



Mile High Flyer

*The Official Newsletter
of The Experimental
Aircraft Association,
Chapter 43
Established May, 1958*



Volume 51 Issue 5

On the web @ www.eaa43.org

May, 2024

President's Corner.... By Chapter 43 President Jim Wood

High Fliers,

We are now officially into flying season! I hope that you've been able to knock some rust off and enjoy our unique freedom to fly.

Our First Annual Chapter 43 Food Truck Fly-In is absolutely a happening thing – thanks to the incredibly hard work of Chapter 43 member Chris Kilker. The Food Truck Fly-In is scheduled for June 15, 2024 from 11 a.m. - 2 p.m. at the Rocky Mountain Metro Airport (RMMA) west ramp, near the Signature self-serve pumps. We selected a lunchtime event so we wouldn't conflict too awfully much with our Chapter 43 Young Eagle Rally being held earlier in the day at Erie. You'll have plenty of time to join both events! As I mentioned, Chris Kilker has been hard at work coordinating this event - he sure could use some help, so please consider volunteering to give him a hand.

The theme for our May Chapter Gathering Potluck is going to be a "Belated Cinco de Mayo" – so please bring a main dish, side dish, salad, or desert that fits our theme. You'll find the sign-up link in our Newsletter. This month, we will spend a fair amount of time working on developing a "Chapter 43 Flight Plan" - a document that outlines our Chapter's Mission and Strategic Direction for the next five years. So...be prepared to, as my first-grade teacher Sister Margaret Mary used to say, put on your "thinking caps" – it'll be your chance to help mold the future of our Chapter.

Keeping with my newly established aviation tradition of begging/nagging for volunteers every month, we are looking for volunteers to fill three Committees in the very near future. First, we very quickly and urgently need help with organizing our June Potluck Picnic/September Post Oshkosh Pizza Party Picnic. Further into the future...we also need help in establishing a Nominating Committee to help identify candidates for our upcoming Chapter Elections in November. Lastly, we need volunteers to organize our Annual Banquet in January. Please consider volunteering your time and talent – these events are NOT going to happen without volunteer help.

On the always charming and delightful political front, the Metro Airport Community Noise Roundtable voted to disband a few days ago. In the spirit of cooperation (that was a joke), a few of the communities have decided that their best approach to resolving lead and noise issues is through the courts – filing lawsuits against Jefferson County and whoever else they can think of. Some people – not me, but some people – might say... "Will they lose? Probably. Will pro-aviation organizations spend a fortune defending frivolous lawsuits? Probably. Will lawyers get rich in the process? Probably."

In a seemingly feeble and last-ditch effort to bring forth some sanity, I volunteered to help establish a “Stakeholder Noise Roundtable” – consisting of representatives of the community, the airport, the flight schools, general aviation pilots, and the FAA. My wild and crazy idea is that each entity sit face-to-face, as grown adults, and commit to 1) demonstrate respect to each other, 2) talk straight about the true, data-supported facts and impacts of the issues (enough of the drama, embellishment, hyperbole, hiding research, and other nonsense), 3) confront the reality of our situation, 4) intelligently brainstorm potential solutions, 5) establish clear expectations of any reasonable compromise/resolution of the issues, and 6) deliver actual results. To me, that’s the only way we have any hope of repairing the broken trust among the key stakeholders at RMMA. I’m looking forward to seeing if any of the other stakeholders have any interest in actually resolving the issues. So far, my phone hasn’t rung. I’d love to hear your feedback...

Lastly, I believe that Jefferson County will have chosen a new RMMA Director by the time you read this message. The top three candidates answered a few questions in a public forum held at the airport recently. All seemed like good, reasonable people. My primary hope is that Jefferson County is able to secure a strong, top-notch candidate committed to a safe, healthy, and vibrant general aviation airport. It’s a difficult job...

As always, please let me know what you’d like me and/or our Chapter to start doing, stop doing, or continue doing...

Go write G-L-O-R-Y in the sky!

Jim

Next Gathering - Saturday, May 11, 2024, 6 PM
@ the Mount Evans Room in the Terminal Building at RMMA (BJC)

Belated Cinco de Mayo Potluck, sign up at

<https://www.signupgenius.com/go/30E0A4BA5AD2CABFA7-49515486-belated#!/>

Bill Mitchell will talk about his experiences as a test pilot!

In this issue:

- Title pic - Ever seen a Navy F-16N? Yes, it has a tailhook! Used as an aggressor aircraft for air combat training. Fun story, hubby’s new hire project at General Dynamics back in early 1980 was to design F-16 support structure for a tail hook! Could it be?
- Chicken Wings - This month is the 80th anniversary of the arrival of the bulk of the 23rd Headquarters Special Troops, known as the “Ghost Army,” in England. Read more at <https://www.nationalww2museum.org/visit/exhibits/traveling-exhibits/ghost-army-combat-con-artists-world-war-ii>. Wonder if Wings Over the Rockies Air & Space could host the traveling exhibit?
- Along with our usual articles, we’ve got a Scholar Interview to share! Find it starting on page 9!
- Since I don’t have a second set of eyes to review the newsletter, help find my boo-boos for cookies! Let me know at newsletter@eaa43.org and come to the next regular chapter meeting for your cookies! If you’d like to contribute a calendar event, a newsletter article on a trip, a tool, component, or aircraft review, a how-to for build or test, historical or ANYTHING airplane or chapter related, don’t be shy. You can email newsletter@eaa43.org with anything ya got in electronic format, or hand me a hardcopy. Gmail limits attachments to 25MB, so if it’s bigger than that, try multiple emails, Dropbox, Google Drive, etc.

Upcoming Events Calendar

2024 CHAPTER EVENTS

MAY

- Sat 11 Chapter Meeting at the Mt. Evans room at BJC, 6 PM, see page 2 for more info
 Tue 14 Chapter 43 VMC Club, 6PM, live and virtual, contact andresmith76@outlook.com
 Sat 18 EAA Chapter 43 Young Eagles Rally EIK, 7:45 AM
 Thu 23 Chapter 43 IMC Club, 6:30PM, live and virtual, contact llearnsh@gmail.com
 Tue 28 Chapter 43 Builder's Club, 6PM, live only, contact andy@andymcrae.com

JUNE

- Sat 8 Annual Potluck Picnic! Location still TBD, likely at Erie. More info in the June Newsletter
 Tue 10 Chapter 43 VMC Club, 6PM, live and virtual, contact andresmith76@outlook.com
 Sat 15 EAA Chapter 43 Young Eagles Rally EIK, 7:45 AM
 Sat 15 Chapter 43 Fly-In, KBJC Legacy Ramp, setup 9:30AM, 11AM-2PM event, cleanup by 3PM. See flyer on page 11.
 Tue 24 Chapter 43 Builder's Club, 6PM, live only, contact andy@andymcrae.com
 Thu 27 Chapter 43 IMC Club, 6:30PM, live and virtual, contact llearnsh@gmail.com.

2024 AREA EVENTS

MAY

- Sat 11 Chapter 1627 Young Eagles Rally, Pancake Breakfast, and Burger Burn, KBDU, 8AM-1:30PM, https://coloradopilots.org/content.aspx?page_id=4002&club_id=612720&item_id=2279033&event_date_id=281545
 Sun 12 Mom's Free Day at the Air & Space Museum and Exploration of Flight*, 12-5PM
 Mon 13 Chapter 648 Meeting, KLMO, 7 PM, see <https://chapters.eaa.org/ea648>
 Fri 17 Chapter 301 Meeting, 7PM, see <https://www.eaa301.org/membership>
 Sat 18 Chapter 301 Young Eagles Rally, Exploration of Flight, 7AM
https://coloradopilots.org/content.aspx?page_id=4002&club_id=612720&item_id=2290452
 Wed 20 Chapter 1627 Meeting, 6PM, see <https://chapters.eaa.org/eaal627/about-us>
 Fri 22 Chapter 301 Meeting, 7PM, <https://www.eaa301.org/membership>
 Sat 25 Backcountry Flying Showcase, Exploration of Flight*, 10AM-2PM
<https://wingmuseum.org/events/backcountry-showcase/>

JUNE

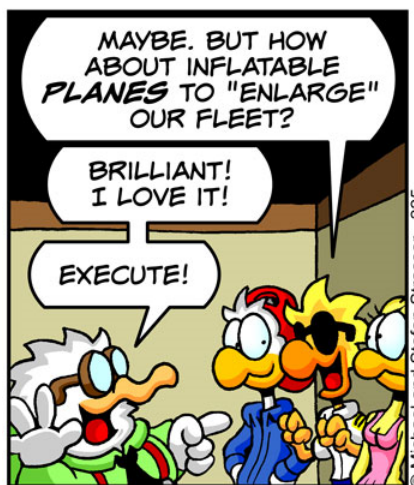
- Sat 1 Planes Cars and Coffee, Classic Air at KBFF (Western Nebraska Regional Airport), 7-10AM
https://www.eaa.org/ea/event/2024-06-01_planes_cars_and_coffee?id=F797FD7F06344CD28F7E61D2DD366BE0
 Sat 8 EAA Chapter 648 1st Annual Pancake Breakfast Swap Meet and Fly-In, KLMO, 8AM-2PM
<https://www.socialflight.com/event-details.php?eventId=1271757>
 Sat 8 Chapter 1627 Young Eagles Rally, Pancake Breakfast, and Burger Burn, KBDU, 8AM-1:30PM, https://coloradopilots.org/content.aspx?page_id=4002&club_id=612720&item_id=2279033&event_date_id=281545
 Sat 8 Lake Meredith Splash-In, La Junta Airport and Lake Meredith, 8AM-4PM
https://coloradopilots.org/content.aspx?page_id=4002&club_id=612720&item_id=2284574
 Mon 10 Chapter 648 Meeting, KLMO, 7PM, see <https://chapters.eaa.org/ea648>
 Sat 15 Chapter 301 Young Eagles Rally, Exploration of Flight, 7AM
https://coloradopilots.org/content.aspx?page_id=4002&club_id=612720&item_id=2176206
 Sat 15 Breakfast Fly-In, Exploration of Flight*, 9:30AM-12:30PM.
<https://wingmuseum.org/events/breakfast-fly-in-june/>
 Sun 16 Dad's Free Day at the Air & Space Museum and Exploration of Flight*, 12-5PM
 Fri 21 Chapter 301 Meeting, 7PM, see <https://www.eaa301.org/membership>
 19-22 FAA PROTE Hypoxia Chamber, Exploration of Flight, free signup required, see flyer on page 12.
 Sat 22 CPA Sponsored Mountain Flying Ground School, KAPA, 8:30AM-5PM, registration req'd,
https://coloradopilots.org/content.aspx?page_id=4002&club_id=612720&item_id=2133917

Looking ahead, WotR and Exploration of Flight have a ton of summer camps starting May 28 - if you have kids or grandkids with an interest in space or aviation, check out <https://wingmuseum.org/events/list/> and "Next Events" at the bottom of the page.

*Most events at Wings Over the Rockies Air & Space Museum and Exploration of Flight require museum ticket pre-purchase. That's not a bad thing, it keeps the museums running!

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



Parting Shot!

Found it! On the shelf right next to the flightline!

(Thanks, Chuck Kubin! Goes well with Sarah's April Safety Corner, doncha think?)





Another full house for May 18th. We have 8 pilots so far, always would like more! 57% of the kids signed up are first timers. I still find it amazing that our rallies fill up in less than 90 minutes from registration opening. If you're free come out and give us a hand.

Clifford Hasenbalg
EAA Chapter 43 Young Eagles Coordinator
303-359-2758 c

Chapter Name Tags

Want an official chapter name tag? See Herrill Davenport. Payment to Herrill is requested before the tags are ordered - \$8.50 for a pin fastener or \$9.50 for a magnetic fastener. He'll have your name tag at the next meeting!



Social Media Co-Coordinators John Kellogg & Jim Wood

John and Jim administer Chapter 43 accounts on Facebook, Instagram, and Twitter, but they need content! Send Chapter announcements and project/flight/event pictures and stories to johnkelloggflays@gmail.com and president@EAA43.org. Links to the Chapter Facebook and Twitter accounts have been added just under "Welcome to Chapter 43" on the Chapter's homepage at www.eaa43.org. If you select the Instagram logo in the same area, it will take you to [instagram.com](https://www.instagram.com/eaachapter43/) where you can type in the handle @eaachapter43! If you use Facebook you can find the Chapter 43 accounts by searching for EAA Chapter 43 or @EAA43. If you use Twitter, search for @eaachapter43.

From Membership Coordinator Mike Savino

December was membership renewal month; if you're not sure of your membership status, see me at the monthly gathering or email me at ea43membership@ea43.org. You can renew at <https://chapters.eaa.org/ea43/join-or-renew> or bring a check made out to EAA Chapter 43 to the next meeting.

Periodically the chapter sends out emails from ea43membership@ea43.org to all members. To help prevent those emails from ending up in your spam folder, please add ea43membership@ea43.org to your email contact list. We can't control how e-mail is marked as spam. What we can do is add the contact and this will help.

Scholarship

Six scholarships have been awarded and we will announce the names at the picnic in June. Chapter 43 Scholarship Committee

mikesutton@gmail.com
suttonjennym@gmail.com

EAA May 2024 Chapter Video Magazine

Since we've been unable to hear these during the meetings, we're pushing the link out via the Newsletter! See May's Video at <https://www.eaa.org/videos/6351171541112>

No Name Column by Cliff Goldstein

I've been asked 'what next' a dozen times this month. I asked Scott Serani, 'What's next?' We casually talked about a project with no firm direction. That was ok. Scott was deeply involved in a project down at FlyteCo, and Eclipse was concluding taxes and how they were going to take the next step in its future. The weather in April was sketchy at best, with rain, and a lot of wind. I got in my spring check ride in the glider and a 2½ hour ride in the mountains getting my feet wet for the upcoming season.

I decided to get more involved in maintenance, so I with another member in the Soaring Society became co-ship managers of one of the clubs Discus Gliders, a single seat sports car of gliders which I am not approved to fly...yet. That's where this story begins. I needed more time in the Orion DG505M. I'd just started flying the DG before the end of the flying season, and while checked out, I was intimidated by the breadth of this cross-country machine and its size and weight, but it was necessary to become comfortable landing this beast before moving on. It was also the aircraft to take passengers up in. My landings were mediocre at best, and because doing touch and goes is a slow process, each approach was a real learning experience. Putting her down on the main wheel and keeping the wings level was never a problem but I'd developed a very bad habit.

I'm working on venturing further from the airport, a fear new glider pilots have that keep them safe till they have the necessary skills to thermal and understand the math ensuring a safe return to a landing site either at the airport they started at or landing out, when you simply run out of lift. The best days to improve those skills are on poor soaring days when you have to scratch around looking for lift. And then making decisions that end at a safe landing site, hopefully where you left from.

I've been flying for many years in the mountains and the fear of venturing into the rocks West simply doesn't exist. I have a tremendous respect for the weather and conditions that make venturing West much different than heading East to anywhere else. There are some mountains that are more intimidating, but I've learned what I need to do to make me feel safe. I mention this because I've had several requests by pilots to get over that anticipation of venturing over the rocks.

That fear, as in soaring, helps to keep us safe until we've got the experience necessary to make good decisions. I've been asked by pilots about flying in the mountains. And like those before me, I pass on the knowledge that Bill Mitchell passed on to me many, many years ago. There's always an opportunity to learn, which leads me to the rest of the story.

Last week I ventured out with Rob Zerbe, an instructor with the express desire to 'get over' that fear of venturing further West gaining experience and knowledge. Rob has only been flying cross country in gliders for a couple of years, even though he instructed at the Air Force Academy as an aerobatic instructor for new cadets that were staged for flight. Rob never ventured West, and as his experience was fresh in getting over the fear, he was also good at sharing the experience. We had a good tow to about 10K feet, got off tow. The lift was sketchy at best, and

while we found some convergence, and pushed back into the rocks, we both knew the lack of bumps would eventually lead to a turn back to the east. For a new power pilot, the weather was excellent for venturing into the mountains, good smooth air. I was gaining good decision-making skills in knowing how far to venture, keeping a safe glide back to Boulder.

And now...the rest of the story. After a few more turns over some known thermal locations, we finally turned back to the airport with a quartering tail wind, very doable in the glider, and I set up for my approach. I had overshot the runway but with plenty of altitude, spoilers fully deployed, I rounded it out, landed nicely on the main in the center of the narrow strip and applied brakes to end our day, but a bad habit I'd developed took its toll on the roll out. I let the nose wheel drop and the moment the front wheel touched the ground I'd lost rudder directional control. Generally, this is not a problem, but I must have found the only rut next to the runway, caught the front fairing and when the back wheel rolled through the rut, it tore the valve stem off. YUCK. I was on the grass just a few feet off the chip seal. I'm going to skip most of the details, but I got the tire fixed at the field with a new tube. The fairing, which was in 3 pieces, looked pretty sad, but I knew it was very repairable.

I ran into Jeff Jones while gathering supplies for the fairing repair. I shared with Jeff what had occurred. Jeff commented on my skills as a pilot and almost apologetically reminded me that I didn't pull the nose up on take-off, and did not hold the nose off on landing. I thanked Jeff for his openness as we should all be ready to have others help us to become safer pilots.

His comments really hit home because he was exactly correct. The glider was not a nose wheel airplane, it was a tail dragger, and as Jeff had said, the weakest link in the landing system on the 14 was the nose gear. The breaking off of the fairing was a cheap lesson. On the 14 it could have been an engine.

As I took off for Salida Friday, I had the nosewheel off the ground around 40 knots, and she flew off the runway very nicely. The ride to Salida was one of those days when the wind was howling and my mountain flying, while not very comfortable, was at a slow 114 knot indicated making sure I didn't break anything on the way down. Jeff's words stuck in my head as I approached for landing, with the mains on the runway, keeping the stick back and the nose wheel off 'til she was completely out of energy.

When the weather Saturday over the front range cleared, I took off from Salida in a 20-knot cross wind. I was able to climb above the near mountains flying direct to Erie. The landing at Erie with no wind was...interesting, in that when the mains touched down, I pulled a little too hard and I ballooned back into the air. Time for a go around and round two. The second was textbook with the mains down, and a slow pull holding the nose wheel off till I was out of energy.

The opportunity to learn comes from many sources. In this case, having an instructor in the plane is no guarantee of the outcome. Being open and sharing my negative experience allowed me to learn from Jeff that which he saw and I did not. Thank you, Jeff, for your help and support.

Next month, land outs in the mountains in both Power and Glider.

Road Trips in the Works - Chuck Kubin

One of the coolest aspects of doing the coolest thing you can do, flying, is going to cool places and doing cool stuff.

Just call me Captain Roadtrip. If flying in is an option, I'll check into it and provide details. Here's some ideas I'm working on:

*Visit to Wings Over the Rockies — I have an "in" as a docent, so I'll try to get us a more detailed and longer tour than usual, plus a "behind the curtain" look at the restorations area. Hoping for some discussion about acquisitions and the actual work to meet museum vs. airworthy standards. Recent highlights: the second stage of a ULA rocket, the "Baby BOOM" 2/3 mockup of the next-generation supersonic transport, and a 1926 Eaglerock. A long shot, but since Harrison Ford is a huge backer, maybe we could do a Facebook interview with him from the museum theater. And Lowry Beer Garden and an ice cream stand in a rocket is right next door.

*Visit BOOM — One of about 158 aerospace companies associated with KAPA, this is the company developing aircraft capable of traveling over land without blowing out your picture windows as we will hear a thump instead of a sonic BOOM. Planes are built in Alabama, so we'll be talking to developers about concepts and production.

*Visit the towers at KAPA and/or KBJC — Over years I did both, and back then they toured small handfuls of visitors or a still relatively small group divided into shifts.

*Flight for Life — All the details are pending what we can get, but the concept is to see the birds up close and talk to the pilots, planners and responders.

*National Museum of WWII Aviation/Westpac Restoration — Smallish, intimate museum has 28 FLYING aircraft on display and 10 more in restoration, including B-25 "In the Mood," the only flying P-47, Dauntless dive bomber, one of six remaining F7-F Tigercats, P-38... Westpac, right next door, gets you right into the thick of the work. Located on the northern tip of KCOS.

*Pueblo Weisbrod Aircraft Museum — WOW! Where to start! Nationally famous, dedicated to the B-24, but it doesn't have a B-24 (12 B-17s and -24s are rumored to be buried near Pueblo). It does have a small museum, two huge hangars and a big outdoors display with the B-29 "Peaches," a B-47, B-17, A-26, C-45, MiG 15 and -17, F-80, T-33, F-80, F-104, F-86, and even the Sikorsky Seabat 'copter that fished Alan Shepherd and Friendship 7 out of the drink in 1961. Located on KPUB.

*Denver Air Route Traffic Control Center (ZDV), Longmont. See what it takes to coordinate a region's worth of air traffic.

*Oshkosh, Neb.— sweet roll/donut humanitarian rescue mission. Repeating a favorite.

*Space Command satellite operations — My aviation merit badge wingman was recently promoted from satellite driver to satellite driver supervisor at a Space Command detachment at Peterson AFB. He briefly mentioned a control room visit once, so I'll look into it. No, you don't get to see the classified stuff...even if you could tell what it is.

*USAF Academy — Visitor center is free and the famous chapel (NOT built from spare airplane parts, as rumored) is open daily. The trip can continue into CS to get either the best barbecue or German food in Colorado. Or maybe one of three distilleries or several breweries.

*Back to FlyteCo — In the wake of our 5-star rated 2023 banquet, several members are interested in going back as a group for some social time.

So that should keep us busy for awhile. Hit me at dreamwoodck@yahoo.com with your ideas, and if you want to register high interest in any of what's here. I'll turn up the heat on what seems the most popular and from here I'll get with Jim and the VPs to target some dates.

Interview with Seth Leightman Dykstra, 2023 Recipient of the Cleon Biter Scholarship Interviewed and Written by Delaney Shafer

What made you want to become a pilot?

My dad has a job where it requires us to move a lot. But I specifically remember one time when I was six years old, we had to move back to Norway for his job. Little did I know to get back to Norway we were going to fly in an Airbus-380. Which so happens to be the biggest commercial airliner in the world. I was so intrigued, I fell in love with the way the airplane flew and how excited I got to be aboard this airplane. That's where I got my spark for aviation. After landing I still had that spark going up. That one flight pushed me to become a pilot and has kept pushing me forward.

How was your flight training experience?

Fun! My CFI was an Air Force pilot, and he was a great instructor. With him being around my age helped us bond and get my license faster and easier.

Throughout flight training what are some struggles you went through and how did you overcome them?

Studying for the written was difficult; the written has a whole lot of different and unknown questions. It was hard knowing what I needed to study and what I needed to prepare for. I also struggled with confidence doing maneuvers on my own, with fear of not recovering and putting myself in a dangerous situation or spin. Preparing for the check-ride was also difficult; it was stressful and you tend to overthink "Am I going to overdo a manifest? Do I know enough? What if I fail?" Those thoughts but how I overcame it was I did multiple practice tests, studying my maneuvers, studying for the check-ride, trusting in my ability to fly the aircraft, and having confidence because I do know what I am doing. And I am not going to fail.

What important lessons did you learn while flight training?

Patience is the key to flight training. There are gonna be days where you succeed and days you don't. Lessons will be canceled due to the weather, but I took that time to study and still got ahead. I also learned flight training isn't like normal school. You can't cheat your way through or get lazy, and just survive through school. You have to deeply work on aviation. Study can't be like school and just survive.

How did the EAA Chapter 43 scholarship help you get your license?

It helped pay for my training, which made my training more affordable and not put me in a tough situation. It's helped me get connections with others. I did need some help in my training and when I needed someone people were there. It was a great honor to be given this opportunity. It has greatly impacted my career and my life.

What are you planning on doing with your PPL?

I love flying with friends, and introducing them into the world of aviation. Or just going up with other private pilots and fly somewhere together.

What are your career goals in aviation?

I would love to be a commercial pilot one day. Ever since that flight on the Airbus-380, that's been my goal. I also had some inspiration from a field trip I took with Chapter 43 Young Aviators to Buckley Military Base. I admire the Army National Guard and would love to be a part of the community one day. Also go with serving my country on top of flying.



What specific flight or experience stayed with you the most during training?

The first flight I took with Young Eagles was amazing. That's where I felt my spark grow bigger, because now I was in the seat helping fly the airplane. It was the first step into the door. Young Eagles directed me on the right path to start flight training. When I did start flight training I was ahead of the game. My flight instructor took us up and we went IFR into the clouds of Cheyenne. It was such a good experience and I learned a lot from that flight. It also helped me get prepared for my instrument training and what to expect from it. Then finally the checkride. I was nervous after the test. I remember it was the most rewarding feeling I have ever felt. That day is the day I was no longer a student. I had become a pilot.

What resources were helpful to you during training?

My favorites to use are: Sporty's, AC's, The FAR/AIM, and a Checkride website: Fit Aviation. They are really great resources and really prepared me for my written and checkride. It helped me get my license faster since I was learning all the information I needed quickly on the ground.

What advice do you have to give to someone starting flight training?

Be prepared for early morning flights, or late night flights. That's the best flying weather. When you fly long distances you have to get up early to do so. Same with the night time flying; you have to do night cross country. So you do have to be prepared to fly at any time of the day. Another important thing is listen to your instructor; they know what they are doing and are there to make you a better pilot. But most importantly have fun; have fun learning. Take bad lessons and turn them into good lessons. Flight training is an amazing experience that just takes a lot of time and dedication.

What is something you wish you knew before flight training?

You are gonna be confused sometimes and get frustrated. You just have to stay focused in and out of the airplane. You have to learn to do multiple things at once. But your instructor will walk you through it and just trust in them, listen and learn, it will slowly get better as you move along in your training.

What's the most rewarding part about flying?

When the DPE hands you your license. You finally have earned your wings and freedom. Flight training is hard work. Flying an airplane is hard. You are one out of 0.01% of the population that has done the impossible. All the struggles, delays, changing of instructors, and bad lessons, were all worth it in the end. Nothing will ever compare to receiving your freedom. Because if it were easy everyone would do it.



**E A A C H A P T E R - 4 3 ' S
F I R S T A N N U A L**

FOOD **TRUCK** **FLY-**

**SATURDAY
JUNE 15, 2024
11am - 2pm**

**ROCKY MOUNTAIN
METRO AIRPORT
118 CORPORATE WAY
BROOMFIELD, CO**

**Food Trucks, Vintage Airplanes,
Gliders, and General Aviation**
**Bring your family and friends for
an afternoon of fun & community**

**Pilots flying in:
please taxi to west
ramp parking near
self-serve fuel pumps**



WINGS
OVER THE ROCKIES.
EXPLORATION OF FLIGHT

FAA PROTE

Portable Reduced Oxygen Training Enclosure

Wings Over The Rockies™ Exploration of Flight
13005 Wings Way | Englewood, CO
At the Centennial Airport (Drive there or fly in)



- Experience and determine your unique hypoxia symptoms while being safely monitored by the FAA CAMI Aerospace & Aviation Physiology & Survival Team.
- Free training at no cost to you as a pilot or student pilot.


PROTE "flights" are every 30 minutes June 19-21 from 8 a.m. - 3:30 p.m., and June 22 from 8 - 11:00 a.m., to include 5 pilots/student pilots per flight. Must be 18 years old. Must have a current FAA 1st, 2nd, 3rd, or BasicMed medical that day. Sign up and/or volunteer at Coloradopilots.org.



This hypoxia event could not take place without the generous hospitality of Wings Over the Rockies, and the help of volunteers from Colorado's awesome pilot organizations like CPA, WAI, 99s, CABA, USAF CAP, EAA, CAHS, CAO, AFW.

Queries contact [Trimbi Szabo](mailto:Trimbi.Szabo@state.co.us), the Colorado Aeronautical Board's State Representative for Pilot Organizations (720) 254-8909 | Trimbi.szabo@state.co.us

*Want Ads & articles for publication may be sent to the editor -
newsletter@eaa43.org*



"Precision. Artistry. Technique.
A perfect weld every time."

John Sell
Owner

e: John@apexweldfab.com
t: 720.369.6888
3000 Airport Drive #306
Erie, Colorado 80516

NOTES:

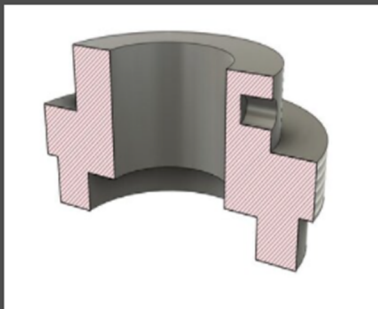
www.apexweldfab.com
facebook.com/apexweldfab

John was recommended to do some work on Herrill Davenport's 182 fairing, and wants to do more airplane work.

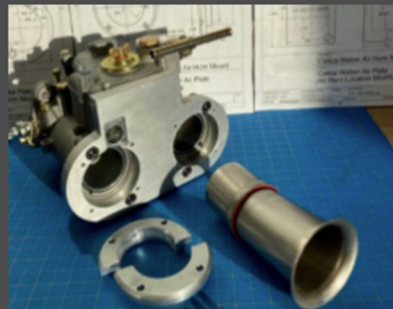


A small machine shop using a manual mill, lathe and surface grinder to offer custom machined parts to the advanced hobbyist or individual seeking support in product development or parts no longer available from a manufacturer. Shop rate is \$55 per hour, typically less than half what most shops charge. Specializing in very small quantities of parts, tools, etc. Turnaround time is one day to a couple of weeks, depending on the needs of the customer. Hansen Precision is your answer.

Contact Rich Hansen at rhansen@hansenprecision.net or 720-984-9293



Design



Prototype Development



Precision Parts



Freedom Avionics is located in Broomfield, Colorado at the Rocky Mountain Metro Airport (KBJC). Our roots go back 30 years! Let us impress you with our high quality of service and support for all of your avionics needs. Whether it be new digital glass or old legacy avionics, count on us to find solutions for you. We are certified dealers for every major brand and have been awarded by Garmin as being in the top 1/3 of all dealers in the world!

Services include: FAA-approved Part 145 Repair Station (Testing, Repairs, New Installs)
IFR & VFR Certifications, Providing bi-annual transponder and static system certifications under FAR 91.411 and 91.413, usually in under 4 hours!
(Is your aircraft up to date?)

Custom Panel Design and Fabrications

Located at 11905 Corporate Way, 303-469-5633, <https://freedomavionics.com/>

Chuck Grow Flight Instruction

Basic Instruction, Check Rides, Bi-Annals
Contact Chuck at 719-640-2905



No, not that Chuck!

Jonathan D. Apfelbaum, MD
Second & Third Class FAA Medical Exams
By Appointment Only

Jonathan D. Apfelbaum, MD
Aviation Medical Examiner
.....
Cell: 801-913-1211
jonathan.apfelbaum@gmail.com

Second & Third Class FAA Medical Exams
Vector Air FBO @ KEIK Erie Municipal Airport, Colorado

Contact Carl Harris, 303-249-8477
Longmont (LMO)
Cash Only

RV-7 Wingtip Lens	\$50	1 Hand Riveter & Dimpler	\$150
RV-6 Landing Light Lens	\$50	1 Shrinker Stretcher Kit	\$100
2 New 500x5 Tires (both)	\$160	1 Fuel Tank Test Kit	\$15
1 Used 4 Ply 500x5 Tire	\$40	Fiberglass Resin Micro Balloons & Flox	\$100
1 - 500x5 Wheel Half & Disk Brake	\$100	2 RV Louvers (both)	\$35
1 Used RV Cleveland Brake	\$100	1 RV Wingtip Light Kit	\$25
1 New RV-6 or 7 Fuel Cap w/Flange	\$35	1 - 45" Red Mixture Cable	\$60
1 Used RV-7 Fuel Cap	\$15	Lycoming Parts Books #0235-0320-0360	\$25 each
1 New Instrument Panel Cover	\$50	Overhaul Manual	\$25
1 Silicon Reinforced Engine Baffle Seal	\$40	0360 Operating Manual	\$25

Fisher Flying Products Horizon1 Kit For Sale

Almost ready to cover; includes the following:

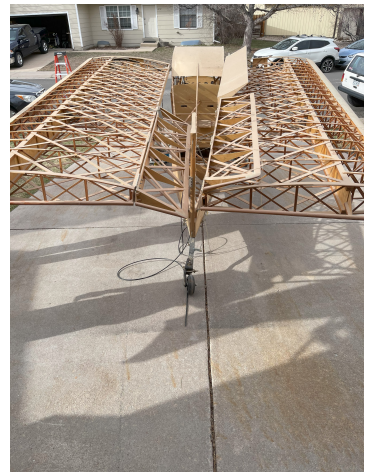
- Continental A-80 Engine
- 2 Wing Tanks and 1 Header Tank (all pressure tested)
- Fiberglass Cowl
- Tachometer
- Oil temperature gauge
- Vertical Speed Indicator
- Air Speed Indicator
- Cylinder head temperature (CHT) with 4 station switch
- Matco brakes

Asking \$10,000 or best serious offer

Contact Greg Hall at horizongreg@yahoo.com or 303-726-9109

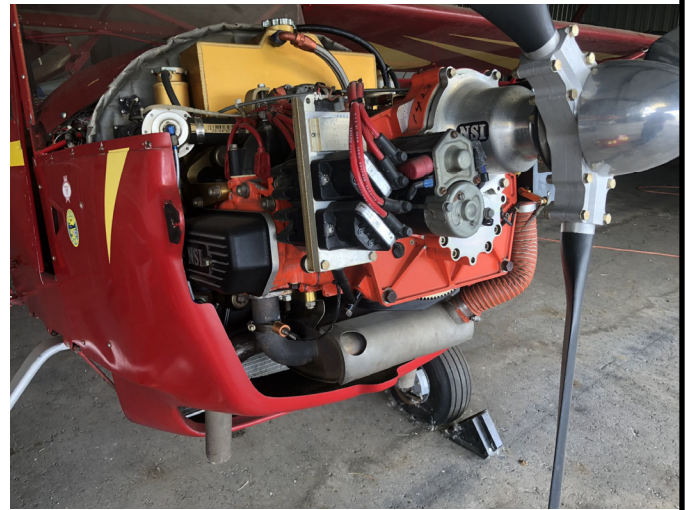


Additional aircraft specifications at <https://fisherflying.com/wp-content/uploads/2020/05/Horizon-1-Info.pdf>



For Sale

Subaru NSI firewall forward for Kitfox Model IV. EA81 engine (98hp) with reduction drive, 3 blade ground adjustable prop (and electric in-flight 3 blade (NSI??) of unknown condition). Engine has 400 hours. Will sell for \$3500. Call Lynn @ (720) 289-5378 or email LVBDesign@msn.com. I haven't removed it yet but I'm very close to that. Installing a Rotax 912.



MILE HIGH EAA Chapter 43 Minutes
April 13, 2024

President Jim Wood opened tonight's gathering at 6:05 .

WELCOME – President Jim Wood

VISITORS, NEW MEMBERS

- Introduce Yourself.
- How Did You Find Us?
- Your Interests?
- FREE 6-month Membership.

Chris Alston and Lynn Briggs' friend Ralph Dotterrer

Welcome Our Guests!

Enjoy Home Cookin'

Speaker Begins at 6:45 p.m.

SPEAKERS AND PROGRAMS - VP Andy McRae Coordinator:

May 11th - TBD

TONIGHT'S SPEAKER – Kevin Kellogg

Alaska Bush Pilot & Tailwheel CFI

Kevin was Andy's tailwheel instructor, and will be talking tonight about his experience as an Alaskan bush pilot.

Kevin asked who had flown in Alaska in a small plane (several) and then in their own plane (only Mike Guegler). Kevin grew up here, got his PPL at 22, and wanted to be a bush pilot. He needed 500 hours to get insurance for that, partnered in a plane, and had about 400 hours when he thought he could tow gliders – Bill Mitchell taught him how! He also towed banners. After getting his insurance he could fly in Alaska. He flew climbers into the mountains, including one guy who skied down the north face of Denali, then almost drowned crossing a river to get to the pickup area.

You have to fly VFR in IFR conditions in Alaska; the state averages 160" of rain annually. Kevin worked his way northward – lots of midnight sun flying. It's a grind – 80-100 hours per month flying as an air taxi. March is cold, but lots of northern lights. Kevin didn't spend winters in Alaska, flying mostly from May to late September. He owned an air taxi in the Brooks Range, which was surprisingly warm, resulting in thunderstorms and fire smoke risks. September flying is mostly hunters – an elk quarter can weigh 120-150#! Kevin retired about a year ago after ~20 years. Interesting work, and challenging. It's been almost 30 years to the day since Bill taught him to tow gliders.

Questions – What was your favorite plane? A de Havilland Beaver. How about the most practical? A Cessna 185. Jim Wood asked what was his least favorite – a Cessna 207, used to fly groceries up to villages. Lynn Briggs asked about a Beta Prop turboprop on floats – not easy! His diciest situation? Dozens of times flying a little too far before turning around. One time he dropped hunters on the north side of the Brooks Range; it took an extra 8 days to get them out due to weather, with 7-8 phone calls per day to ask why – the weather was fine! (It wasn't.) Any forced landings and spending the night? No, but most bush pilots have. There was one time where the clouds lifted just enough to get out just before sunset. He landed one time on a lake with 3' waves and tried to unload; got about half done when the plane drifted sideways with a wing about to hit the beach! He called everybody out and took off, saying he'd be back when conditions improved. Once he had to fly the body of a deceased Park Ranger (heart attack) out of a remote village.

Advice to young pilots who want to try being a bush pilot? Go in with NO expectation of longevity. It takes ~1000 hours to be insurable/hireable, though you can find work as a CFI in Anchorage to get Alaska hours without having as many total hours. Get a tailwheel certification, towing gliders in Colorado is GREAT practice. Go up to Alaska and talk to folks, rather than calling or email. Get a CFI certificate, but don't just teach – tow gliders and banners.

Andy asked about flying here vs. Alaska – Alaska is a little more intense, but here is hard work too.

Jim Wood asked about risk levels and safety decisions and Kevin said he more conservative now than he was!

After the program, the meeting opened at 7:31 by President Jim Wood.

MEMBERSHIP – Michael Savino

- Unsure of your status?
- Need to add a picture?
- Would you like online access to our roster? Just ask.
- Check your status during the break or after the meeting.

Current

Current Members:	68
Expired Members:	133
New Members:	13

January

Current Members:	67
Expired Members:	136
New Members:	16

Jim thinks we currently have ~125 members – Need an IT Coordinator!

CHAPTER 43 GOLD!

We met 10 out of 11 criteria! The only exception is a chapter hangar/home.

APRIL 2024 CHAPTER VIDEO MAGAZINE

<https://www.eaa.org/videos/6349476021112>

Learn to Fly week mid-May – make Eagle Flights! Volunteer for AirVenture work weekends starting now – see Kirk Brennan or Jim Wood if you're interested. Volunteer work earns AirVenture passes!

CURRENT EVENTS

- Metro Airport Airport Director
Candidates narrowed to 11. The Advisory Board will narrow to 2-3 and fly them here for something like a public town hall.
- Metro Airport Advisory Board
4 openings to fill, interviewing soon. Jim's put his name in along with 15 other pilots.
- Metro Airport Community Noise Roundtable
Trying to decide whether or not to disband – can't get all the representatives to agree on ANYTHING. Broomfield has resigned, Boulder is almost out too. Jim thinks the only threat now is lawsuits – 3 are in the works and going to the federal level; 2 more are possible. Looking to sue individual pilots, so follow the posted noise abatement signs.

NEW CHAPTER INITIATIVES

- Chapter 43 Oshkosh Planning – LAST CALL!!! VOLUNTEERS NEEDED!!!
The Committee will work toward coordinating Oshkosh activities for Chapter 43 including such things as KidVenture, Dinner at Wendt's, pancake breakfast fund raiser, fruity blender drink Happy Hours, Adirondack Chair build, Signpost sign build, etc.
 - * Val Gregory coordinating Adirondack Chair and Signpost Build
 - * KidVenture
 - * Dinner at Wendt's
 - * Pancake breakfast fund raiser
 - * Fruity blender drink happy hours
 - * Scott Serani – campground site
- Chapter 43 Fly-In/Fly-Outs
 - * June 15th — Jeffco Food Truck Fly-In, 11AM – 2PM. 3 food trucks, looking for more (need dessert!) Would like vintage planes; Lynn is in the Antiquers, he'll spread the word.
 - * Return of "Café 43"!!
 - * Navigation Flyout – challenged to fly a course, matching a stated fuel burn and time.
 - * September flyout to Oshkosh NE

REGULAR EVENTS

Young Eagles – Coordinator Cliff Hasenbalg - Next Rally: April 20, 2024, KEIK Airport, 7:30 – 11:30 a.m.

PILOTS NEEDED!!! The May event opened Monday at 5 AM; 41 kids had signed up by 8 AM! Cliff is asking pilots to also sign up for the Saturday a week after each scheduled event to support weather delays. Cliff gets asked by parents whose kids want more – he sends them Young Aviator contact info. He has a helicopter pilot coming to the events, too.

2024 Improvements:

- Child Booster Seats
- Ground School – Jim Wood (primary)
- Increase Pilot Volunteers

Eagle Flights – Temporary Policy Change – due to an unusual number of requests in past weeks, Jim is recommending requestors contact one of the local flight schools for Discovery flights. If someone wants to take it beyond that, the Chapter can mentor. Since Cliff Hasenbalg coordinates Young Eagle Events, he's the default contact for Eagle flights, but his response is to offer help in finding a flight school.

VMC Club - Andre Smith Coordinator

Next Meeting: May 15, 2024, 2400 Industrial Lane, Broomfield, CO, 6:00 – 8:30 p.m (WINGS credit!)

IMC Club - Larry Earnshaw Coordinator

Next Meeting: April 25, 2024, 170 Cessna Drive, Erie, CO, 6:30 – 7:30 p.m. (WINGS credit!)

Builder's Club - Andy McRae Coordinator

Next Meeting: April 23, 2024, 2400 Industrial Lane, Broomfield, CO, 6:00 – 8:00 p.m.

SCHOLARSHIP UPDATE

Checks are going out, a total of \$18,000 this year. The Young Aviators have donated \$45,000 from their profit following the sale of the RV-14!

SOCIAL MEDIA - John Kellogg, Coordinator

Send content to: John @ johnkellogflies@gmail.com

Jim @ president@EAA43.org

Facebook - <https://www.facebook.com/EAA43/> - follow; it may replace chapter emails.

Instagram - <https://www.instagram.com/eachapter43/>

Jordan Shaw volunteered to help – John Kellogg is currently swamped with college schoolwork.

SAFETY CORNER – Sarah Winkler – Wake Turbulence

Sarah asked if anyone had a story – Jackie was taking off about 1 minute after a helicopter and the prop wash was BAD! Roxie was taking off at Cheyenne when a C-130 landed on the wrong runway in front of her! She was in a low wing plane; a high wing probably would have flipped – nose down and brakes! (There was another story from someone in the back; couldn't hear.) Sarah asked what factors cause wake turbulence to occur – weight, speed, wingspan, wing shape and winglets. Avoid by:

- A. If landing behind another aircraft, keep your approach above his approach and keep your touchdown beyond the point where his nose wheel touched the runway
- B. If landing behind a departing aircraft, land only if you can complete your landing roll before reaching the midpoint of his takeoff roll
- C. If departing behind another departing aircraft, take off only if you can become airborne before reaching the midpoint of his takeoff roll and only if you can climb fast enough to stay above his flight path
- D. If departing behind a landing aircraft, don't unless you can taxi onto the runway beyond the point at which his nose wheel touched down and have sufficient runway left for safe takeoff

Sarah then showed a video explaining wake turbulence – see it here: <https://www.youtube.com/watch?v=qMpNThOKTuE>

Storytime – the local Air National Guard helicopters land at Longmont for fuel. Helicopters don't follow the usual pattern. The Blackhawks land on the apron, the Lakota between the runways and the Chinook of the end of the apron. Rotor wash from the Chinook goes down and spreads out, loaded with grass and dust. A small plane was landing, went into the wash, and banked 30-40°. The choppers will be at Longmont in April, so be aware!

So why do aircraft in formation not go through wake turbulence? Check out https://www.youtube.com/watch?v=9bEUH_MNBr0 to see a chopper flyover at Empower field last December.

FUTURE CHAPTER GATHERING AGENDA ITEMS – Do you have

- Trip Reports
- Build Projects
- Safety Topics
- Other Ideas

Send an email to Jim Wood so he can budget time!

GENERAL DISCUSSION

Next Meeting Saturday May 11th, 2024

Jim Wood, (720) 314-9663, president@EAA43.org, drjamesmwood@gmail.com

Applebee's on 120th and Lamar after the meeting!

Meeting closed at 8:30 pm

Respectfully Submitted,

Val Gregory

EAA Chapter 43 Secretary



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 or	\$25.00
Name: _____	Save! 5 years for	100.00
National EAA Membership #: _____	Scholarship Donation (Optional)	<u> .00</u>
EAA Membership Renewal Date: _____	Total	.00

Are you a:

Technical Counselor	Yes ___ No ___
Flight Advisor	Yes ___ No ___
CFI	Yes ___ No ___

Scholarship donations are tax deductible.

*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.

2024 Chapter Officers

President	Jim Wood	720-314-9663
Vice President	Ayden Edgar	ayden.m.edgar@gmail.com
Vice President	Andy McRae	303-330-3825
Secretary	Val Gregory	303-908-1252
Treasurer	Dixon Herboldsheimer	303-947-1688

Board of Directors

Jim Wood (Chair)

Pete Watkins*

Stan Specht*

Ricky Domenico**

Larry Earnshaw**

Alternate Directors

Kirk Brennan

Chuck Kubin

(Note: *- 2 year terms expire end of 2024, **- 2 year terms expire end of 2025)

Volunteer Officers

Technical Counselor	Jim Sutton	303-598-4205
Technical Counselor	John Reuterskiold	303-881-3517
Technical Counselor	Will Heltzel	303-345-5784
Flight Advisor	Bill Mitchell	303-427-4025
Newsletter Editor	Val Gregory	303-908-1252
Young Eagles Coordinator	Cliff Hasenbalg	303-359-2758
Young Aviators Coordinator	Jeff Jones	303-809-3994
Young Aviators Advisor	Andy McRae	303-330-3825
Young Aviators Advisor	Scott Serani	303-358-2858
Young Aviators Advisor	Mike Sutton	303-515-5269
Membership Chair	Michael Savino	303-898-8456
IT Coordinator	Victor Pate	VictorLeePateIV@gmail.com
IT Coordinator Backup	Lance Scott	650-889-8129
Data Base Editor	Tim Stansbury	719-494-7398
Web Master	Steve Paschke	720-236-7869
Social Media Co-Coordinators	John Kellogg	johnkellogflies@gmail.com
	Jim Wood	president@EAA43.org
Safety Officer	Sarah Winkler	303-908-2914
Refreshments	John & Roxie Juul	720-626-7707
Audio/Visual	Herrill Davenport	720-273-1643
	Ayden Edgar	ayden.m.edgar@gmail.com
Scholarship Chairs	Mike & Jenny Sutton	720-515-5269
Builders' Club Coordinator	Andy McRae	303-330-3825
IMC Club Coordinator	Larry Earnshaw	720-425-7987
VMC Club Coordinator	Andre' Smith	720-270-5944

CFI's in Chapter 43

Mark Davis	303-425-4080	Tom Shaw	303-275-0904
Chuck Grow	719-640-2905	Mike Sutton	303-515-5269
Jeff Hinkle	303-550-2291	Stephanie Wells	303-503-0147
Bill Mitchell	303-427-4025		

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 - email to newsletter@eaa43.org.

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

First Class



Gatherings are normally held on the second Saturday of each month at 6:00 PM—Location determined monthly. See Page 2 for details of the upcoming gathering.