



Mile High Flyer

The Official Newsletter of
The Experimental Aircraft Association Chapter 43

Established May, 1958

Volume 41, Issue 2

On the web @ www.eaa43.org

February, 2014

Next Meeting

Saturday, February 8, 2014

7 P.M. @ the Mt. Evans Room in the Terminal Bldg. @ Metro Airport. Our program for the night will be a Chapter Video Magazine from EAA National Headquarters.

Editor's Corner

Last month's meeting was our annual banquet and awards get-together. It was really enjoyable for my wife and me, and I believe that everyone I spoke to had a great time... good food, a great location, and especially good company! If you weren't there you missed a good time. Attendance was down a little from last year, and if you have any thoughts about why that might be, or suggestions for next year, please share them with any of our officers.



It is that time of year again to renew your membership in Chapter 43. I would encourage you to continue to support this chapter and the EAA... please see the **Renewal Form** on page 11 of this issue.

John



In This Issue:

Page

Denver ARTCC Visit Report	2
Letter from Gene Horsman	3
Upcoming Events Calendar	4
Gyrocopter Donation Report	5-6
Young Aviators Report	7
Want Ads	8-10
Membership Renewal Form	11

Reminder... to be included in the 2014 Roster, dues are payable at this time. Please continue to support your chapter!

EAA Chapter 43 Members Visit Denver Center (ARTCC)

Members of Chapter 43 toured the Denver ARTCC facility in Longmont this month. The visit started with a well presented briefing by two Center controllers outlining the U.S. airspace system, ARTCC organization and responsibilities, and the airspace and sectors that the Denver Center is responsible for. They spent considerable time addressing controller's responsibilities to pilots and what they can and cannot do for pilots. Pilot responsibilities to Center and helpful procedures in contacting and communicating with ARTCC were also addressed.

The briefers stressed the importance of using Flight Following during all VFR flights as they are another pair of eyes for traffic separation, are immediately available to contact in an emergency, and know where we are and where to send help, if necessary. They take the responsibility for advising VFR traffic very seriously, reminding us that they can only advise VFR flights of traffic conflicts and they can only suggest, not direct, us to a specific course and/or altitude. The briefers made it very clear that Pilots who request and receive Flight Following have the responsibility to "close the loop" when Flight Following is terminated. If communication is blocked or lost with Center the pilot should not just switch to a squawk code of 1200. Rather, they should communicate to Center by having a message relayed by another aircraft, control tower, or by calling Flight Service indicating their position and stating that they will terminate Flight Following and squawk 1200. If Flight following is terminated by one party (Center or pilot) it must be acknowledged by the other.

Another point that they spent time on was that pilots should not hesitate to tell controllers they cannot comply with an instruction. When the pilot needs more time to consider what the controller is saying, pilots should not hesitate to say "standby". When a pilot does not feel that a controller's instruction is in the interest of flight safety the PIC should say "unable". Center reminded us that the PIC is the final authority for the safe flight of his aircraft and should act accordingly when communicating with Center controllers.

Following the briefing and question and answer period we visited the control room. We were shown where NOTAMS were processed and meteorological data summarized and sent to each controller. We then were given a headset and sat with a controller while he was directing traffic. The controllers explained the symbols on the screen, aircraft data, and ways they keep traffic separated. Of interest were the computer-generated displays indicating traffic conflicts. I found it helpful in asking the controller, as a VFR pilot, how to best communicate with Center for Flight Following activities.

Everyone enjoyed the tour and gained a first-hand look at air traffic control and some of Center's operational procedures and favored ways of communication. Center personnel were pleased that pilots attended their briefing and tour because it promotes a better understanding between pilots and controllers making for a safer and more efficient flow of traffic.

*(Thanks to Chapter 43 Vice-President **Ken Scott** for this report and for setting up these visits on two separate days!)*

Goodbye Dave!

What words can one say to the loss of an old friend??

Dave Bieseimer and I had known each other for a number of years, and worked together on my biplane restoration for a number of years, 20 plus to be exact.

We traded information for a number of years. We traded jokes and stories, again for a number of years.

I convinced him back in 1993 to weld up the steel tube fuselage of my Mercury project. He finally relented and said he would start on it, but if he wasn't happy with it he could and would walk away. Needless to say, that the deeper into the welding he got, the more he became in love with the project, now he is gone!!! I'm lost without him and ready to give up the project. I still have one lower wing panel to restore and all the structure is then done. He only did the welding required on the wings and tail structure. I did most of the restoration of the salvageable parts and made new ones where needed.

He did all the welding of that fuselage because I had never welded anything in my life. I knew that he did an excellent job of tube welding because I had seen some of his work. We built our own jigs for the two sides, the top and bottom of the fuselage.

The only sections of the fuselage he didn't weld were the tailwheel attach assembly. (Brad Davenport did that, and Marvin Wahl did the fabrication of the landing gear legs.) As we went along, Dave made many suggestions on the assembly, all good by the way! He developed the windshield bracketry and any sheet metal we needed to fabricate. We had just finished up the boot cowl up front and still had two more cowlings to rework or fabricate when cold weather caught up with us, this fall. No heat in the hangar stopped us at that time.

We got along famously and I just can't resign myself to realize he is gone

We had many visitors while working on the fuselage assembly. Some were friends of Dave and some were friends of mine and some were just curious when they drove by the open hangar and we usually stopped what we were doing to answer questions.

I haven't got out the adding machine to total up the amount of money I have in the project thus far, but the whole project is currently for sale. I had quit counting at about 20K and that was some time ago (years as a matter of fact!).

I don't know how many of you knew that Dave, when he went in the Air Force, went to jet engine school and then transferred over to helicopters. He had a varied background in aviation and was a top flight aircraft mechanic.

He was a EAA Technical Counselor and inspected a lot of homebuilt aircraft for our EAA chapter members and homebuilt aircraft builders in the surrounding area

Dave was a pretty unflappable guy. I don't think I ever saw him angry. He always seemed to be cool, calm and collected and never to raise his voice.

I'm sure that where he is now, that he has his own wings to be used as needed, but is still flying all manner of aircraft and he is getting all the flying time he wants, in perfect weather, and in any type of aircraft he desires.

God Bless you Dave, and I hope to see you again some day.

Your old aviation buddy,

Gene Horsman

Submitted by *Don Smith*

2014 EVENTS

FEBRUARY

- Sat* 8 **EAA Chapter 43 Meeting, KBJC, 7:00 p.m.**
- Sat* 1 AAHS Annual Aviation Meeting, 9am-3pm, CAL AERO FIELD, Chino Airport, Chino, CA www.aahs-online.org
- Sat* 8 EAA Skiplane Fly-in, Pioneer Airport, Oshkosh WI, 10 a.m. to 1:30 p.m.
http://www.eaa.org/news/2013/2013-12-03_eaas-skiplane-fly-in-moved-to-february8.asp
- Mon* 10 AOPA ASI Accident Case Study: Live Safety Seminar, Ramada Plaza, 10 E 120th Ave, Northglenn, 7-9 p.m.
- Mon* 17 AFC/FAASTeam Wings Safety Seminar, Ramada Hotel, Centennial airport, 6:00-8:00 p.m.

MARCH

- Sat* 1 EAA Chapter 301 Young Eagles Rally, FTG 7:45am
Rocky Mt. Airshow "A Conversation with Heroes", KBJC
<http://www.cosportaviation.org/seasonofaviation.html>
- Sat* 8 Hops & Props, EAA's fine food and beverage-tasting event, AirVenture Museum, 7:00 p.m. – 10:00 p.m.
<http://www.eaa.org/hops&props/>
- Sat* 8 **EAA Chapter 43 Membership meeting, BJC, 7:00 pm**
- Sat* 22 Snow Buster Fly-in (T)
Jeffco Aviation Association Annual Meeting, KBJC, Mt. Evans Room, Noon (T)
- Sat* 29 EAA Chapter 301 Young Eagles Rally, FTG 7:45am

APRIL

- 1-6 Sun 'n Fun 2014 International Fly-in and Expo, Lakeland FL
<http://www.sun-n-fun.org/FlyIn.aspx>
- Sat* 12 EAA Chapter 43 Membership meeting, BJC, 7:00 pm
- Sat* 26 EAA Chapter 301 Young Eagles Rally, FTG 7:45am

MAY

- Sat* 10 Rocky Mt. Airshow Charities Plane Pull & 5K Run/Walk, KBJC
<http://www.cosportaviation.org/seasonofaviation.html>
- Mon* 12 Rocky Mt. Airshow Sport Aviation Golf Tournament, Bear Dance Country Club
<http://www.cosportaviation.org/seasonofaviation.html>

(T) : tentative

Our New Gyrocopter

It has been said that “good things come to good people”...and organizations, I might add.

Since Chapter 43 is a “good organization,” good things are coming our way! One recent example is a gyrocopter donated to us by Peggy Hunnicutt of Golden. Her late husband, Tom, built a gyrocopter some ten years ago. He flew it for only about four hours after he built it, and it had been parked ever since. (Interesting note--he actually flew it in Death Valley, so Peggy cautioned us that it had never flown at our altitude!)

Tom’s close friend and neighbor, John Capone, who we know as a well-established and respected member of the Metro aviation community, brought us together. John arranged for us to meet Peggy and see the gyrocopter late in 2013. We hastily decided to accept the donation to be used specifically toward the chapter’s youth aviation and scholarship programs.

A recovery team consisting of Dave Schenk (truck and trailer operator), Steve Beach (operations photographer), Scott Serani (youth group representative), John Evens (technical representative), and me (who knows what!), went to Golden to receive the gyrocopter.

We found Peggy to be a delightful person (although she IS a horse lover!!!) and supporter of youth aviation, and one excited to donate her husband’s wonderful creation to the chapter.

Needless to say, as we looked over the gyrocopter, our juices began to flow, and, if I’m not mistaken, each of us started fanaticizing about our urge to fly that interesting aviation gadget! Of course, under National EAA regulations, that wouldn’t be a possibility, but it never hurts to dream a bit!

So, Bill Mitchell offered to let us keep the machine in his hangar until we decide how to best use this generous donation. It is still unclear how that might be done, either using it as a static display for our youth programs, or selling it and using the proceeds toward our Young Aviators and Young Eagles programs, or using the funds toward our scholarship program. We have time to decide. In the meantime, Scott will help the Young Aviators clean the gyrocopter and use it as a learning tool.

A great big “thank you” goes out to Peggy Hunnicutt for the thoughtful and generous donation, and to John Capone for bringing us together!!!

Stan Specht

EAA Chapter 43 Scholarship Fundraising Chairman

(Pictures of the “operation” follow on page 6...)

(Photos courtesy of *Steve Beach*)



Peggy Hunnicutt



John Capone and Peggy



Dave & Stan looking it over



Getting ready to load trailer



Scott Disassembling the LONG main rotor



Temporary new home in Erie



Latest Updates and Information

By Scott Serani

In our last meeting on January 18th, Chapter 43 member Stan Specht graciously arranged for the Young Aviators to tour Rocky Mountain Metropolitan Airport's Control Tower. Thirteen Aviators along with three parents went up in small groups and spent about a half hour seeing and understanding tower activities. A special thanks goes out to Stan Specht and tower personnel for their effort and hospitality.

OUR NEXT MEETING:

February 15th

As of this date, arrangements / schedules / location are still being planned. More information will be published and emailed to everyone as details firm up.

For those interested in learning more about *Young Aviators*, feel free to contact: Mrs. Pat Miller: email - millerr967@aol.com or visit us at youngaviators@eaa43.org

CHICKEN WINGS



BY MICHAEL AND STEFAN STRASSER



Want Ads

KFNL-SHARED HANGER SPACE FOR RENT

Space available for small homebuilt such as RV-6, Pitts, Kitfox, etc. to share with two other homebuilts (both high-wing). Electric bi-fold door, heated and insulated. West-facing center unit in condo building. \$215 a month or \$600 a quarter. Type and size of plane determines position in hanger.

For more info or to see hanger call Lyne Bieseimer at 970-669-2286
or email: dlbiesemeier@gmail.com

For Sale - **RV-7 tail kit**, completely built and inspected by EAA Tech Counselor and IA with supporting paperwork. Includes horizontal and vertical stabs., elevator and rudder and trim tab. Get a jump start on your RV-7 project for just \$2,000! All proceeds go to EAA Chapter 43 to support this year's EAA Leadership Camp attendees. Please contact:
Lynn Miller @ 303-666-8233 or lynnpatmiller@gmail.com

Price Lowered!

STRATUS ADS-B RECEIVER FOR SALE: 1st Generation. Compatible with ForeFlight (see Sporty's Catalog for details). I purchased it about a year ago for \$799, now selling for \$699 at Sporty's, I'm asking **\$450 OBO**. Worked perfectly the last time used. Includes RAM suction cup mount. Call Stan Specht 303-807-4699 or sourdostan@aol.com for more details.

2003 *Storm Century*, 250TT, 200HP Subaru 6 , MT 3 blade electric prop, 3-4 seater, 825lbs useful, 135kts @6.5 GPH on Mogas, 38gallons, EFIS sport+ EIS, Narco radio, FADEC, water cooled, dual fuel, dual Ignition/ batteries.

89K new - asking 45K or trade??

Lost medical. [720-938-6207](tel:720-938-6207) Jeff

Want Ads (cont.)

For Sale

1. A pair of Telex headsets (AIRMAN 750).....\$100.00
 2. Magneto Synchronizer Model E50.....\$25.00
 3. Differential Cylinder Pressure Tester Model E-2\$30.00
- Mas Yoshida @ **303-421-2776** (home) or **303-589-8552** (cell).

Looking for a hangar, or hangar space to share, for a T-18 size aircraft (low-wing, 21' wingspan) - prefer KBJC or Erie. Please contact:

Kelvin Anderson
303-478-4135
ka767@hotmail.com

For Sale: RV-7 empennage w/ many extras—\$1,500.

Contact: John @ (303) 907-9509

NEW (never installed) **Narco AT-165 Transponder with rack** for sale. I will take offers to purchase it. Detailed information & original sales invoice available.

John Ewan (970) 227-5998 johnewan42@gmail.com

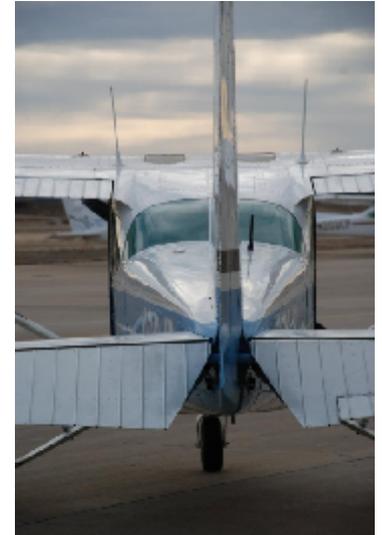


FOR SALE

1979 Cessna 172N Skyhawk II



Registration: N90JR
 Type: Single Engine
 Year: 1979
 Make: Cessna
 Model: 172 Skyhawk II
 Aircraft Location: Erie, Colorado



Price: \$59,900

Contact Terri Bazacos @ (720) 675-8643 or tbazacos@gmail.com

Description

Total Time: 6560 hours
Engine Time: 305 hours SMOH on 0320-H2AD,
 Engine by River City Aircraft Engines in Texas
 Compression 77, 76, 77, 76
Prop: McCauley Propeller, Model
 1C160DTM7557M1
Annual Due: October, 2013, all AD's complied
 with

Avionics

IFR equipped
 KMA 24 Audio Control System with Marker Beacons
 Dual KX-165 Nav/Com System
 KI-206 VOR/LOC/Glideslope Indicators
 KI-208 VOR/LOC
 Sperry RT 359A Transponder/Encoder with Mode C
 Pilot and Copilot PTT
 Four Place Intercom with Pilot Isolate
 DC Quartz Hobbs Hour Meter
 Davtron M800 Digital Clock
 Avionics Master Switch
 Music Jack that yields to ATC transmissions
 Garmin 295 Dock in Instrument Panel
 Artex ME406 ELT
 Post Lights

Airframe

43 gallons (40 usable)
 Pilot's side articulating seat
 Factory Shoulder Harnesses
 Skylights
 Ground Power Receptacle
 Outside Air Temperature Gauge
 Pitot Heat
 Factory Extended Baggage Compartment
 Wingtip Nav and Strobe lights
 Whelen LED Headlamp
 Wheel Pants
 E-Z Heat Engine Heater

Interior: Blue interior, Rated 8 of 10

Exterior: Overall white with light blue major and
 black minor accent in a stock original scheme.
 Rated 8 of 10

History:

Damage history shows that in 1987 the aircraft
 sustained wind damage. Fin, rudder, and both
 wings replaced. Repainted in 1998.
 Complete log books



Membership Enrollment Information

(Needed for Current 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	\$20.00
Name: _____	Scholarship Donation (Optional)	.00
National EAA Membership #: _____	Total	.00
EAA Membership Renewal Date: _____	<i>Scholarship donations are tax deductible.</i>	

Are you a:

Technical Counselor	Yes	No
Flight Advisor	Yes	No
CFI	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).*

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

HOW WOULD YOU LIKE TO BE INVOLVED IN THE CHAPTER?

Participate in Young Eagles functions, either as pilot or volunteer?	Pilot	Yes	No
	Ground Crew	Yes	No
Arrange, Or Be, The Program For One Of Our Meetings? -----		Yes	No
Host A Chapter Meeting At Your Project? -----		Yes	No
Run for a Chapter Officer Post? -----		Yes	No
Interested in attending hands-on workshops (under consideration)		Yes	No

AIRCRAFT INFORMATION:

Note: Status: ----Built, Building, Restoring, Considering, etc.

<u>Make, Model</u>	<u>Status</u>	<u>Based At</u>
_____	_____	_____
_____	_____	_____

To keep costs down 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 to any of the chapter officers. The board will review suggestions.

2014 Chapter Officers

President	John Reuterskiold	303-881-3517
Vice President	Ken Scott	303-674-7846
Vice President	Bob Smith	720-542-9231
Secretary	Roxie Juul	303-466-2600
Treasurer	Myles Lee	303-277-1775

Board of Directors

John Reuterskiold (Chairman)
 Brian Cabebe*
 Terri Bazacos*
 Lynn Miller**
 John Juul**

(Note: *- 2 year terms expire end of 2014, **- 2 year terms expire end of 2015)

Volunteer Officers

Technical Counselor	Art Schwarz	303-905-2125
Technical Counselor	Robert Smith	720-556-9066
Technical Counselor	Jim Sutton	303-598-4205
Technical Counselor	Bill Truax	303-249-2578
Technical Counselor	Peter Will	303-656-0678
Flight Advisor	Bill Mitchell	303-427-4025
Flight Advisor	Dennis Moss	970-330-4509
Newsletter Editor	John Evens	303-420-2724
Young Eagles Coordinator	Terri Bazacos	559-618-0159
Young Aviators Advisor	Pat Miller	303-666-8233
Young Aviators Advisor	Scott Serani	303-358-2858
Data Base Editor	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
Scholarship Fundraising	Stan Specht	303-232-8474

CFI's in Chapter 43

Cleon Biter	303-678-7524
Richard Brown	303-558-0793
Mark Davis	303-425-4080
Bill Mitchell	303-427-4025
Tom Shaw	303-275-0904
Stephanie Wells	303-503-0147

Mile High EAA Chapter 43

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. The submission of articles, comments, or inquiries for publication in the newsletter is encouraged.

Mile High Flyer
EAA Chapter 43
P.O. Box 1725
Broomfield, CO 80038-1725

First Class



Meetings are normally held on the second Saturday of each month at 7:00 P.M.—Location determined monthly. See Page 1 for details of the upcoming meeting.