

# MILE HIGH FLYER

EAA MILE HIGH CHAPTER 43

Founded 1957

DECEMBER 1998

Volume 21 Issue 12



**FROM THE LEFT SEAT:**  
*Steve Beach*

## A NEW VEHICLE !!

Thanks to Jim Lloyd's great presentation in November we are now a little better versed on low-aspect wing designs. It was obvious that Jim has already put a lot of thought into this project. Besides doing research and a number of drawings, he has also built a half dozen models to better visualize his efforts.

It is designed from the Zimmer Skimmer, an aircraft that first flew more than a half century ago. He had a couple of videos to show what the original looked like and how it flew. Jim believes that the concept is still a good one and wants to proceed with building one. We all wish Jim the best in getting this vehicle in the air.

Thanks Jim for a very informative presentation.

## DECEMBER MEETING:

For December George is working up a program around the AOPA package that we received last month. He said it looks good and even has some door prizes with it. Join the fun on December 12<sup>th</sup>.

## 1999 OFFICERS AND VOLUNTEERS

Below is a list of the officers for 1999 and the volunteers that will be assisting them:

### OFFICERS:

President:	George Hayes
VP:	Ed Spengler
VP:	Gene Milligan
Secretary:	Dave Biesemeier
Treasurer:	Bob Wilson

## DECEMBER MEETING:

**DECEMBER 12TH AT 7:00PM**  
**MAD EAGLE AERONAUTICAL SOCIETY**  
**(Blue Grassfield's Complex,**  
**Tri-county Airport)**

### BOARD OF DIRECTORS:

Doug Bloomberg	John Evens
Gene Horsman	Steve Beach

Flying Start Coordinator: Kelly Koop

Young Eagle Coordinators: Bob Lee  
Pete Kelley

Government Issues Advisor: Gene Horsman  
Newsletter Editor: Dave Biesemeier  
Newsletter Assistant: Al Manley

Flight Advisors: Bill Mitchell  
Tom Young

Technical Counselors: Ron Denight  
Marvin Wahl  
Refreshment Hosts: Herrill Davenport  
Don Coleman

Membership Roster: Gene Milligan  
Café 43 Coordinator: Pat Claar  
Banquet Organizers: John Evens  
Roger Standard  
Web Page Designer: Kelly Koop

Rocky Mountain Regional Fly-In Representatives:  
Gene Horsman  
Steve Beach

Air Academy Coordinator: Blue Grassfield

The 1998 officers want to thank everyone who ran for office and volunteered for 1999. Keep in mind that if you would still like to help out, in any capacity, the people listed above can always use your assistance. You may have noticed that there a number of names that are listed more than once.

CONTINUED ON NEXT PAGE.

## A STITCH IN TIME...

A couple of weeks ago I had the opportunity to help Gene Horsman do a little rib stitching on the Luscombe wings. Don Coleman and George Hayes were there to help with the supervision and push a couple of needles themselves.

It is the one thing about building or rebuilding that everyone always talks about, but a lot of us don't really understand. The whole idea of tying fabric onto ribs with a little string has always intrigued me. The very fact that the knots never seem to show up has always been a mystery. The art of rib stitching is a building feature that is pretty much a unique part of aviation, and something that I would highly recommend to anyone that is interested in airplanes. Once you have done it the whole process seems to take on new meaning.

George had given me a brief demonstration when he was covering his project. However, having the hands on experience really gave me a feel for the complexity and yet simplicity of the process that is such an essential part of tube/wood & fabric building. I would try to give a brief explanation of how it is done, but I couldn't do it justice. If you get a chance to help Gene out, (although I think he has most of the job completed), or someone else, go ahead and get the experience. You won't be sorry.

## DUES, DUES ,DUES...

Annual dues are \$15.00 and they are due this month. Fill out the membership application that is included with this newsletter and bring it with your dues to the October meeting. If you can't make the meeting, but want to make sure that you are included in our membership next year, send the application and dues to:

**Gene Milligan**  
2365 Country Club Loop  
Westminster CO 80234

Don't have the application? No problem, we will have plenty at the December meeting.

## 1998:

This year has been a very good one for chapter 43. We had more Young Eagle rallies than ever before, we co-hosted the first Flying Start program in Colorado, we had more members volunteer for all of our events than previous years, and in general I believe that everyone had a good time at our activities.

We will polish off the year with our annual banquet/luncheon in January. Details of the event can be found in this newsletter. John Evens told me that the price was definitely right and no one will even have to sign up early. With the success of last year's luncheon I am anticipating an even bigger group this year. Plan now for the second Saturday in January. Remember that the luncheon replaces our regular meeting for January.

## CALENDARS ARE ALMOST GONE!!

A limited number of 1999 EAA Calendars are available. We currently have only 17 remaining and the source that we get them from is out so we can't even order any more this year. They are \$6.00 each.  
A BARGAIN

## SHORT:

This column is a little short this month. Not much happening this time of year in aviation. Of course the Jefferson County Commissioners are trying their best to liven things up, but we don't have any new news to report on that front.

Hope to see everyone at the December meeting.

*Steve*

## BANQUET:

The banquet is set-up for Saturday, January 9, 1999 at 2:00pm, at the County Buffet, 8685 Sheridan Blvd., Westminster, CO. The price from the restaurant is \$5.99 plus tax per person. It will be a separate room or area which can handle at least 80 people. My understanding is that they don't need any advance payment or firm numbers, so advance collection from our members is probably not necessary this year. I will discuss the menu items at the December meeting.

*John Evens*

## TURBINE LEGEND:

Ron Denight reports that the turbine powered Legend was at Tri-County Airport this week. This aircraft was at our Regional Fly-in a couple of years ago with the V-8 engine. According to Ron, the performance with the Walter Turbo-prop, is **spectacular**.

## NOVEMBER MEETING MINUTES:

7:00pm sharp....Meeting called to order.

**Visitors** included Jim and Linda Christianson, Jean Pierre, and Kelly Smith (interested in helicopters) .

Steve Beach read a notice concerning the effects of Viagra on color vision, which is apparently degraded. The FAA is recommending at least 8 hours from gear up to gear up.

**Treasurer's Report:** Mas Yoshida declared a checking account balance of \$2419.81. A more detailed report of expenses and income is available from Mas upon request.

**Elections** were held where upon the following were rail...er, elected to the offices of Chapter 43 for 1999:

President: George Hayes.

Vice President #1: Roger Standard.

Vice President #2: Gene Milligan.

Secretary: Dave Bieseimer.

Treasurer: Bob Wilson.

Four new members were elected to the Board of Directors: Steve Beach, John Evens, Doug Bloomberg, and Gene Horsman. The current Chapter officers also serve as board members.

**Gene's Corner:** The names of candidates for next year's Air Academy need to be submitted before January 1st. Kids must write a short essay on why they want to attend.

**The Young Eagles** rally flew eleven kids. A motion was made at this time by Gene Milligan to provide for the Chapter to reimburse Chapter members for gas expenses incurred during the flying of Young Eagles. The motion was seconded and passed. Another motion was proposed to make the reimbursement retro-active to the August Young Eagles Rally. It too was seconded and passed. Those pilots desiring said reimbursement should submit gas receipts to Treasurer Mas Yoshida.

### **Propeller Safety, by Ron Denight:**

Ron sited two examples of serious injuries incurred by pilots who turned propellers without considering that the mags might be "hot", which they were, resulting in cylinders firing, engines starting and people being flung. Ron also noted a case of smoke in the cockpit resulting in a precautionary landing. A cursory inspection of the plane revealed nothing, the engine was restarted, a fire ensued and the plane was lost. Fortunately the occupants were able to escape. Perhaps a more thorough inspection was in order!

**EAA Chapter Leadership Workshops:** Steve indicated that none were scheduled to be in the local area next year.

The Experimental Aircraft Association has purchased the

rights to publish *The Homebuilder's Source Handbook*, a popular builders publication.

The Jeffco Airport Authority has been abolished. Airport manager Dave Gordon resigned after 25 years at the helm, and the day to day operation is being assumed by assistant manager Bob Looney and an attorney by the name of Huffless.

### **Progress reports:**

**George Hayes** has the engine mounted on his Piet, **Gene Horsman** is rib stitching his Luscombe wings, **Bob Johnson** is taxi testing his Kolb Firefly. (BULLETIN!! Bob has made the first flight in the Kolb on December 2nd. Gusty winds arising after his take-off made for a much too exciting landing, but all went well and success was sweet!) **Elliot Crawford** is taxi testing his Sonari and may also have flown by the time you read this. **Ruby Lanich** is ready to solo in her and **Don Coleman's** Ercoupe. **Pete Clinton** has his Skybolt covered and is looking for an IO-540. **George Meshko** has his new engine hung on the Zenaire, and it looks mighty fine! **Marvin Wahl** reports the Hatz he has been working on has been signed off.

### **Travel reports:**

Pat Claar, Denis Walsh, Larry Vetterman, Dean Cochran, John Evens, Bob Wilson, and Mas Yoshida all flew to Abilene TX for the Southwest Regional Fly-in, which experienced poor weather during the show. However, Bob Wilson's Long EZ won Grand Champion Homebuilt, and Pat Claar's RV-6 won an Outstanding Workmanship award. Congratulations!

**Chapter IA:** Merlin Van Dyke, a Chapter 43 member in good standing is also an IA for those of you desiring such service.

### **Exhaust System Welding:**

As promised in last month's rag, I have located the business card for **Advanced Welding & Manufacturing**, (I cleaned out my briefcase). Contact John Forzling (a Long EZ owner) at (303) 469-8803, or stop by at 2745 Industrial Lane #106, Broomfield CO 80020.

### **Program:**

The November program was a fascinating look at variations on the Zimmer Skimmer design by **Jim Lloyd**, complete with models of the designs.

## **FOR SALE:**

**Ron Denight** has a disassembled Lycoming O-235 ready for re-assembly. It has yellow tagged crankshaft, crankcase, and cylinders, as well as many other new parts. The buyer can participate in the assembly of this engine and get a free education in the deal! Contact Ron at home: (303) 452-0458, or by cell phone at (303) 667-0759.

## RAMBLINGS FROM THE EDITOR

### Balloon Skunks RCAF

A giant, unmanned, Ozone Research Balloon was launched at 0325 on August 24, 1998 from Saskatoon, SK, Canada. The balloon was to remain aloft for 20 hours, at which time it was to release its instrument package, which was to parachute to Earth.

At 2130 hours on August 24 the recover attempt began with the balloon being valved down to approximately 60,000 ft. during the next 12 hours. Limited telemetry was available until sometime late on the 26<sup>th</sup>. Recovery attempts failed to bring the balloon down.

By sunset on the 27<sup>th</sup>, the balloon had drifted over the gulf of St. Lawrence. At this point, the RCAF attempted to bring it down with cannon fire. Contrary to many reports, the balloon system was struck by approximately 1000 shells, with 20 striking the parachute and one hitting the instrument package.

In the following days, the balloon floated in a northeasterly direction, passing between Greenland and Iceland. At that point, American Navy aircraft tracked it. This trajectory required the re-routing of Trans-Atlantic flights. The RAF also tracked the balloon as it passed north of the UK.

On August 30 – 31, the balloon was reported north of Scandinavia, still at approximately 40,000 ft. Scientific ballooning groups in Sweden, and atmospheric scientists in Russia were contacted and asked to assist should the balloon return over land.

The balloon was reported to have landed on Mariehamn Island, Finland. The Finnish Meteorological Institute carried out balloon recovery operations.

On October 2<sup>nd</sup>, the instruments arrived in Toronto, Canada, and were found to have suffered little damage. A single cannon shell struck the gondola and fragments from that damaged two instruments and destroyed the gondola-pointing table.

The balloon's safety beacons (radio and lights) operated for the entire nine days.

*Makes one wonder if all of those balloonists trying to fly around the world are using the right equipment. Maybe they should get in touch with this group of scientists! ed.*

Full details are available from the following web site:  
<http://www.atmosp.physics.utoronto.ca/MANTRA/home.html>

*Thanks to John Starkey, Jr., Communications Specialist at the University of Denver for submitting this article.*

#### TOP 10 LIST

*From the home office in Sioux City, Iowa*

#### David Letterman's Top 10 signs you have a bad airline pilot



1. You overhear him say on the intercom "Hey, Pedro, What's this gizmo do?"
2. For the past two hours, you've been going straight up.
3. He says, "We're cruising at an altitude of 40 feet."
4. Co-pilot is sitting on his lap.
5. When you take off he yells, "Wheeeeeeeeeee!"
6. At some point he announces, "Screw Chicago, let's go find that Mars Observer!"
7. He's wearing a Domino's Pizza uniform.
8. Over P.A. you hear, "Heh, heh, heh, this plane sucks, heh, heh, heh."
9. As you get on the plane you recognize the pilot as the same guy who drove your cab to the airport.
10. Keeps referring to the control tower as "Mommy."

# 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 - Ron Denight.....452-0458  
Flight Advisor - Bill Mitchell.....427-4025  
Flight Advisor - Tom Young.....833-4091  
Newsletter Editor - Dave Bieseemeier.....384-3760  
Young Eagles Coordinator - Glen Grove.....650-4772

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 Bieseemeier, 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 at TRI-COUNTY AIRPORT, DECEMBER 12TH, 1998 at 7:00PM. See inside for details.

