



Mile High Flyer

The Official Newsletter of
The Experimental Aircraft Association Chapter 43

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June, 2014

Next Meeting

Saturday, June 14, 2014

7 PM @ the Mt. Evans Room in the Terminal Bldg. @ Metro Airport. The program is scheduled to be a short video from Rocky Mountain Propeller on the processes they use to overhaul propellers. That will be followed by a Chapter Video from EAA National. There were a couple of speakers lined up, who we have now been unable to contact. If that situation changes, there will be a live speaker in lieu of videos. Hope you can make it—either way it should be interesting.

Editor's Corner

It was very nice to receive the letter from Janet Duggan (see p.4), one of our past flight training scholarship recipients. Seeing another young pilot join the ranks is always a very good thing! Janet's dad, Mike, was featured in the June, 2013 issue of the Flyer. We have had other similar success stories over the years, which is a tribute to these young people, as well as to the hard-working members of the scholarship committee and the others who so generously contribute to this worthwhile cause. It is definitely something for all to be very proud of! Way to go, Janet!



John 

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Do you have a favorite picture of your airplane, or project, that you'd like to share in this newsletter?

Send to the editor @
newsletter@eaa43.org

*The following event is coming up very soon. As noted below, you must RSVP by **Monday, June 9th** if you'd like to attend.*

Antique Airplane Association of Colorado, EAA Chapter 43, and friends,

Please join your buds on **Saturday, June 14**, for a docent-led tour of Westpac Restoration's 65,000 square-foot restoration facility and The National Museum of World War II Aviation in Colorado Springs.

Both facilities are adjacent to one another at the north side of the Colorado Springs Municipal Airport (COS). **Choose between two identical docent-led tours, starting at either 10:00 AM or Noon, promptly.** The tour lasts for 1 hour & 45 minutes. Cost is \$8 per person. Please **RSVP by Monday, June 9th to Ken Scott (EAA, kencscott@yahoo.com) or Scott McEwen (AAACO, [303-895-5058](tel:303-895-5058), wsmcewen@gmail.com)** with:

- **Choice of tour time: 10:00 AM or Noon**
- **Driving or flying?**
- **If you are the driver or pilot, how many will ride/fly with you?**
- **If you are a passenger, who's your driver or pilot?**

If flying into COS, arrive 30 minutes early to allow time to taxi, park, and secure your aircraft. Westpac and the Museum are adjacent to A1 of taxiway Alpha. Aircraft parking is available on concrete ramp at the museum. Bring your own chocks. Note that tie-downs are not available at the Museum's ramp, but may be available at alternative ramps by the JetCenter and Cutter FBOs. Shuttle service can be arranged from the two FBOs to the Museum. Remember that COS is Class C airspace.

If driving, the address is 755 Aviation Way, Colorado Springs, CO 80916.

All participants can check-in at the Museum upon arrival. If interest warrants, want to make lunch reservations at "The Airplane Restaurant" for the first tour group.

For more info about these two facilities, see <http://www.westpacrestorations.com/> and <http://www.worldwariaviation.org/>. Please feel free to contact Scott McEwen with questions or comments.

Upcoming Events Calendar

Submitted by *Don Smith*

2014 EVENTS

JUNE

- Sat* 14 17th Annual JAA Fly-In, Rocky Mountain Metro Airport, 6:00 a.m. to 1:00 p.m.
- Sat* 14 EAA Chapter 43 Westpac Restoration Tour, Colorado Springs
- Sat* 14 Van-Aire (CO12) Fly-in/Drive-in 10:30am, Lunch at 12:00 p.m.
- Sat* 14 1940's WWII Era Ball, Boulder Municipal Airport (BDU), 4-11 p.m.
http://www.1940sball.org/1940s_WWII_Era_Ball/Home.html
- Sat* 14 **EAA Chapter 43 Membership meeting, BJC, 7:00 p.m.**
- 19-22 EAA B-17 "Aluminum Overcast" at Centennial Airport (APA)
- Fri* 20 EAA Chapter 301 Membership meeting, 7:00 p.m.
- Sat* 21 Glenn Miller Days fly-in and breakfast by the Fort Morgan Lions Club, FMM, 7:30-10:00 a.m.
- Sat* 21 EAA Chapter 43 Young Eagles Rally, EIK 7:45 a.m.
- Sat* 21 EAA Chapter 301 Young Eagles Rally, APA 7:45 a.m.
- Sat* 21 Rocky Mountain Aviation Expo, KFTG
<http://www.rmlsaexpo.com/>

JULY

- Fri* 4 Leadville-Lake County Airport. (KLXV) 6th annual "Free" 4th of July Cookout from 11:00 am-1:00pm
<http://www.lxvairport.com/newsandevents.html>
- Sat* 5 EAA Chap. 1267 11th Annual Pancake Breakfast, KGNB, 7:00 a.m. - 11:00 a.m.
- 10-12 Arlington Fly-in, Arlington Muni WA (AWO) 8 a.m. - 10 p.m.
<http://www.arlingtonflyin.org/>
- Sat* 12 AOPA Fly-in, Plymouth Airport (PYM), Plymouth MA (1554nm from BJC)
- Sat* 12 **EAA Chapter 43 Membership meeting, BJC, 7:00 p.m.**
- Fri* 18 *Disney Planes – Fire & Rescue Release*
- Fri* 18 EAA Chapter 301 Membership meeting, 7:00 p.m.
- Sat* 19 Kelly Airpark Fly-In Breakfast, CO15, Gary Casey Hangar, 7:00 a.m. - 11:00 a.m.
- Sat* 19 EAA Chapter 43 Young Eagles Rally, EIK 7:45 a.m.
- Sat* 19 EAA Chapter 301 Young Eagles Rally, FTG 7:45 a.m.
- Sat* 19 AOPA Rusty Pilot's Presentation at Aspen Flying Club, APA, 09:00 a.m. - 12:00 p.m.
- Sat* 26 EAA Chapter 301 Young Eagles Rally, FTG 7:45 a.m.

28-8/3 **EAA AirVenture Oshkosh 2014**

Received from member Mike Duggan's daughter -

Hi,

My name is Janet Duggan, and a few years ago the chapter gave me a scholarship to work on my pilot's license. I just wanted to thank you and let you know I finally got my pilot's license on Tuesday! (5/20—ed.) It was a beautiful day and a fun check-ride. Thank you so much for the help. I am so happy to have my Sport Pilot's License and can't wait to fly my dad's Rans S19 as soon as he finishes it.

Thanks again,

Janet

FAA Safety Team | Safer Skies Through Education

Proposal to Expand and Modify Special Use Airspace

Notice Number: NOTC5333

The FAA is considering a proposal from the Department of the Air Force to expand and rename the existing Cheyenne Low and High Military Operations Area (MOA) Special Use Airspace located in Kansas and Colorado. Interested parties are invited to participate in this study by submitting comments to the FAA office issuing this notice. To be eligible for consideration, comments must be relevant to the effect the proposal will have upon the efficient and navigable use of airspace.

Replies received no later than **June 14, 2014** will be considered before final action is taken on this proposal. Specific information regarding this proposal as well as comment procedures can be located on the Colorado Air National Guard 140th Wing website at <http://www.140wg.af.mil/shared/media/document/AFD-140502-022.pdf>

For further information contact:

Michele L. Cruz

Contract Support (NISC III)

AJV-W2, Western Operations Support Group

LOCKHEED MARTIN CORPORATION

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This notice is being sent to you because you selected "**General Information**" in your preferences on FAASafety.gov. If you wish to adjust your selections, log into <https://www.faasafety.gov/Users/pub/preferences.aspx> where you can update your preferences.

Last month's "Mystery Plane", the [Leshor Teal](#), brought back some interesting memories from long-time Chapter 43 member Gene Horsman... thanks, Gene!

Ed Leshor was a Professor in the Aeronautical Engineering department of the University of Michigan when he designed and built his aircraft. The Teal was the second one built and the Nomad, I believe, was the first.

I was enrolled in his department as a G.I. Bill student during the time the Nomad was constructed. He also taught a Flight Test course which I took while there. The University had a Cessna 182 in which Professor Leshor taught the course. The airplane was based at Willow Run Airport in Ypsilanti, Michigan. This was the airport where Henry Ford built a B-24 an hour for the WWII effort.

The Professor built a small instrument shaped panel of wood to use in the course. It had an Airspeed Indicator, a Sensitive Altimeter, and I believe a Rate of Climb and Aircraft Compass. He had the pressure instruments connected on a manifold on the back side of the panel. Everything operated from a Tygon tube, and I don't remember how long it was, or the diameter. Seemed to me it was at least 50 Ft long. Anyway, we students in the course, flew with him once a week during the semester. Three guys in each group. He would dream up a problem, and the two in the back seat would record from the instruments every so many minutes and work out the problem for the next week class.

He loved to fly and the flight time each week was supposed to be 3 hours as I recall. But it usually only took the first hour to finish the data. Then we would Skylark as he put it. By the way, the connector tube, would be plugged into a miniature little flying bomb on the end going outside the aircraft. They had drilled a clean hole through the side window on the left hand side of the aircraft and after we had reached his pre-selected altitude, he would slow the airplane down into slow flight, open the window on his side and pass the end of the Tygon tube through the hole and student in the left rear seat would then attach it to the manifold on the little panel. He would then slowly let out the tubing until the bomb was behind and below the aircraft. The idea being it was in undisturbed airflow for accurate readings. It was all brought back in when the experiment was finished.

We students took turns riding front seat and working data recording while in the rear.

I can remember two incidents that occurred while I was in the course. The first was, he leaned too far into the slipstream on one of our flights, and it tore his Ray Bans off. We immediately headed for the Ann Arbor airport to get a new pair. The second incident occurred while enjoying a joyride after finishing the experiment. He went to shoot a touch and go landing at the Ann Arbor Airport. We all remember the spring steel Cessna landing gear and apparently the airport had laid in another fraction of an inch of black top right on the edge of the existing pavement. I happened to be riding right front seat that day and he was going to put the wheels right on the end of the pavement, at least he was square with end of the runway. Both wheels hit that rise at the same time, and I swear the we instantaneously came to a stop and then gear rebounded. We must have gone about 20 feet in the air, (Seemed like straight up!) But he caught it with the throttle and kept us in the air. He glanced at me and said "I guess I misjudged that one!"

Oh, one final thought, in a sense both airplanes were homebuilts. He made his own parts in the shop at the school and I watched him form a bulkhead once using the compression testing machine in the lab. He was really talented.

Gene Horsman



Latest Updates and Information

By Scott Serani

In our Saturday May 3rd gathering, it was all about work on the Gyro and B25. We are within a work session or two now to actually try firing up the gyro to see how it runs. Work on the B25 has now moved toward actual riveting. All Aviators are now starting to see what life is like on both ends (the gun and the bucking bar). Some of the Aviators focused on getting the McEwen go-cart running and were successful – test drives up and down the tarmac generated quite a few smiles and a sense of satisfaction. In addition the project work, we celebrated Pietro's 12th birthday.

Our May 17th gathering was a field trip of sorts with the Young Aviators bringing all three of the simulators to the Erie Town Fair where they promoted their own organization as well as Erie Airport. Lots of fun – lots of smiling Erie kids got to experience one or more of the simulators.

OUR NEXT FORMAL MEETING:

June 7th 11:00a - 2:00p

Meet at the McEwen hangar for project work on the Gyrocopter and B25.

June 21st 11:00a - 2:00p

Meet at the McEwen hangar for a Ground School Class on Aerodynamics being presented by Kanyon and Egan followed by project work on the Gyrocopter and B25.

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

The following is a progress report on the rehab of the gyrocopter that was donated to Chapter 43 by Mrs. Peggy Hunnicutt, and then turned over to the Young Aviators group as an interesting educational and "hands-on" experience.

By Chuck Kubin

Our Young Aviators gyrocopter rehab project is close to complete and we're almost ready to light the fire.

The last registration was for a "Goddard B-8M," N99536, built in 1977 by Dick Goddard of Denver and based on the very popular Benson B-8M. Designed in the mid-1950s, these single-seaters flew as gyrocopters, gyrogliders, hydro-boats (with a boat hull), hover gyro, hydrocopter (with floats) and the Superbug (an extra motor spun up the gyro).

Kit production ran for 30+ years from 1955 to 1988. Igor Benson himself flew the "Spirit of Kittyhawk" duplicating the 1903 flight on the 60th anniversary, and from May 1967-June 1968 set 12 world and U.S. speed, distance and altitude records for gyrocopters, the largest number held by any non-military rotorcraft.

The Air Force evaluated an X-25A variant, now on display in the X planes hangar at the USAF Museum in Dayton, and an X-25B model preserved at the Edwards AFB Museum.

Originally designed for the McCulloch flat four 72 hp 4318AX, ours has a Rotax 503 UL, rated at 49.6 hp. There was also a model V using a (any guesses?) VW engine. There is a lot of praise out there for our engine.

I hesitate to guess at a flight envelope on this machine, but the Benson was good for 1,000 fpm climb, 55 mph, a 100 mile range and 1.5 hours in the air and a service ceiling of 12,500 feet. Not bad for a minimalist design. Rumor has it that ours has only four hours on it.

We are almost done getting it ready, with a couple of dads and a couple of boys giving it a thorough cleaning and a "VW presale overhaul," meaning I painted the exhaust system and a couple of parts with high-heat Krylon. With a fuel tank (the seat) flush, carb cleanup, new fuel lines and gas gauge (sight tube), it will be ready for a run-up. Scott Serani volunteered to do the taxi tests. It can use a new pair of engine shock mounts.

Discussion around what to do with it next began and ended with no one in the chapter particularly interested in flying it, and since it was a donation to Young Aviators, we've figured out the best use. Others shared my idea of converting it to look like James Bond's Little Nellie in "Octopussy" for a sexy curb appeal, and Scott correctly surmised that this level of work is best left to a new owner. We also kicked around trailering or piggy-backing it on a pickup to Oshkosh and selling it there or raffling it off, but that idea fell to the possibility of having to bring it back.

Bottom line: we'll sell it, and the proceeds will go to YA scholarships.

(Source information from Wikipedia and Rotax)

JEFFCO AVIATION ASSOCIATION'S

ROCKY MOUNTAIN METRO AIRPORT
11755 Airport Way, Broomfield, CO 80021

19th Annual JAA Fly In
Saturday, June 14, 2014 from 6:00 a.m. – 1:00 p.m.



Free Pancake / Sausage Breakfast

TROPHIES WILL BE AWARDED IN THE FOLLOWING CLASSES:
(TROPHY PRESENTATION TO TAKE PLACE AT 12:30 P.M.)

** CLASSIC
(Tube & Fabric/Metal)

** WARBIRDS
(Warbirds/Trainers)

** CONTEMPORARY

** ANTIQUES

** HOMEBUILTS
(Plans Built / Kit Built)

** LIGHT SPORT

** SPECIAL INTEREST

FOR MORE INFORMATION, CONTACT DARIL @ 303-423-9846
Cq7014@aol.com

NEW PARTS FOR SALE

Call Daril @ (303) 423-9846

The following parts were all purchased new for a Smith Mini Plane project.
Make an offer.

<u>Item</u>	<u>Retail</u>
1. Cleveland Wheels & Brakes: New 600x6 Wheels 40-60 Brakes 30-60	\$2987
2. Culver wooden propeller 74/43 3 7/16 hub	\$765
3. Dean Cochran exhaust (Lycoming)	?
4. Metal spinner	
5. Wheel fairings (fiberglass)	
6. Nose bowl (fiberglass)	
7. 36' Streamline tubing 1.685 x 714 x .049	
8. 10-32 Streamline flying wires 26" (4)	\$150 ea.
9. 10-32 Streamline flying wires 47" (4)	\$156 ea.
10. Threaded clevis terminals (16)	\$34 ea.
11. Round tail braces (4)	\$147 ea.
12. Bucket seat (fiberglass)	
13. Nose tank 12 gal.	\$624
14. Rudder pedals	\$437
15. Throttle quadrant (3 knob)	
16. Mechanical fuel gauge	\$77.85
17. 600x6 tires	
18. Firewall (machine turned)	
19. Numerous control cables	
20. Aluminum (leading edges, etc.)	
21. 20 gal. Dope, etc. for fabric	
22. Rolls of finish tape	
23. Roll of fabric	

Want Ads

BRAND NEW (fresh) -Tires & Tubes For Sale - **AIR TRAC 850-6, 6-ply rating**

Desser Tire lists for \$210/ea. (tires) & \$76.95/ea. (tubes)

2 tires & 2 tubes for \$470 (over \$100 savings), OBO
+ shipping (if any)

Contact: John @ 303-420-2724 (located in Arvada, Colorado)

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.



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
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Flight Advisor	Dennis Moss	970-330-4509
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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

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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

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Mile High Flyer
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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.