

JAN. 2008

Volume 35
Issue 1
www.eaa43.com

CONTENTS

Happy New Year

Greg Hall Bio

December Minutes

Regional Flyins

Poem

Banquet

Advertisers

For Sale

2008 Updates

2008 Membership
Form

EDITOR

Bob Young

Home:
303-466-6902

Cell:
303-921-4423

E-Mail:
bobapilot@aol.com



EAA MILE HIGH CHAPTER 43

Founded May 1958

MILE HIGH FLYER

The Official Monthly Newsletter of EAA Chapter 43

*HAPPY NEW
YEAR 2008*



I thought I would start out this New Year by letting you know a little bit about me. Right now I do not have an abundance of flying stories to share, but I will get around to that. What I do have is a borderline rabid interest in flying (not unlike the rest of you), and most of an airplane in my garage.

I think that my interest in flying is because of my Dad. What I mean to say is that there is a part of every young boy that wants to be like his Dad. Mine just happened to be a fighter pilot. In his Air Force days he flew the Piper Cub, AT-6, F-86, F-101 and F-105. These were the coolest planes of their day, loud powerful and fast. Pretty good stuff to inspire a young fellow.

Being in a service family we move around a lot. Every 3 to 3.5 years my dad got a new assignment and off we would go. A good chunk of my childhood was spent in Europe. Wherever we went we lived on or near an Air Force base and usually in the landing pattern. There were always planes to watch, air shows to go to and no shortage of airplane. There was nothing like a good scramble to disrupt class. Those guys seemed not to understand noise abatement. I was easily distracted so I was not much good for the rest of those days.

Like I mentioned before, we moved around a lot. This also meant that we flew a lot. In these transitional phases I flew in DC-3's, Lockheed Electra, and DC-8. I always got the window seat and I always left a nose print on the window...even if it were a night time Atlantic crossing.

In 1967 my Dad got out of the service and went to work for the airlines. The planes he flew included 707's, 727's and DC-10's. Sometimes I would fly along on a trip with Dad and sometimes we took some pretty cool vacations. Either way I left more nose prints on windows.

After High School I went into the Navy. During this time I started learning to fly Gliders. Coincidentally I started dating my now wife, which turned out to be not so good for the flying lessons. After the Navy I got married and started a family.

Like a lot of people I managed to stay broke for a lot of years. This means no flying lessons. Even though I didn't fly, I never lost interest in it. Where ever we moved there always seemed to be an airport.

Here In Colorado I ran into an old family friend, Howard Hardy. Howard had built a Quickie. (He also introduced me to the EAA). Though I was not that interested in that design the idea of building an airplane was intriguing. There was a point that I reasoned out that I could build an airplane over time and get around to learning to fly later. My wife thought I was nuts. She had never hung around the airplane culture. When I decided what plane I wanted to build she decided to humor me and bought the plans. She later told me that she thought I would get bored and move on to something else. I think that about the time her car had to move out of the garage she new I was serious.

Like I said before, I am short on flying stories, but now the kids are grown and I am out of excuses. It's on to the next step. The stories will follow.

I do want to say that I have found the aviation community to be one in which just about all of the people I run across are really great people. Thank you for accepting me into the aviation community and I hope with your help to become really worthy of that acceptance.

Let's make it a great year.

Greg

Our next meeting will be our annual banquet at the Vista Ridge Golf Club in Erie. January 12, 2008 between 6-9 PM

Minutes of Chapter 43 Dec. 8, 2007

Our Vice President, *Greg Hall*, called the meeting to order at 7:17PM. *Roger Newman* was absent for the meeting.

The November minutes was accepted as printed in the newsletter.

Gene Horsman and *Steve Beach* collected for the banquet and annual dues.

Gene mentioned he was having trouble downloading the newsletter on a dial-up connection.

Visitors: None present.

Progress Reports: *Greg Hall* bought a hand held radio and 2 headsets so he could sit in his plane and talk to himself.

Bob Young has the skeleton done on the rudder, elevator and horizontal stabilizer on a Zenith 701.

Trip Reports: *Dean Cochran* went the Greeley for breakfast on a Saturday morning and had a nice meal by himself. No others flew in.

Old Business: *Gene* reported on the *Mark Yelich* sale. Most of the big items sold but there was many small items left plus a welded fuselage.

The members present voted in all the nominated officers, board members and volunteer offices. The current list is as follows: President: *Greg Hall*, Vice-presidents: *Stan Specht* and *Kyle Heckman*, Secretary: *Bob Young*, Treasurer: *Lynn Miller*, Board Members: *Gene Horsman* and *Bill Mitchell*, Newsletter Editor: *Bob Young*, Data Base Editor: *John Reuterskiold*, Young Eagle Coordinator: *Brian Cabebe*.

Stan Specht brought up the issue of the chapter library. The contents are currently stowed at *Roxy's* hanger. *Stan* said that Chapter 301 would take what we didn't want.

New Business: *Greg* mentioned that *Gordon Page* was getting some space at Erie Airport for a building.

Safety Report: *John Evens* was absent for the meeting. *Dean Cochran* brought up the topic of being careful if using auto fuel for your plane. Freezing can occur.

Guest speaker for the evening was *Dick Winsell*. He shared his life as an aircraft mechanic and teacher. Thank you *Dick* for the great stories.

Update on EAA and Major Fly-Ins

Reprinted from EAA Website

December 20, 2007 — For the past several months, representatives of the major fly-ins throughout the nation commonly known as "regional fly-ins" have been discussing with EAA staff the structure and relationships between EAA and these large events that have carried the EAA name.

Some of these events have existed for many years. These are not and have never been EAA-owned or -operated events, but rather grew from the efforts of local EAA members, chapters and aviation enthusiasts seeking to create a community that shares EAA's mission of promoting the spirit of aviation.

EAA encourages events that bring people together to enjoy the world of flight. Through the years, however, the perception of these events and the environment in which they operate may have changed, often due to forces beyond anyone's control. This requires clarification in the relationship between EAA and these events.

Naturally, there are questions that come from such discussions. Below are answers to some of the most common questions:

- **What changes are being discussed?**

EAA headquarters and leaders of the regional fly-ins are finalizing a relationship which will provide mutual benefit to everyone involved and more accurately reflect the actual relationship between EAA and the independent local groups that organize these fly-ins.

- **Why are the changes being discussed?**

EAA wants to address any misunderstanding among fly-in attendees that EAA may be active in or responsible for the operation of the regional fly-ins. In addition to EAA's concern about confusion in the minds of the public, this apparent misunderstanding was a significant factor in a recent judgment and damage award arising from an accident at a regional fly-in. The damage award affected the evaluation of EAA's coverage in the insurance market and created a situation that, if not addressed, would lead to very significant and unsustainable increases in the cost of EAA's insurance coverage at the levels required for all of its programs. Such a situation would harm not only EAA, but the regional fly-ins. Therefore, it was prudent for EAA and the organizers of these fly-ins to evaluate and clarify their relationships and public communications.

- **Is EAA no longer insuring regional events?**

In the past, EAA arranged for insurance coverage as part of its overall aviation insurance plan. The regional events then reimbursed EAA for their portion of the insurance costs. Due to changes discussed previously in this document, EAA will no longer be able to include regionals as part of that operating model. Fortunately, there are brokers and underwriters willing and capable of serving the regional fly-ins as independent events at what we anticipate will be affordable and sustainable rates. EAA will introduce the fly-in organizers to insurers that can independently provide quotes for this coverage.

- **I heard these will no longer be called official EAA events. Why not?**

All of these fly-ins have independent operating bodies, all separately incorporated within their home states. While not specifically carrying the EAA name, the event names will reflect their distinct identities as independently owned and operated events.

- **What will EAA do at these events?**

EAA would like to participate at these events through sponsorship of specific areas, such as forums, workshops, aircraft judging and awards banquets, among others. EAA will also provide visibility through its publications, internet resources and other members' and chapter communications to encourage EAA members to attend these outstanding events.

- **How does this impact the future of each event?**

There is a consensus from the event organizers that they want to continue. However, each event annually decides on its own whether it will operate in future years by evaluating a variety of factors. That ability for the local organizers to determine their own course will not change.

- **How does this affect typical EAA chapter events?**

It doesn't affect typical EAA Chapter events. The more than 5,300 individual EAA Chapter events held each year are subject to a separate set of guidelines for their operations. EAA Chapters are chartered by EAA and are operated in accordance with guidelines established by EAA. Chapter events receive their insurance coverage based on following those guidelines. EAA will continue its support for these chapter activities.

Remembering the Forgotten Mechanic

Through the history of world aviation
many names have come to the fore...
Great deeds of the past in our memory will last,
as they're joined by more and more...

When man first started his labor, in his quest to conquer the sky
he was designer, mechanic and pilot,
and he built a machine that would fly...
But somehow the order got twisted,
and then in the public's eye
the only man that could be seen
was the man who knew how to fly...

The pilot was everyone's hero,
he was brave, he was bold, he was grand,
as he stood by his battered old biplane
with his goggles and helmet in hand...
To be sure, these pilots all earned it,
to fly you have to have guts...
And they blazed their names in the hall of fame
on wings with bailing wire struts...

But for each of these flying heroes
there were thousands of little renown,
and these were the men who worked on the planes
but kept their feet on the ground...
We all know the name of Lindbergh,
and we've read of his flight to fame...
But think, if you can, of his maintenance man,
can you remember his name?

And think of our wartime heroes,
Gabreski, Jabara, and Scott...
Can you tell me the names of their crew chiefs?
A thousand to one you cannot...

New pilots are highly trained people,
and wings are not easily won...
But without the work of the maintenance man
our pilots would march with a gun...
So when you see the mighty aircraft
as they mark their way through the air,
the grease stained man with the wrench in his hand
is the man who put them there.....

Poem submitted by Dave Bieseemeier

January Anniversary/Holiday Banquet

January 12, 2008

Holiday Greetings Fellow Chapter Members! Now is the time to make your plans for the annual dinner. The details are pretty much the same as last year. **You pay \$10.00 each for yourself and one guest. Any additional guests will be at the full price of \$21.95.**

As last year, the times are 6:00 PM til 9:00 PM at the Vista Ridge Golf Club.

Cash Bar.

PLEASE, pay at the December meeting or as soon thereafter as possible as we need to get a number to Vista Ridge ASAP. They need to have the number to know how much food to order.

Thanks and Happy Holidays,

Roger Newman

Please support these businesses to thank them for sponsoring our newsletter!

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

Donna Lee Kreutzer
Cruise & Vacation Specialist
(303) 451-1400
TOLL FREE (888) 671-1400
FAX (303) 451-5444
donnalee@cruiseholidaysnorthglenn.com



Cruise Holidays of Northglenn
11455 Washington Street
Northglenn, CO 80233
www.cruisingwithme.com



Dine In **BARNSTORMER RESTAURANT** Take Out
Daily Specials Mon-Sat 7am-3pm
Sun 7am-2 pm



Phone (970) 336-3020
FAX (970) 352-6347
Linda Belleau, Owner
Located At The Greeley/Weld County Airport.
We Sell Bison Meat By The Pound or Bulk
E-Mail JLBELLEAU@AOL.COM

Lonnie Hilkemeier 303-665-3267
SPECIALTY FLIGHT TRAINING, INC.



lonnie@specialtyflight.com
President, Master/Gold Seal CFI, MEI
FAA Aviation Safety Counselor
Mountain Flight Proficiency



FOR SALE - CARL HARRIS' RV-4

Colorado based - fun and fast. Always hangared. Completed 1994, Annual 2-07.
 Lycoming O-360, Bendix Injection with Airflow Performance Injectors, Culver wood prop.
 1140 Total time, 300 SMOH. Dynon D-10 EFIS, Great Lakes Engine Monitor, Garmin AVD
 100 & 295 GPS. King KX 97A Comm. radio. Terra Transponder Encoder.
 Andair fuel valve, Drop floors for passenger comfort.

Call Carl at 303-772-4551

ITEMS, COMPANIES AND PEOPLE NOT AROUND FOR 2008

McDonald's McRib, Coke Blak, NFL Europe, Nintendo Game Cube,
 House & Garden magazine, infant cough & cold medicine, Topps meat,
 Dodge Magnum, Grape Pop-Tarts, Exotic mortgages, CompUSA,
 Bombay Company, Eckerd Pharmacy, Cingular, Levitz Furniture,
 Netbank, "The Sopranos", Bob Barker as host of 'The Price is Right',
PEOPLE: Helen Walton of Wal-Mart, Roger Smith (former GM Chief),
 Dick Wilson (Mr. Whipple), Merv Griffin, Ernest Gallo, Liz Claiborne,
 J. Roger Cade (inventor of Gatorade) and Paul Tibbets (Enola Gay
 pilot)

2008 Membership Information

(Needed for 2008 Roster Chapter documents, mailing info at bottom)

Even if nothing has changed from last year, please fill out, and we particularly need EAA # and Renewal date.

DATE: _____

Name: _____

Spouse: _____

Street: _____

National EAA Membership #: _____

City, State, Zip: _____

Membership Renewal Date: _____

Home Phone: _____ - _____ - _____

**E-Mail Address: _____

****We can now send you our monthly newsletter on E-Mail. It will come to you in a form that has a brief message and a link to our website, where you can then bring the newsletter up in color in PDF form. We also send out periodic news items by e-mail. The newsletter will be sent to you automatically this way, if you have an E-mail address.**

AIRCRAFT INFORMATION:

Note: Category - Standard, Experimental, Ultralight, WarBird, 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 2008 ?

Would you?

- Run for a Chapter Officer Post For 2008? -----Yes ___ No ___
 - Arrange, Or Be, The Program For One Of Our Meetings? ----- Yes ___ No ___
 - Host A Chapter Meeting At Your Project?----- Yes ___ No ___
 - Volunteer To Serve On the Rocky Mountain Regional Fly-In Planning Committee? -----Yes ___ No ___
 - Volunteer For The 30th (2008) Annual Rocky Mountain EAA Regional fly-In?-----Yes ___ No ___
 - Participate in Young Eagles functions, either pilot or volunteer?-----Yes ___ No ___
- Pilot ___ Volunteer ___

**Annual Dues for 2008 are \$20.00. Please make check payable to EAA Chapter 43, and mail to :
Lynn Miller, 3015 Piper Drive South, Erie CO 80516**

JAN. 2008

Volume 35
Issue 1
www.eaa43.com

CONTENTS

Happy New Year

Greg Hall Bio

December Minutes

Regional Flyins

Poem

Banquet

Advertisers

For Sale

2008 Updates

2008 Membership
Form

EDITOR

Bob Young

Home:
303-466-6902

Cell:
303-921-4423

E-Mail:
bobapilot@aol.com



EAA MILE HIGH CHAPTER 43

Founded May 1958

MILE HIGH FLYER

The Official Monthly Newsletter of EAA Chapter 43

*HAPPY NEW
YEAR 2008*



I thought I would start out this New Year by letting you know a little bit about me. Right now I do not have an abundance of flying stories to share, but I will get around to that. What I do have is a borderline rabid interest in flying (not unlike the rest of you), and most of an airplane in my garage.

I think that my interest in flying is because of my Dad. What I mean to say is that there is a part of every young boy that wants to be like his Dad. Mine just happened to be a fighter pilot. In his Air Force days he flew the Piper Cub, AT-6, F-86, F-101 and F-105. These were the coolest planes of their day, loud powerful and fast. Pretty good stuff to inspire a young fellow.

Being in a service family we move around a lot. Every 3 to 3.5 years my dad got a new assignment and off we would go. A good chunk of my childhood was spent in Europe. Wherever we went we lived on or near an Air Force base and usually in the landing pattern. There were always planes to watch, air shows to go to and no shortage of airplane. There was nothing like a good scramble to disrupt class. Those guys seemed not to understand noise abatement. I was easily distracted so I was not much good for the rest of those days.

Like I mentioned before, we moved around a lot. This also meant that we flew a lot. In these transitional phases I flew in DC-3's, Lockheed Electra, and DC-8. I always got the window seat and I always left a nose print on the window...even if it were a night time Atlantic crossing.

In 1967 my Dad got out of the service and went to work for the airlines. The planes he flew included 707's, 727's and DC-10's. Sometimes I would fly along on a trip with Dad and sometimes we took some pretty cool vacations. Either way I left more nose prints on windows.

After High School I went into the Navy. During this time I started learning to fly Gliders. Coincidentally I started dating my now wife, which turned out to be not so good for the flying lessons. After the Navy I got married and started a family. Like a lot of people I managed to stay broke for a lot of years. This means no flying lessons. Even though I didn't fly, I never lost interest in it. Where ever we moved there always seemed to be an airport.

Here in Colorado I ran into an old family friend, Howard Hardy. Howard had built a Quickie. (He also introduced me to the EAA). Though I was not that interested in that design the idea of building an airplane was intriguing. There was a point that I reasoned out that I could build an airplane over time and get around to learning to fly later. My wife thought I was nuts. She had never hung around the airplane culture. When I decided what plane I wanted to build she decided to humor me and bought the plans. She later told me that she thought I would get bored and move on to something else. I think that about the time her car had to move out of the garage she new I was serious.

Like I said before, I am short on flying stories, but now the kids are grown and I am out of excuses. It's on to the next step. The stories will follow.

I do want to say that I have found the aviation community to be one in which just about all of the people I run across are really great people. Thank you for accepting me into the aviation community and I hope with your help to become really worthy of that acceptance.

Let's make it a great year.
Greg

Our next meeting will be our annual banquet at the Vista Ridge Golf Club in Erie. January 12, 2008 between
6-9 PM