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MILE HIGH EAA CHAPTER 43

Founded May 1958

Mile High Flyer

The Official Monthly Newsletter of EAA Chapter 43

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Chapter 43 next meeting will be on Saturday, Nov, 10 at 7PM.

We will meet at the Mt. Evans Room at Metro Airport.

Program will be Dagmar Kress, aerobatics competitor and instructor.

Mile High EAA Chapter 43 Minutes Oct. 13, 2012

Dave Biesemeier, President, opened the meeting.

Blake from the Metro Airport briefed the chapter on all the projects going on at the Airport.

Anecdote: Scott Serani provided the humor. He provided great one – liners from Hollywood Squares regulars, Peter Marshall, Charley Weaver, Vincent Price and Paul Lynde.

September meeting minutes approved as published.

Finance Report: Myles reported the chapter still has some money.

Progress Reports: Mary Mitchell gave a progress on the recovery of Brent Haugen.

There was another report that I didn't get, sorry.

Trip Reports: 3 members went to a flyin in Kansas and ran into bad weather. John Evans went to a T-18 flyin in California. Don Smith went to an awards ceremony.

Progress Reports: Mary Mitchell gave a progress on the recovery of Brent Haugen.

There was another report that I didn't get, sorry.

Safety Report: Stephanie Wells attended a fly-in at Canon City. There was plenty of air traffic with only a Unicom. She suggested having an Air Boss on the Unicom. She also checked with the chapter if there was any interest in joining the 99's in having an Air Derby for next year.

Extra: Scott Serani invited Professor Jean Koster from C.U. Aerospace Engineering Sciences to address the chapter. He and 2 students (Adiu Oubou and Aijah Smith) presented a PowerPoint program on a FAA competition for hybrid/electric aircraft.

Scholarship Report: Janet Duggan (one of the Chapter's recipients) gave a report.

The Chapter is looking for a scholarship fund raiser chairperson.

Young Eagle Report: Terri Bazacos reported that on Saturday, Sept 15, 37 kids were flown. Ground Crew: Tyler Garrod, Mike Powell, John Reuterskiold, Ron Miller, Ken Scott, Daphne Deavenport, Jim Elliot. Greg Hall and Cliff Hasenbaig. Pilots: Paul Hahn, Scot Serani, Terri Bazacos, Al Godman, Herrill Davenport, Myles Lee, Bill Kendall and Stan Specht.

238 kids flown so far in 2012 with 25 signed up so far for October.

Terri also read a "Thank You" letter from Anja Riedel about Air Camp.

Young Aviators: Scott Serani reported that the sanding was done on the project. Mounting on the frame to be done at next meeting. Then the wiring and engine will begin. They meet once a month for 3 hours.

Old Business & New Business: Note: Chapter dues are due before the end of the year. Deadline is Dec. 31. Still \$20. Bill Mitchell had some Chapter jackets to display. Price will be \$80 for the Chapter Logos with \$1.50 per initial for a name. Order blanks were available.

Lynn Miller has set up our annual banquet. Same place as last year (CU Golf Course Clubhouse). Date is Jan 12, 2013 and price will be \$26 per person.

New Business: 2013 Election Nominations. Pres. Dave Biesemeier Vice – Pres. Stan Specht, Lynn Miller and John Reuterskiold. Treasurer Myles Lee. Secretary open (later filled by John Evans) Board Members, Ken Scott, Don Smith, Brian Cabebe, Terri Bazacos and Bob Markert. Newsletter Editor open (later filled by John Evans) Tech Counselors and Flight Advisors and Scholarship Fund Raiser Chairperson. All open for volunteers.

Meeting adjourned.

VOLUNTEERISM

By Dave Bieseemeier

You've all heard many times before how important volunteerism is to organizations like our own Mile High EAA Chapter 43. I have always admired the dedicated and enthusiastic individuals who have been so involved and critical for the success of our chapter. We are approaching a point in our chapter's lifespan where it is more important than ever before to become involved with the day-to-day activities and decisions that will guide Chapter 43 going forward.

I received a letter from Rod Hightower, EAA President and CEO, regarding the challenges facing the EAA and Aviation. Most concerning is the declining and aging pilot population which is going to weaken our bargaining strength with our local and national governments. The adage that there is strength in numbers holds great merit in aviation. That's why the EAA Young Eagles and new Eagles Flights programs are vital to maintaining and hopefully increasing our numbers. We are involved in this field out of sheer love of aviation and airplanes and want to share our joy with others with like interests.

Rod Hightower also notes that he recognizes that there are areas in which EAA must improve, and EAA National wants your feedback. Subjects that received a great deal of attention and criticism after AirVenture were the event's sound system, the corporate chalets, and aircraft parking in the North 40. Rod wants feedback from all members who have an opinion on any subject related to AirVenture, Young Eagles, Eagles Flights, Air Academy, and protecting and promoting the freedoms of homebuilding. Rod notes that EAA welcomes ALL aviators and airplanes into the EAA community and we must continue to build on the sense of belonging that brings us all together.

EAA has created a new email address, feedback@eaa.org, so we can provide suggestions to Rod and EAA's senior staff. They "personally review each of them and would appreciate your insightful thoughts."

I would like to mirror EAA's lead, and ask for your thoughts and suggestions for our own Chapter 43. Please let me know what's on your mind regarding how we can make things more fun, interesting, or educational for you and the rest of our members. I would like to hear if you are interested in reviving the Snow Busters Pancake Breakfast for next spring, what ideas you might have for meeting programs, if you would like to become more involved in chapter activities (but don't know who to talk to), and ways to help our members become more safety conscious in all our aviation activities.

And last but not least, I am sending out a plea for that special individual that might be too shy to speak up or approach me or other officers regarding getting more involved in our chapter. Volunteers are the engine that keeps our chapter humming and your enthusiasm is the fuel for the engine. **We desperately need someone to step up and take on the vital positions of secretary and newsletter editor.** Bob Young has been doing an admirable job of both for many years and wants to get on with his own projects. Bob and I will gladly help you learn the basics of getting started in either job, and assist in any other way we can, so don't be intimidated by either job. If you have a computer, we can help with software and how to use it. Please call me ASAP to let me know you are interested, at 720-480-5825, or dlbiesemeier@gmail.com.

Thank you all very much!

Dave



2013 Membership Enrollment Information

Original 8/30/2012

(Needed for 2013 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 2013 \$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
 P.O. Box 1725
 Broomfield, Co. 80038-1725*

NEW MEMBERS PLEASE COMPLETE - RETURNING MEMBERS OPTIONAL INFORMATION: *Supply any information that may have changed from previous year (if you want a field deleted from your record, please tag it).*

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 2013?

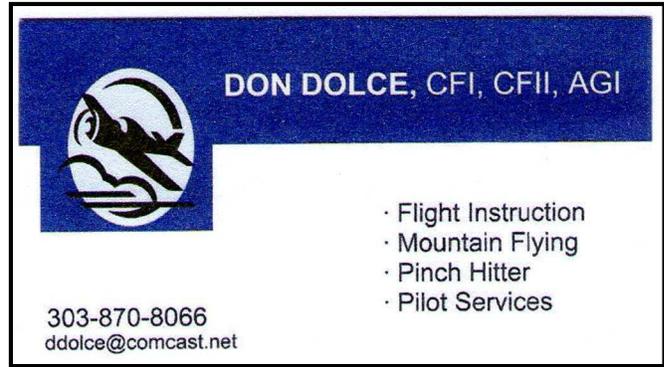
Run for a Chapter Officer Post? _____ Yes ___ No ___
 Arrange, Or Be, The Program For One Of Our Meetings? _____ Yes ___ No ___
 Host A Chapter Meeting At Your Project? _____ Yes ___ No ___
 Participate in Young Eagles functions, either as pilot or volunteer? Pilot Yes ___ No ___
 Ground Crew Yes ___ 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.



Don Dolce provided his business card so he may be contacted by individuals or small groups within our organization to talk in more detail about ForeFlight.



Brent Update

Good Folks, Brent Haugen is at home with assistance and doing better than any of us expected. The doctors have done surgery on his left thigh to remove a large, nasty looking, dark burn type injury. He's had a visit with the prosthesis doctor in reference to his amputated lower right leg. He must still wear the neck and back brace for an extended period of time. He's going to get to go to a nephew's birthday party in a few days. He says his goal is to be walking in 6 weeks, and knowing him as Mary & I do, I'd bet he'll do it.

Chapter 43 Jackets

Quality wind and rain repellent jackets with fleece lining. Adult sizes XS - 6XL Tall sizes LT-4XLT. At least 13 color combinations in adult and 3 in tall. Price \$80 includes Chapter 43 logo front and back. Name letters \$1.50 each. Contact Bill Mitchell for ordering. billyav8r@yahoo.com
Models on loan from "America's Next Top Models"




**Mile High
EAA Chapter 43**
www.EAA43.org
P.O. Box 1725
Broomfield, CO 80038-1725

Name: _____
Phone: _____
E-mail: _____




**EAA Chapter 43
Young Eagles**
www.eaa43.org/youngeagles

For more information on the national Young Eagles program:
www.youngeagles.org

For pictures, find us on Facebook:
Young Eagles EAA Chapter 43

GOOD NEWS EAA 43 501 (c) (3)

From Myles Lee: I am pleased to announce that we received notice from the IRS that our 501 (c) (3) status has been reinstated and they have not requested any more information...

A few things to notice:

We were reinstated retroactive back to May 15, 2010.

We were classified as a Public Charity.

We were reinstated under the IRS Notice 2011-43 which allowed us to reapply for just \$100 instead of the full amount around \$400.

To keep our tax free status, we need to file form 990 yearly which is a simple process. Thanks, Myles.

Make Your EAA Chapter 43 Scholarship Tax-Free Donations Before December 31, 2012!!!

Now would be a great time to offer or renew your support for the Chapter 43 Scholarship Program by making a donation in 2012 toward our 2013 scholarships. In 2012 we sent a number of highly motivated young folks to camp at Oshkosh, or helped begin their flight and aviation skills training. Our goal of \$4500 would accomplish the same objectives for 2013. We are presently over half way toward that goal. Of significant note, Chapter 43 was recently re-affirmed by the IRS as a 501(c)(3) Public Charity under the Federal income tax code.

Therefore, your donations would be exempt from Federal taxes, as would other types of donations to the Chapter. So, please consider making a contribution toward our local young aviation enthusiasts and help send them on their way toward a lifetime in aviation. You may send your donation to: EAA Mile High Chapter 43, P.O. Box 1725, Broomfield, CO 80038-1725, or give it to our treasurer, Myles Lee, at our monthly meetings.

Stan Specht
Chapter 43 Scholarship Fundraising Chair

YOUNG EAGLES

Terri Bazacos reported the latest Young Eagle event. On Oct. 20th at Erie Airport a total of 29 kids were flown.

Ground Crew

Scott Serani, Ken Scott

Phyllis Scott, Ron Miller

Jim Elliott, John Elliott

Don Smith, Mike Duggan

Pilot Crew

Myles Lee, Damon Becker

Jean-Pierre Verdier, Al Godman

Rocky Mapes, Herrill Davenport

Paul Hahn, Terri Bazacos

E-Mail sent to Scott Serani from Dr. Koster

Below is that follow-up email I received this morning from Dr. Koster that we can pass along to membership. I talked with him during our break Saturday and expressed that some members who heard their presentation might feel a little intimidated about offering expertise. His comment was to not let that happen. On the contrary it is the CU participants that are intimidated because they realize how much they do not know about typical airport operations. What they want is nothing more than the ability to pick the brains of pilots to understand more about typical airport operations.

They would love to invite members interested in sharing some of that basic knowledge to attend one of those Thursday brainstorming sessions. About anything any member would need to know about the program and/or where and when they meet is all attached to this email. Dr. Koster even mentioned that if a few of us wouldn't mind taking a couple of their students up for a flight or two around local airports just so they could see operations practices in use would be very helpful. I think that is a terrific idea and am personally up for helping out there.

Perhaps Bill Kendall will see this posting and see how it might fit into the new Eagles Program?

Thank you for giving us an opportunity to present our ideas for responding to the FAA competition on hybrid/electric aircraft.

Those of your members who would like to help us brainstorm and work on our entry are very welcome to join us at our weekly meetings on Thursdays 2-3 pm. Your experience as pilots is very valuable to us and your input and contribution will certainly increase the quality of our submission. We meet in the Lockheed Martin Room, ECAE-1B16 in the basement of the Aerospace wing in the Engineering center (<http://www.colorado.edu/engineering/node/84>). The Aerospace Complex is in the North Tower next to Colorado Avenue (see attachment).

I attach the file we presented on Saturday. Thanks for the warm welcome of Adil, Alijah and myself.

For the fun of it I also share a youtube of our Hyperion vehicle.

We appreciate any help we can get to win this competition!

Please share these files with all that are interested in helping us in some way.

Best Regards

<http://www.colorado.edu/aerospace>

Jean

<http://aeroprojects.colorado.edu>

<http://aeroprojects.colorado.edu/jnk-projects>

<http://www.linkedin.com/groups?gid=159152>

Jean N. Koster

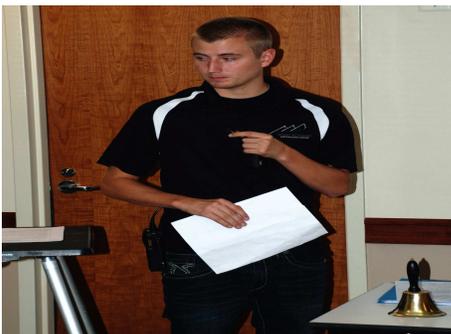
Professor

Dept. Aerospace Engineering Sciences

University of Colorado

Boulder, CO 80309-0429

(303)492-6945



NTSB Safety Study Targets Experimental Aircraft

Board's safety recommendations aim to reverse the high accident rate of amateur-built airplanes.

By Stephen Pope / Published: May 22, 2012



Submitted by Stan Specht

The NTSB held a fascinating meeting at its Washington headquarters on Tuesday morning that explored in detail the poor safety record of experimental amateur-built aircraft and produced a laundry list of solutions aimed at stemming the problem. The raw data presented in the NTSB's study of experimental aircraft safety was wholly absorbing in and of itself, but it was the compendium of safety recommendations the Board put forward – 16 in all – that provide at least a glimmer hope that an abysmal safety record can indeed be improved.

Attended by the full NTSB Board, the meeting presented accident data culled from the available statistics in the last decade, as well as a closer examination of last year, which saw 224 accidents of experimental amateur-built (EAB) airplanes, 54 of them fatal. Most surprising looking at the data was that the number one cause of EAB accidents involved engine failure or loss of engine power, usually on the very first test flight or one of the first test flights, and often caused by disrupted fuel flow. The second leading cause of EAB accidents was loss of control, but here again there was a surprise in the data: Unlike loss of control accidents involving certified aircraft, which usually happen in the traffic pattern during the landing phase, most EAB loss of control accidents happened on takeoff and initial climbout.

Another big issue the study addressed is training. While experimental airplane builders as a group tend to have more flying experience than other general aviation pilots, those who were involved in accidents usually had very little time in type. Because of FAA rules that require flight instructors to obtain "letters of deviation" before they can conduct paid flight training in their experimental airplanes, getting adequate training isn't always easy. And in single-seat models, it's impossible.

In producing its safety study, the NTSB worked closely with the FAA and the Experimental Aircraft Association. The EAA conducted an online survey of owners and builders last summer, receiving about 5,000 responses from members who identified themselves as current builders, those who have built an aircraft, or those who have purchased one used. Of all the respondents, 76 percent had built an airplane. Interestingly, the median age of those who had built their airplanes was 62; the median age of those who were currently building one was 56; and the median age of those who had purchased one used was 60. The majority listed their occupation as "retired." The average time to build an aircraft, according to survey respondents, was 2,000 hours. Considering there are 2,080 hours in one work year, it's not surprising that most homebuilders are retired. The biggest investment is the time, with some builders saying it took them 10 or 15 years to complete their aircraft. The sad irony is that it took a builder more than a decade to build the airplane of his dreams, only for him to crash it and be killed on first flight or very soon after.

The most common types of kitbuilt airplanes were produced by Vans Aircraft, Lancair, Glasair and Zenith Aircraft, in that order. Of airplanes built from plans, the most common model was the Rutan LongEZ.

No surprise, the study found that amateur-built aircraft account for a disproportionate number of accidents compared with certified airplanes. Between 2001 and 2010, on average there were 213 accidents of EAB aircraft and 55 fatalities annually.

One of the eye-opening stats was that most accidents involving EAB aircraft happen very early in the airplane's

life, often on the very first flight, and early into that flight. Pilots who survived EAB crashes often said the engine quit or lost power, or that pitch control on takeoff or climbout was not what they anticipated. Another interesting statistic was that accidents caused by weather and CFIT were much less common in EAB aircraft than in certified airplanes.

Looking specifically at accidents stats from 2011, a total of 34 crashes occurred during Phase I flight testing. More than half of the accidents involved aircraft that were purchased used, again with crashes often happening shortly after the the airplanes were bought. About 10 percent of all EAB accidents in 2011 happened on very first flight, the NTSB said.

Based on the raw data, as well as the survey responses and experimental amateur-built rules in force in other countries, the NTSB made 16 safety recommendations, 12 of them directed at the FAA and four reserved for the EAA.

In a nutshell, they include: defining procedures for completing an aircraft fuel system functional test before the start of Phase I flight testing; requiring EAB applicants to submit a flight test plan before start of Phase I flight testing; applying incentives for builders to complete flight test training prior to start of Phase I flying; clarifying the circumstances in which a second qualified pilot could be allowed to fly during Phase I testing; requiring submittal of an Aircraft Flight Manual prior to start of Phase II flying; promoting the use of electronic data recording devices during Phase I flight testing for the creation of an Aircraft Flight Manual; making flight instruction in EAB aircraft easier; forming a coalition of kit makers and builder groups that would formulate incentives for flight training; creating provisions for modifying aircraft and returning them to Phase I flight testing if needed; and standardizing make, model and series data to meet ICAO specifications.

To the EAA, the NTSB made the following recommendations:

Formulate incentives to encourage builders and owners to complete training; work with members, aircraft manufacturers and avionics makers to develop standards for flight data recording; create and publish repository of flight instructors who are letter of deviation holders.

I'd take it a step further and abolish the whole letter of deviation practice when it came to EAB training. There should be no additional hoops to jump through for a pilot who wants to receive flight instruction in kitbuilt airplanes. I would also recommend that kit plane manufacturers add angle-of-attack indicators to the basic list of avionics they sell with their airplanes. It's no secret that many homebuilders choose their models specifically because they want to fly on the edge of the flight envelope in a fun airplane. An AOA indicator would go a long way to allowing a pilot-builder to define and stay within that envelope. Finally, I would encourage makers of PC-based flight simulators to develop highly accurate models of all the most popular kit planes so that builders can experience the differences between the airplanes they learned to fly in and the airplanes they are building in a safe learning environment.

We welcome your comments on flyingmag.com. In order to maintain a respectful environment, we ask that all comments be on-topic, respectful and spam-free. All comments that do not comply with these guidelines will be removed.

EAA CHAPTER 43 BANQUET SIGN UP

ANNUAL CHAPTER BANQUET, JAN. 12, 2013
ERIE GOLF COURSE CLUBHOUSE RESTAURANT
\$26 PER PERSON

NAME _____

NO. IN YOUR PARTY _____

AMOUNT INCLUDED \$ _____ (PLEASE INCLUDE FULL AMOUNT)

PHONE NUMBER _____

EMAIL ADDRESS _____

PLEASE PRINT OUT AND MAIL THIS FORM AND YOUR CHECK
MADE OUT TO:

EAA CHAPTER 43
PO BOX 1725
BROOMFIELD CO 80038-1725



MILE HIGH EAA CHAPTER 43

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Vice President	Kyle Heckman	303-926-4431
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Bill Kendall 303-452-6057*	Don Smith 720-963-4108 *

Bill Mitchell 303-427-4025* *

(Note: * 2 year terms expire end of 2012) (** 2 year terms expire end of 2013)

Volunteer Officers

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Technical Counselor	Dave Biesemeier	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 Coord	Terri Bazacos	559-618-0159
Young Aviators Advisor	Pat Miller	303-666-8233
Member Data Base Ed.	John Reuterskiold	303-881-3517
Web Master	Brian Cabebe	303-748-5570
Safety Officer	Stephanie Wells	303-503-0147
Refreshments	John & Roxie Juul	303-466-2600
Audio / Visual	Herrill Davenport	303-460-7789
Scholarship Chairman	Lynn Miller	303-666-8233

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Mile High Flyer

Mile High EAA Chapter 43

P.O. Box 1725

Broomfield, CO 80038-1725

FIRST CLASS



Chapter 43 next meeting will be on Saturday, Nov, 10 at 7PM.

We will meet at the Mt. Evans Room at Metro Airport.

Program will be Dagmar Kress, aerobatics competitor and instructor.