

MILE HIGH FLYER

JULY 2000

VOLUME 24 ISSUE 7



GUEST SPOT

The following was written by Steve Green of the Colorado Antique Airplane Association after the Blakesburg fly-In in 1998. Thought you might enjoy it.

Gene Horsman

ARE YOU GIVING ANY MORE RIDES TODAY?

“Are you giving any more rides today?”

It was getting late. Sunset wasn't too far away, and neither the airport, nor the airplane had any lights. I had one promised ride left to give but he was in no hurry, waiting to be the last ride of the day after everyone else had a turn.

he was wearing a Cessna 170 T-shirt, and her slight size belayed her age. All she wanted, her father went on, was a ride in a J-3. He owned a 170, but she really wanted a ride in a Cub. Glasses, long blonde hair, that look a 12 year old has when she has her father over a barrel, he was doing his best to get his little girl something special, something she rally wanted, something he couldn't do for her himself.

Why not? There's time for one more ride. She jumped in the front seat easily, floating slightly with anticipation in the humid, heavy Midwestern air. She could barely see out over the windscreen, but soon she was strapped in and ready to go, looking out the sides and trying to see forward from the sloping cockpit.

The Cub started on the first blade, as she had all day, since the first flight just after sunrise. dawn patrol, what better way to wake up than a quick flight in the cool of the morning. Taxi out to the runway, run-up and mag check, plenty of fuel according to the bouncing stick on the float, and take the runway after the flag man waves the green flag. Throttle forward, tail up, and we were off the grass quickly. Five hundred feet of climb later we level off to cruise the are of low, rolling, tree covered hills and growing shadows.

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JULY MEETING:

This month's meeting will be **Saturday, July 8th, 7:00 PM** at **Tri-County Airport, Erie CO**, at Blue Grassfield's Mad Eagle Aeronautical Hangar. Take CO Hwy 7 to Road 1 on the west side of the airport. Go north about 1/2 mile, bear right onto the gravel road that leads to the big dark green hangar. Turn right at the gate.

June Meeting Minutes

June 10, 2000

The meeting was called to order at 7:10 PM by President **Roger Standard**, at the Tri-County Tee Hangars, courtesy of Ron Denight, Mark Yelich, and Gene Horsman.

VISITORS: **Roy Kornmeyer**, owner of a Cessna 150/150, **Brent Olsen**, our guest speaker, whose interests are avionics and flying experimental A/C, **Martin Postma**, interested in flying and travel, and **Bruce Stevens**, interested in flying and woodworking.

MAY MEETING MINUTES: M-S-P'd (Moved, Seconded, and Passed by vote) as published.

TREASURER'S REPORT: Bob Wilson noted that we have a balance of \$2426.59 in the chapter account.

PROGRESS REPORTS: Ron Denight repainted his cowling, wheel pants and canopy trim. The Explorer flew with it's new turbine engine on June 9th.

(The secretary/editor needs help with names on the progress reports - **please state your name along with your report.**)

SAFETY: Ron Denight, Chapter 43 Tech Counselor and Safety Rep., reported that fuel valves are still causing problems for a number of pilots. Be sure you understand all elements of the fuel system and how they work, and be sure to always fly the airplane first in the event of a problem.

Gene Horsman reported that the user's fees issue just won't go away. User's fees for overflights in U.S. Airspace will be charged a fee for ATC services rendered. An amorous crocodile sank a seaplane in Australia while trying to mate with a float! Jim Bede announced his plan for a new homebuilt - the BD 17 Nugget.

Jan Hansen announced that his family is moving away and thanked the chapter for helping him attend the EAA Air Academy.

Bob Wilson announced plans for a new Fly-In to replace the defunct event at the Williams Ranch.

Kelly Koop (pronounced Kope) reported that he is getting a new high speed link for our own web page, which should improve our presence on the Web.

Don Coleman's Aspen Air FBO now carries a full line of AN nuts and bolts in most sizes. Call or visit Don with your request.

PROGRAM: The evening was topped off with a presentation by Brent Olsen, P.E., of Olsen Technologies, LLC, regarding Power Backup and Protection Systems for aircraft. His systems would be applicable on automotive conversions and all electronic ignition aircraft engines to provide system redundancy, and early warning of electrical system problems, including over-voltage failures.

OSHKOSH BOUND

A seat is available on a Cessna T210 departing for Oshkosh on July 23, and departing Oshkosh July 29. For details, contact **Al Manley** at 303/776-6825.

ROCKY MOUNTAIN REGIONAL FLY-IN

THE 2000 Fly-In was a great success by all accounts! We had 112 registered airplanes of which 48 were judged, and even the weather cooperated for the most part, with the rains holding off until late Sunday afternoon. Below are listed the trophy winners by category:

- Grand Champion:** RV-6 N4TY owned by Tyler Feldman of Medford, Oregon.
Reserve Grand Champion: Glasair N706C owned by Steve Caldwell of Hermiston, Oregon.
Best Antique: Stinson 8E NC17188 owned by Pul Sensor of Hampton, Iowa.
Best Classic: Navion B N82G owned by John Hensley of Ft. Collins, Colorado.
Best Contemporary: Piper PA24-25 Comanche N5461P owned by Dennis Brink of Lubbock, Texas.
Best Warbird: SNJ-7B N48JC owned by Jack Cronin of Denver, Colorado.
Best Homebuilt from Plans: BIPL/X (EAA-P) N36671 owned by Kark Kiefer of Woodlands, Texas.
Best Homebuilt from Plans, 2nd Place: Long EZ N24 SK owned by Scott Carter of Dallas, Texas.
Best Homebuilt from Kit: RV-6 N699JB owned by Jim Baker of Goodland, Kansas.
Best Homebuilt from Kit, 2nd Place: Challenger II, N3830B owned by Robert Meyers of Littleton, Colorado.
Best All Wood: Sylkie One N711WB owned by Tim Barton of Erie, Colorado.
Best Tube and Fabric: 2/3 Scale JN4D (Jenny) N192JN owned by Jim Youngblut of Berthoud, Colorado.
Best Tube and Fabric 2nd Place: Wag Aero Trainer N928GS owned by Bobby Green of Brighton, Colorado.
Best Composite: Long EZ N81DN owned by Dan Nelson of Lander, Wyoming.
Best Composite 2nd Place: Not awarded.
Best All Metal: RV-6A N94KA owned by Art Schwarz of Westminster, Colorado.
Best All Metal 2nd Place: Thorp T-18 N9379 owned by Brent Haugen of Longmont, Colorado.
Best Ultra-light: Not awarded.
Best Static Display: Lancair ES N5ES owned by Ron Galbraith of Longmont, Colorado.
Longest Distance Flown: BIPL/X (EAA-P) N36671, Karl Keifer of Woodlands, Texas.
Longest Distance Flown - Ultra-light: Not awarded.
Most Recent First Flight: Rans S-6ES N912D owned by David Wartburg of Longmont, Colorado.
Oldest Registered Aircraft: TravelAir NC646 owned by Dan Murray of Longmont, Colorado.
Brad Davenport Memorial Award: 2/3 Scale JN4D (Jenny) N192JN owned by Jon Youngblut, Berthoud, Colorado.

Number of Aircraft by state:

Colorado - 78, Kansas - 10, Wyoming - 7, Texas - 4, Arizona - 3, Iowa - 3, Oregon - 2, Nebraska - 1, New Mexico - 1, Utah - 1, Washington - 1.

FOR SALE

RV-6 TAIL KIT AND TOOLS. If you buy this set from us, all you need to add is an air compressor and you can start building your own RV-6. All tools are new and unused. To purchase these items from the manufacturer would cost over \$2500. The whole thing is yours for \$1875! Call Keith Barr at 303/673-0624 or e-mail at barr@aerosys-eng.com for a complete list of included items and tools.

DATA BASE & E-MAIL

If you have a problem with your address label please let me know. My e-mail address is ehorsman@juno.com and my address is 210 Lookout View Ct., Golden CO 80401-2518. Phone 303/279-5782.

Thanks, Gene Horsman.

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“Want to fly her?”

The girl nodded yes, and took the stick in her hand. Still not able to see much over the glareshield, she flew with a gentle touch, not over-controlling the airplane, but rolling it smoothly into soft turns left and right. She would make a good pilot when she gets older.

All too soon, it was time to go back to the airport. She is a passenger now, looking at everything out the window on one side, and the open door on the other. Sharp turn base

to final, and accelerate toward the field for a low pass. Now racing along at 85 or 90 mph, we cross the dark, green grass of the runway low enough for her to wave at her father, dipping the wing slightly left as we went by, so she could see out. Climb to dissipate the airspeed, re-enter the pattern and circle around again to land.

The taxi back to the loading area was as wordless as the rest of the flight had been. We shut down, and her father came over to retrieve his pride and joy, so recently entrusted to the hands of strangers.

“How much do I owe you?” “Nothing! Cub things are free!” “no, really, would \$10 be enough? \$20?” “Nothing! Nothing but a smile from your daughter, that would be payment enough.”

“Well, that’s easy,” she said. Her head pivoted quickly in my direction, away from her father as she happily scrambled out of the airplane. She had a smile as broad as the wingspan of the Cub, and her face was as bright as the midday sun. enough said. No more words were necessary.

One more promised flight into the dusk..It was all worth it, the late lunch, no supper, the sweat stained shirt and desperate need for a shower all evaporated in the warmth of the little girl’s smile. All she wanted was a ride in a Cub. And that’s all we gave her. But I got much more than we had bargained for. All I wanted was a smile. I got that, and a memory of a happiness shared that will last as long as I can remember things.

Steve Green, Blakesburg, 1998.

HISTORY TEST:

Famous Women in Aviation

1. Who was the first person to solo over the pacific?

- a. Betty Jane Williams
- b. Amelia Earhart
- c. Priscella “Pat” Senson
- d. Katherine Stinson.

Answer: b. On January 12, 1935, Earhart flew solo from Honolulu, Hawaii, to Oakland, CA, in 17 hours and seven minutes.

2. Helen Richey was the first female pilot employed by an airline. In what year was she employed?

- a. 1935
- b. 1945
- c. 1955
- d. 1960

Answer: a. Richey made her first flight as a pilot of an airmail transport aircraft for Central Airlines on January 1, 1935.

3. Lt. col. Eileen Collins was the first woman to pilot a space shuttle. In what year did she make her first shuttle flight?

- a. 1995
- b. 1990
- c. 1987
- d. 1999

Answer: a. (February 3 to February 11, 1995). In 1999, she became the first female shuttle commander.

4. Who was the first female pilot in the world?

- a. Elenore Wright
- b. Gladys O'Donnell
- c. Baroness Raymonde de Laroche
- d. Edith Foltz

Answer: c. Baroness Raymonde de Laroche flew on March 8, 1910.

5. Who was the first woman to successfully fly around the world?

- a. Geraldine “Jerrie” Mock in 1964.
- b. Amelia Earhart in 1938
- c. Elinor Smith in 1947.
- d. Bessica faith Raiche in 1910.

Answer: a. In April 1964, Mock became the first woman to successfully fly around the world in 29 1/2 days.

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HUGHES H-1 RACER

A replica of the Hughes H-1 Racer is being built by a group led by Ron Englund, Project manager, Steve and Liz Wolf, of Wolf Aircraft, and Jim Younkin, famous for his beautiful metal work, and for building several 30's replica racers, and Jim Wright of Wright Machine Tools.

The H-1 first flew on August 17, 1935, and less than a month later with only 5 hours on the plane, garnered the Land Plane Speed Record at 352 mph. A long wing modification added 30 gallons of fuel and allowed Howard Hughes to fly L.A. to N.Y. nonstop in 7 hrs., 28 min. breaking his own previous record. It's max. level speed is listed at 435 mph, with a range of up to 4000 statute miles. It used an unusual and rare Pratt & Whitney 1535 cu. in. twin row 14 cylinder engine. An identical engine was located for the replica. The original racer was placed in the Smithsonian in 1975 with only about forty hours of total flight time.

The H-1 was beautifully constructed of wood, monocoque aluminum, castings, machined parts and steel tubing. It as the last privately (non-military) funded, designed, built and flown aircraft to hold the world land plane speed record, and it greatly influenced the design of both civilian and military aircraft for years afterward.

No plans or original parts were located. The replica will be built as closely to the original as possible from measurements taken from the original, and will be shown and demonstrated at airshows around the country. Completion is scheduled for 2001. This is truly a monumental project worthy of the attention of all who love historic aircraft. Find out more by visiting the web site of Wright Machine Tools, or calling : Jim Wright, 541/942-3712, www.wrightmachinetool.com.

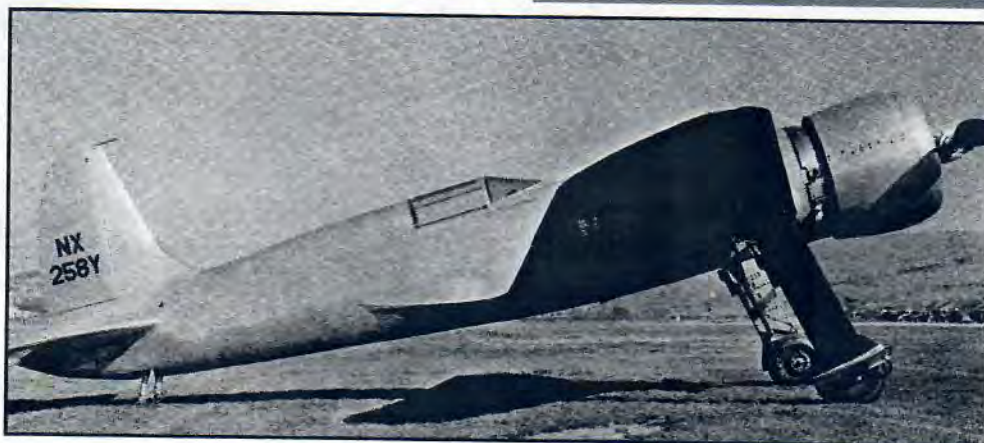
REGIONAL EVENTS: (Bold print indicates an EAA sponsored activity)

- | | |
|-----------------|--|
| July 5-9 | Northwest EAA Fly-In -
Arlington WA |
| July 8 | Chapter 43 Meeting - Tri-
County Airport |
| July 26 - Aug 1 | EAA AirVenture Fly-In -
Oshkosh WI |
| Sep 9-10 | Goldenwest EAA Fly-In -
Atwater CA |
| Sep 9-10 | Mideast EAA Fly-In -
Marion OH |
| Sep. 14-17 | National Championship Air
Races - Reno NV |
| Sep 16 | 4 th Annual Full Moon Hangar
Party - Boulder - Business Air-
craft Sales - 303-444-5560
This is 'not-to-miss' party! |
| Oct 6-8 | East Coast EAA Fly-In -
New Garden PA |
| Oct 12-15 | Copperstate EAA Fly-In -
Mesa AZ |
| Oct 13-15 | Southeast EAA Fly-In -
Evergreen AL |
| Oct 19-22 | Southwest EAA Fly-In -
Abilene TX |

SUBMISSIONS:

If you have an article, For Sale ad, or any other item of interest to the membership of chapter 43, please be sure it gets to your newsletter editor *at least two weeks* before the date of the meeting. Submissions are welcomed and encouraged, and may be mailed, e-mailed, or even given over the phone (for a short ad or message). Send them to:

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EAA MILE HIGH CHAPTER 43

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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

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FIRST CLASS



THIS MONTH'S MEETING:

SATURDAY, JULY 8TH, 2000 at 7:00 PM . See inside for details.