT OUT) for now. I promise you, after some of my business and personal obligations free up over the next couple years, I'll run again if you'll have me. You'll see me volunteering at any and most every event of this chapter. I have offered Brian my services as an advisor every step of the way and would be happy to be as involved as chapter officers and board will have me. But, this is something I simply have to do in order to make sure I don't let any of my other obligations slip.

Respectfully,

Scott M. Serani,
EAA Chapter 43 - President
1500 Daphne Street
Broomfield, CO 80020
303-469-9328 (*home*)
303-358-2858 (*cell*)
ms@instakey.com

Brian Cabebe the High Flyin' Engineer

I was born a poor black child. Not really. I was born a rich white kid. No, that's not right either. I was born somewhere in between. Physically, I was born in the Bay Area of California in the early 1970's. My parents moved around a lot for their jobs throughout my childhood. I've lived in California, Colorado, and Pennsylvania. In Colorado, I've lived in the Black Forest, Colorado Springs, Woodland Park, Breckenridge, Erie, Westminster and Denver (sort of).

I was introduced to being a pilot by my dad. My dad had gotten his Private Pilot's license in the early 1980's. Sure, I had stood in awe at airshows and loved the military jet teams, but I never really thought about being a pilot until my dad was one. My dad bought a Cessna 182 and took me, my mom and my brother on several trips to the South and South West parts of the country.

During my late High School years, I was living in Breckenridge but the high school was in Frisco. During my senior year, I started taking flying lessons in Leadville. I carpooled with a friend of mine who already had his Private Pilot's license and was training for his IFR rating. I took my checkride just after graduating from High School.

For college, I decided to study Electrical Engineering at Purdue University. I also decided to join the Air Force ROTC. The social life at college got the best of me and I dropped out after one year. During that time I had several great flying adventures with my ROTC friends. We once did some Four Ship formation flying. We also packed four C-172's with friends and dates and flew to restaurant at an airfield for a romantic(?) group dinner. I also experienced for the first time how an airplane performs in thick air. During my first spring break I stayed at school and did one static line parachute jump at a nearby airport. Who needs wings and an engine!

After working for a spring semester and summer in the "real" world, I decided to get serious about getting my college degree. This time I picked a smaller college in a better geographical location. I decided to go to Northern Arizona University in Flagstaff, AZ. While I didn't have all my flying buddies with me, I still did some flying in AZ. Sedona has an airport and a town that everyone should get to at least once. For my senior project, I was able to work with a guy from McDonnell Douglas helicopter Systems. They have a very cool facility in the Phoenix area where they build the AH-64 Apache helicopters.

Two highlights of my life happened in Flagstaff, I got my B.S.E.E. degree and I met my wife. Esther and I got married a year after graduating from college and we moved to Westminster. Since college I haven't done that much flying (I only have about 250 hrs TT). I did try to get my IFR rating at one point, but I got sidetracked by a death in the family.

My dad has continued to include me in his flying activities and I have flown with him in all the airplanes that he's owned, a C-182, a Mooney, a Maule, a Citabria and a Pacer. To be able to fly the Maule and the Pacer, I went and got my tailwheel endorsement from Specialty Flight Training when they were still at Erie.

In 2003, my parent's took my brother and I to Oshkosh, WI for some airshow thingy. That's when I joined EAA, mostly for the entry fee discount. I hated every minute of it. So much so that I joined EAA 43 a few years later to demonstrate my displeasure. To make sure that I still don't like EAA, I go back to Oshkosh every couple of years. I've been four times now. Five if you count the Chapter Leaders Academy.

As of late, I've been bit by the aerobatic bug. I've received rides in a Skybolt, a Hatz, a Sukhoi SU-29, an AcroDuster 2, an Extra 300L and a Christen Eagle. I joined the local IAC chapter, Chapter 12, just to be around people with planes that'll go inverted. I became the Treasure of IAC 12 in 2009.

I'm still trying to scrape up some money (and time) together to start building an airplane. I think I've narrowed down which airplane I want to build to one or two (or three, or five). In the meantime, I've tried to help out where I can with EAA 43 by coordinating Young Eagles, being a V.P. and revamping our web site.

I've left out some great (at least I think they're great) flying stories, so you'll just have to corner me sometime and "force" me to tell them. Hopefully I'll be around a while to create some new memories with everyone I've met through EAA.

I'd like to compile a list of all the different airplane projects-plans built, kit built and restorations that our chapter members have completed over the years, complete with photos (especially photos!) and just a few words about who was involved, and when it was completed and flown. The objective is to do a program for the chapter sometime next year. Of course, if anyone would like to volunteer to assist me with the gathering and organizing all this information, I would welcome it. It should prove to be very interesting. Thanks!

Dave Bieseimer, 720-480-5825 dbieseimer@comcast.net

Mustang For Sale

This project is located in Knoxville, Tn. Nearly completed. Many, many details to long to list. Contact: Fred Yates fredyates@comcast.net Chuck at 865-450-9840

You Need A Laugh



Pilot's Tip by Pilot Workshop

IFR Personal Minimums

- ◆ How much have you flown in last 10, 90, 180 days?
- ◆ How many approaches have you done in last 30, 90 days?
- ◆ How low were these approaches...were they to minimums?
- ◆ How many hours were in actual IMC vs. under the hood?
- ◆ How many hours have you flown without an instructor?
- ◆ Are you familiar with the route, airport and approach?

Personal minimums change quite frequently.
We have to have enough sense to really assess our readiness for the flight.

MORE ABOUT THE DECEMBER MEETING!!

The December meeting will be at its usual place and time but with a very special guest. Major General Pat Halloran will be speaking about his adventures in the U-2 and SR-71. He is one of the few who have had the opportunity to fly both aircraft. With over 11,000 total hours, 8,000 in military aircraft (including 1,600 hours in the U-2 and more than 600 hours in the SR-71) and an Air Force career that encompassed the world he has stories that just don't end.

His military assignments ran from flying combat missions in F84's during the Korean War to Chief of Staff of the Fifteenth Air Force at March AFB, CA. When you hear him talk you will know immediately which airplane was his true love. But don't take this the wrong way, Pat is truly one of us. He retired in the mid 80's and now lives in Colorado Springs. He flew a Loving's Love for many years before donating it to the Sun'n Fun museum and now flies a Lancair. He has attended many of our local functions and has been very active in EAA. Please put December 11th on your calendars for a fun evening of the highest performance aircraft in the world.

Young Eagle Report

We could not have asked for a better day for the last Young Eagles Rally of the season. This Rally was a mixture of Legacy High School kids in Al Godman's Aeronautical class, kids from a Boy Scouts Troop, and a handful of kids that heard about the program from various sources. We had a good turnout and flew 29 kids. For 25 of the kids, this was the first time they had flown in a small plane.

And a special thanks goes to Roger Newman for donating a good quality printer to the Young Eagles program. This was the first rally we did not have printer problems.

We would like to thank our volunteer pilots and ground support that came out for our last rally of the year. I apologize in advance if I missed any volunteers.

Pilots: Stan Specht, Chuck Custer, Jean-Pierre Verdier, Pete Kelley, Herrill Davenport, Art Schwarz, Myles Lee, Al Godman

Ground: Roger Newman, Don Smith, Dallas Toon, John & Roxie Juul, Mike Powell, Georg Grell, Tom & Destiny Krell, Nila Lee, Scott Serani

This year EAA Chapter 43 held 8 Young Eagle Rallies at the Erie Airport and flew 219 kids. We have 11 pilots that flew 10 or more kids throughout the year. There were 23 pilots and 31 ground personnel that helped with Young Eagles throughout the year. The above numbers are just for our rallies. We have several pilots that also fly for other Chapters Young Eagles Rallies, so as a chapter we flew more than the above numbers.

This was the last Young Eagles Rally for the season. We will start up again next March and look forward to a full season of providing an aviation experience to the next generation of pilots.

On behalf of Art and myself, we thank all that volunteered their time and planes, the people that donated equipment to the program, and most of all, the smiles of the kids that were able to partake in the Young Eagles program this year.

Myles and Art



2011 Membership Enrollment Information

Revised 08/25/10

(Needed for 2011 Roster & Chapter Correspondence)



MANDATORY INFORMATION: *If nothing has changed from last year, this is all the information required. We need EAA Membership # and EAA Renewal date to comply with EAA Charter and Chapter 43 by-laws.*

Date: _____ Annual Dues for 2011 \$20.00
 Name: _____ Scholarship Donation (Optional) .00
 National EAA Membership #: _____ Total .00
 EAA Membership Renewal Date: _____

Scholarship donations are tax deductible.

Are you a:

Technical Counselor Yes ___ No ___
 Flight Advisor Yes ___ No ___

*Please make check(s) payable to:
 EAA Chapter 43, C/O Roxie Juul,
 3242 W. 10th Ave Place
 Broomfield, CO 80020
 Phone 303-466-2600 E-Mail: rjuul@comcast.net*

OPTIONAL INFORMATION: *Supply any information that may have changed from previous year.*

Spouse: _____ E-Mail Address: _____
 Street: _____ Home Phone: _____
 City, State, and Zip: _____ Cell Phone: _____

AIRCRAFT INFORMATION:

Note: Category - Standard, Experimental, Ultralight, Light Sport, War Bird, etc.
 Status: — Built, Building, Restoring, Considering, etc

<u>Make, Model</u>	<u>Category</u>	<u>Since (Yr)</u>	<u>Status</u>	<u>Based At</u>
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

HOW WOULD YOU LIKE TO BE INVOLVED DURING 2011?

Run for a Chapter Officer Post? _____ Yes ___ No ___
 Arrange, Or Be, The Program For One Of Our Meetings? _____ Yes ___ No ___
 Host A Chapter Meeting At Your Project? _____ Yes ___ No ___
 Work as a volunteer for 2011 Builders Workshop (if there is one)? Yes ___ No ___
 Participate in Young Eagles functions, either as pilot or volunteer? Pilot Yes ___ No ___
 Ground Crew Yes ___ No ___

If you prefer to receive the newsletter by Snail Mail, check here. _____ (The monthly newsletter is delivered via E-Mail (unless otherwise requested). We also send out periodic news items by e-mail.)

Suggestions: Please provide any suggestion on things you would like to see the chapter improve on or provide in the future on a separately attached sheet of paper. The board will review suggestions.

.....




Copperstate 2010 Aircraft Awards


Steve Bergevin, of Evergreen, Colorado, took the top spot in the Custom Built Composite category with his Giles G-202, N124AB.

Photo credit: Rick Fernau

Roger Standard is selling his 1/4 share of this RV-6A N167CS w/ O-360 hangered at Vance Brand in Longmont. Contact: n5773a@hotmail.com Come see this plane.

Mile High EAA Chapter 43
Denver, Colorado
www.eaa43.org



The Leader in Recreational Aviation



David Biesemeier
Senior Associate

10090 Garrison Street
Westminster, CO 80021
Office: 303.922.4309
Fax: 303.975.4936

Cell: 720.480.5825
Email: dbiesemeier@comcast.net

www.complete-spectrum.com
www.completespectrumlending.com

INCREASE YOUR BUSINESS

ADVERTISE IN OUR NEWSLETTER

RATES ARE \$10 PER MONTH OR \$100 PER YEAR FOR A BUSINESS CARD SIZE.

WE REACH 50 AIRPORTS IN 7 STATES

E-MAIL THE EDITOR FOR DETAILS

TheNPlace.com
Custom Aviation Embroidery



Send us a picture of your plane, we'll digitize it & embroider on caps, shirts, etc.

Your airplane, not a generic image!
www.TheNPlace.com

Support Your Local FBO

Vector FBO and Flight Training. Jason Hurd runs a first class business at Erie Airport. Contact him at 303-664-0633 or www.vectorair.net

EAA Mile High Chapter 43

Chapter Officers

President	Scott Serani	303-469-9328
Vice President	Lynn Miller	303-666-8233
Vice President	Kyle Heckman	303-926-4431
Secretary	Bob Young	303-921-4423
Treasurer	Roxie Juul	303-466-2600

Board of Directors

Scott Serani (Chairman) 303-469-9328	Greg Hall 303-424-4216 **
Steve Beach 303-547-0100 *	Dave Bieseimeier 970-669-2286 *
Bill Mitchell 303-427-4025 **	

(Note: * 2 year terms expire end of 2010) (** 2 year terms expire end of 2011)

Volunteer Officers

Technical Counselor	Bob Green	303-659-5829
Technical Counselor	Dave Bieseimeier	970-669-2286
Technical Counselor	Art Schwarz	303-9052125
Flight Advisor	Bill Mitchell	303-427-4025
Newsletter Editor	Bob Young	303-921-4423
Young Eagles Pilot Coord	Art Schwarz	303-421-2930
Young Eagles Ground Coord	Myles Lee	303-277-1775
Young Eagles Advisor	Brian Cabebe	303-748-5570
Member Data Base Ed.	John Reuterskiold	303-881-3517
Web Master	Bruce Handley	303-717-7081
Safety Officer	Stephanie Wells	303-503-0147
Refreshments	John & Roxie Juul	303-466-2600
Audio / Visual	Herrill Davenport	303-460-7789

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.

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.

Mile High Flyer
EAA Mile High Chapter 43
 John Reuterskiold
 Data Base Editor
 32651 E. 149th. Avenue
 Brighton, CO 80603

FIRST CLASS



The next Chapter 43 meeting will be November 13th at 7PM at Metro Airport. Speaker will be Wilhelm Jung sharing about his involvement in the Berlin Airlift in the late 1940's.