



## *Mile High Flyer*

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



*Volume 52 Issue 6*

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*June, 2025*

### **President's Corner - by Chapter President Josiah Harmon**

Well folks it's June! Our annual picnic is coming up on the 14th and we want to see you there. We'll hear from our scholarship recipients and have a grand ole time talking about airplanes. If you do plan to come please bring a chair and a side. You can find more information at [eaa43.org](http://eaa43.org). Thanks to all who are donating their time and finances towards making it happen!

As warmer temps are upon us, now is as good a time as any to talk about weather and flight safety. Weather is quite a wide ranging subject. It's also a personal favorite subject of mine, so let's make this a two-parter. We'll talk about a framework for understanding weather this month then dive into specific considerations for the front range in the July newsletter.

When thinking about weather we should first ask ourselves, what do we legally need to know? FAR 91.103 will point us in the right direction. We are required to be familiar with the weather "for a flight under IFR or a flight not in the vicinity of an airport." So does that mean if I'm just going to do pattern work at my home airport I can ignore the weather? Legally 91.103 seems to suggest that. But is that smart? Is that safe? Absolutely not!

91.103 is admittedly quite vague. To one pilot, to "become familiar" with the weather may mean watching The Weather Channel. To another, the 750mb chart may be essential. Every pilot learns how to read METARs and TAFs in primary training. But what about Skew T plots? And what does a HRRR model show that a NAMNST doesn't? There is so much information out there it can sometimes be difficult for even experienced pilots to understand all of the information they should know for a flight.

Let's simplify things. I've found it most helpful to think about weather like concentric rings around your airport and route of flight. While it doesn't cover every situation I think it's a helpful framework to understand how to digest the many different weather products available.

First think about your weather at your departure and destination fields. What is the weather doing at your departure and arrival airports? What is forecast to happen? Are there other pilots around that can give you a PIREP?

Second, think about the weather along your route. What are the winds aloft doing? Are there turbulence PIREPs? How about the ceilings?

Third, think about the big picture. Is there a front moving through? An active Airmet? If you fly in the flight levels, what is the jet stream doing? Think about why the weather is doing what it is doing throughout the entire area you will be flying.

If you decide to stick around your home airport, the first point may be all you need. But if you're flying anywhere outside the glide range of your home field, you probably want to consider the other points.

As an instructor that third point is something I deeply care about instilling in my students. A good pilot makes good decisions. We cannot make good decisions if we do not have at least a basic understanding of the reason why something is happening. So next time you are looking at the

weather, dive a little deeper. Explore a weather product you've never seen before. And if you decide to level up to "super weather nerd" status, check out [weather.cod.edu](http://weather.cod.edu).

Looking forward to seeing everyone at the picnic on June 14th at noon!

Warmly,  
 Josiah Harmon, CFI, CFII  
 President | EAA Chapter 43  
 425.772.4332

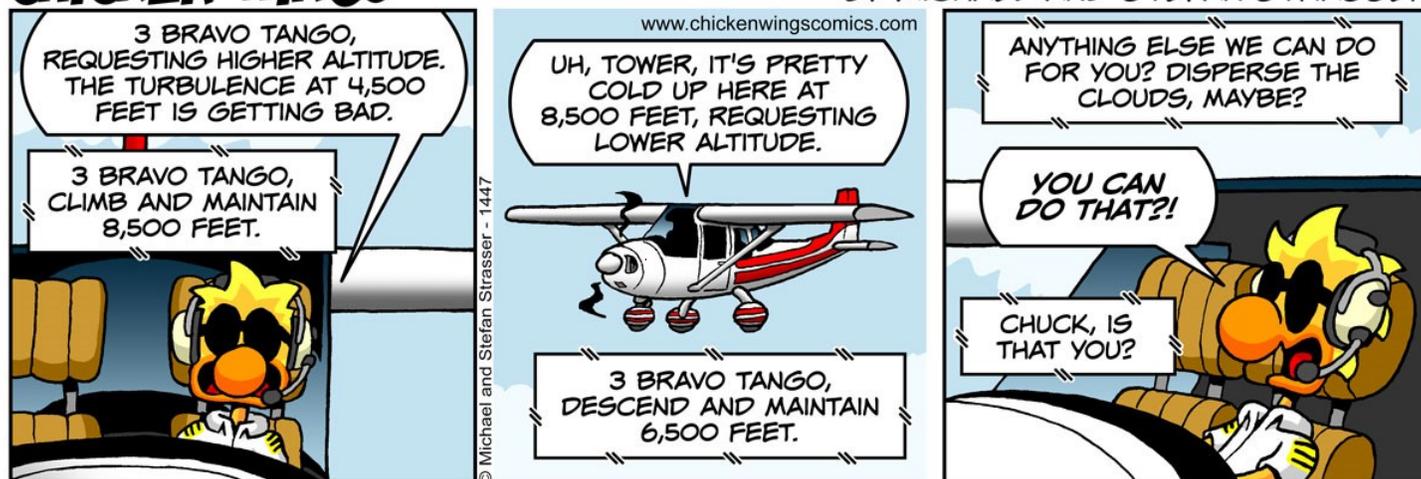
### **Next Gathering - Saturday, June 14, 2025, 12 pm - Annual Picnic!**

At John Stewart's hanger at Erie (KEIK), address is 2435 Cessna Drive, Erie. Bring **chairs** and a side dish or dessert (or both!) to share. Non-alcoholic drinks provided, alcohol is BYOB.

Fly in parking – 6 spots are available close to the hangar (but avoid walking on the east taxiway!) Parking is also available at the FBO (Vector Air), and pickup is available.

## CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



### In this issue:

- Title pic - If it's June, it must be CHAPTER 43 PICNIC TIME! Details above!
- This month's Chicken Wings - Seems like everyone is thinking about weather this month! Well, Chapter President Josiah is thinking - Chuck's just using ATC to improve his situation...
- For those of you in the CPA, sounds like the anti-airport crowd is focused on landing fees - if you haven't read their June newsletter yet, you should.
- Since I don't have a second set of eyes to review the newsletter, I'd like to ask all of you to help find my boo-boos for cookies! Let me know at [newsletter@eaa43.org](mailto:newsletter@eaa43.org). Then come to the next regular chapter meeting for your cookies! If you'd like to contribute 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](mailto: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*

## 2025 CHAPTER EVENTS

### **JUNE**

- Tue 10 Chapter 43 VMC Club, 6PM, live and virtual, contact [andresmith76@outlook.com](mailto:andresmith76@outlook.com)  
 Sat 14 Chapter 43 Young Eagles Private Rally for Sea Scouts at EIK, 7:45AM  
 Sat 14 Annual Potluck Picnic! High noon at John Stewart's hangar at Erie. More details on page 2!  
 Sat 21 EAA Chapter 43 Young Eagles Rally EIK, 7:45 AM  
 Tue 24 Chapter 43 Builder's Club, 6PM, live only, contact [andy@andymcrae.com](mailto:andy@andymcrae.com)  
 Thu 26 Chapter 43 IMC Club, 6:30PM, live and virtual, contact [llearnsh@gmail.com](mailto:llearnsh@gmail.com)

### **JULY**

- Tue 8 Chapter 43 VMC Club, 6PM, live and virtual, contact [andresmith76@outlook.com](mailto:andresmith76@outlook.com)  
 Wed 9 Chapter 43 Young Eagles Private Rally for Summer Camp Kids at EIK, 7:45AM  
 Sat 12 EAA Chapter 43 Young Eagles Rally EIK, 7:45AM (a week early due to AirVenture)  
 Sat 12 Chapter Meeting at the Flatirons room at BJC, 6PM  
 Thu 24 Chapter 43 IMC Club **CANCELLED** due to AirVenture  
 Tue 29 Chapter 43 Builder's Club **CANCELLED** due to AirVenture

## 2025 AREA EVENTS

### **JUNE**

- Wed 11 Chapter 1627 & VAA 42 Movie Night, KBDU, 6-9PM,  
<https://chapters.eaa.org/eaal627/event-calendar>  
 Wed 11 FAAST Pro Tips for Pilots AirVenture 2025 Briefing, Practicing for the Oshkosh Arrival, webinar,  
 6PM. Register at [https://www.faasafety.gov/SPANS/event\\_details.aspx?eid=137049](https://www.faasafety.gov/SPANS/event_details.aspx?eid=137049)  
 Sat 14 EAA Chapter 1627 Young Eagles Rally, KBDU, 7AM-12PM  
<https://chapters.eaa.org/eaal627/event-calendar>  
 Sat 14 Jeffco Aviation Association 28th Annual Fly-In, KBJC Legacy Ramp, 7AM-12PM, see flyer on page  
 8  
 Sat 14 Chapter 648 Meeting, KLMO, 10AM, <https://chapters.eaa.org/eaal648/event-calendar>  
 Mon 16 CPA Presents: STEM Flights, webinar, 6:30-8PM,  
[https://coloradopilots.org/content.aspx?page\\_id=4091&club\\_id=612720&item\\_id=2632215](https://coloradopilots.org/content.aspx?page_id=4091&club_id=612720&item_id=2632215)  
 17-22 B-25 Mitchell "Maid in the Shade", Sheltair BJC  
<https://www.facebook.com/events/1230099535286804/1230099541953470/>  
 Fri 20 Chapter 301 Meeting, 7PM, see <https://www.eaa301.org/membership>  
 Sat 21 Chapter 301 Young Eagles Rally, KAPA, 7AM, <https://www.eaa301.org/young-eagles>  
 Sat 21 Longmont Fly-In, KLMO, 8-AM-12PM, see flyer on page 9  
<https://chapters.eaa.org/eaal648/flyin>  
 Sat 21 "Allied Invasion" Concert, BJC Sheltair Ramp, 5-9PM. Includes B-17, B-25, P-51, Sea Fury, T-28,  
 and others! Ticket link at <https://commemorativeairforce.org/events/1338> and see flyer on page 10  
 Sat 28 Warbird Invasion\*, Exploration of Flight, 10AM-2PM,  
<https://wingsmuseum.org/events/warbird-invasion/>

### **JULY**

- Wed 2 VAA Chapter 42 Meeting, KBDU, 6-7PM,  
<https://eaavintage.org/about-us-chapters-vintage-chapter-42/>  
 Wed 9 Chapter 1627 & VAA 42 Movie Night, KBDU, 6-9PM,  
<https://chapters.eaa.org/eaal627/event-calendar>  
 Sat 12 EAA Chapter 1627 Young Eagles Rally, KBDU, 7AM-12PM  
<https://chapters.eaa.org/eaal627/event-calendar>  
 Sat 12 Breakfast Fly-In\*, Exploration of Flight, 9:30AM-12:30PM,  
<https://wingsmuseum.org/events/breakfast-fly-in-july/>  
 Sat 12 Chapter 648 Meeting, KLMO, 10AM, <https://chapters.eaa.org/eaal648/event-calendar>  
 Wed 16 Chapter 1627 Meeting, KBDU, 6-8PM, <https://chapters.eaa.org/eaal627/event-calendar>  
 Fri 18 Chapter 301 Meeting **CANCELLED** due to AirVenture  
 Sat 19 Chapter 301 Young Eagles Rally **CANCELLED** due to AirVenture

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



First, we have the Private Rally for the Sea Scouts June 14th. We have so far 27 kids signed up in which 17 are first timers. Sadly, we only have 1 pilot so far. Our regularly scheduled Rally on the 21st is full and we have 5 pilots so far. Next is the Summer Camp Kids, Wednesday July 9th. Then I heard from the Longmont group that would also like to do July 9th. Can we field enough pilots to handle both groups? Would be a total of 30 Kids.

The other option would to fly the Longmont group on Friday the 11th. We have our regular July Rally on July 12th, a week early due to AirVenture.

Best Regards,  
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 - \$9.75 for a pin fastener or \$10.75 for a magnetic fastener. He'll have your name tag at the next meeting!



### Social Media Co-Coordinators John Kellogg & Josiah Harmon

John and Josiah administer Chapter 43 accounts on Facebook, Instagram, and Twitter (X) but they need content! Send Chapter announcements and project/flight/event pictures and stories to [johnkelloggfllys@gmail.com](mailto:johnkelloggfllys@gmail.com) and [president@eaa43.org](mailto:president@eaa43.org). Links to the Chapter Facebook and Twitter accounts are just under "Welcome to Chapter 43" on the Chapter's homepage at [www.eaa43.org](http://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

IF YOU'RE NOT GETTING CHAPTER EMAILS email me at [ea43membership@eaa43.org](mailto:ea43membership@eaa43.org)! And to help prevent those emails from ending up in your spam folder, please add [ea43membership@eaa43.org](mailto:ea43membership@eaa43.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. If you're not sure of your membership status, see me at the monthly gathering or email me at [ea43membership@eaa43.org](mailto:ea43membership@eaa43.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@eaa43.org](mailto:ea43membership@eaa43.org) to all members.

You can also check your membership status in the online roster which you can access at <https://roster.eaachapters.org/main> and log in with the login FirstnameLastnameEAA43 (that's YOUR first name and last name) and your EAA National password. Don't have a National password? Go to <https://www.eaa.org/ea43/>, click on "SIGN IN" in the upper right corner of the webpage, and click on "Create an EAA.org Account" in the popup window to get access! If you STILL don't have access, contact me at [ea43membership@eaa43.org](mailto:ea43membership@eaa43.org)

### Scholarship

2025 Scholars will be introduced at the Chapter 43 Picnic Saturday June 14!

## CLIFF'S NOTES JUNE 2025

It's been a great month of flying with many opportunities to enjoy our friendly skies. Back in February we had a pancake breakfast to kick off a new RV14 group. This month, the group flew out to Ft. Morgan for Breakfast. There were 5 Aircraft and 8 members including people from Erie, Longmont, Ft. Collins, and Colorado Springs. As a group it was great to get together and share ideas. The ride out was a loose gaggle of 14'ers. One aircraft had an incident upon returning to FNL, his Oil Cooler split open almost on final which resulted on a very wet underbelly and a sigh of relief as the aircraft still had a couple of quarts left to keep the bearings in the engine happy. I mention this as it will come up again in this letter.



My gliding took a very positive turn with the spring check, a quick ride with an instructor, then being pushed into a solo flight. All the flights went well, till last week. I was out at the Boulder Airport. The glider became available and the wind was out of the East. Looked almost perfect but by the time I had the glider ready to go the wind had started to shift to out of the West.

I decided to go ahead and knew I could land to the West. I got off tow at just 8000 feet, and within a few minutes I was up to 10.5K. Plenty of lift everywhere in front of the foothills. I was over BJC's Class D airspace and finally next to the Flat Irons. I dipped my toe in the foothills but clearly a very rough ride to the West. After being up for over 90 minutes, I started checking the AWOS at Boulder to find winds 8 gusting 12 right down runway 26. I thought that was more wind than I'd handled in the past but should be fine right down the middle. I soared a bit North and then finally decided it was time to descend into pattern. I went back to the AWOS with winds now 8G16 and 270 degrees. As I continued to 7500 feet, I turned toward the Airport, checked AWOS and it was now 8 gusting 18 but had turned 300 degrees.



At this point, I decided to linger a bit hoping winds would die down. Wrong...

I lingered back to 8300 feet but the winds were not getting better. Winds were now 10 gusting 18 at 300 degrees. Ok, I'd never handled anything like this before, but decided, unless I planned to spend the night, I had to take the plunge. A Cessna on final reported 5 knot drop in airspeed. With the gear already down, I deployed the spoilers to improve the descend rate. I was very nervous as I'd crossed mid field at 6500 feet. At this point I was finally able to turn the noise in my head off.

I pushed for a wider pattern, but as I approached the runway end, I realized I'd gotten pushed too close to the runway, so extended to improve a base turn. This worked and I had enough room to make a short base turn and an immediate turn to final, giving me space to drift over the extended center line. I had my aim point and worked the spoilers to maintain a profile with enough airspeed to handle the gust factor and wind. I was 3 feet over the runway, with spoilers fully retracted. Pulled a little back on the stick while deploying spoilers slightly, waiting for 5PB to settle on the main, stick moving back, retracting spoilers for the long roll back to my parking space. Steering right down the middle with rudder until I ran out of energy centered on the runway with winds topping off at 11 gusting 21 at 310 degrees. More wind, more cross wind, then I'd ever handled before. The flight was great, a real confidence builder, and when I turned off the idea that this was anything more than another airplane, it turned out to be my best landing in this aircraft ever. Sometimes, you need to turn the noise off and just fly the plane. So much like life.



Our trip to Chicago got canceled as my number one passenger wasn't feeling well. I decided an instrument proficiency check was in order. Michael Savino was my safety pilot. I prepped Michael on the order, knowing it could be modified. The RNAV 29 at KLMO was first. Lined up for takeoff and as we broke about 50 feet, an annunciator indicated low oil pressure. I scanned and pressure was hanging out at 40 PSI...about half where it should have been. I climbed into the pattern and reduced power, watching oil pressure remain at 40 to 48 PSI. A quick look at temps showed all normal. But I knew at this stage temps were not reliable as everything was cold. With plenty of altitude to land anywhere on the runway, an aircraft had just departed the runway, and another in front was setting up on final. I asked the landing traffic to go around as a possible emergency. Reduced power, and landed normally, with a bit of extra speed. Michael and I verified good oil and nothing on the belly (remember split oil cooler). With the top cowling pulled, all was normal, and moving wires around the sensor did not move the needle. Fired Lil back up and of course, all was normal.

Made a quick call to Engine Joe who confirmed my suspicions of a piece of carbon caught in the relief valve. Michael and I climbed back in with a close eye on the oil pressure, made a climbing trip around the pattern, and we were off for RNAV 29 KLMO. With traffic using 11 we cut this approach short and headed off to KFNL hoping

for RWY 33. All under the hood I did a 360 to get organized, after listening to ATIS gave approached control a call, and requested the practice RNAV 15 with Naxos initial fix. I was given vectors and was almost at the required 8200 feet when the airport switched runways. I then asked for Vectors to the RNAV 33 approach and indicated I'd do a procedure turn at the final approach fix (FAF). Approach began to vector me to Conry as I got the navigator set up, all still under the hood while hand flying the plane. This was a great change as I knew I could go missed, and circle back around for ILS 33. I basically followed a lap in the hold at Conry, and began my approach. After going missed I called approach and re-sequenced for the ILS and as the controller began vectoring me back to the ILS through the class B airspace, Michael, remember Michael, my Safety Pilot, declared further climb and the turn would run us into IMC. A quick call to approach, with an amended clearance took us safely around to the ILS and while still hand flying, dropped in to minimums with needles crossed we blasted out of there.

The rest of the approaches went equally as well, as I turned the driving over to Charlie, who always does a much better job than me.

We started our return to KEIK, with Michael on the stick heading for the VOR A. Damned if he hadn't run us into a rain shower. Good driving Michael. To maintain VFR this required an immediate descent. He asked if I'd like to drive, and in short order we were setting in front of the hanger. What a great ride.

Today's flight had a little bit of everything, from a possible engine situation, change in runways at KFNL, intercepts, holds, the whole enchilada. For a practice flight, it was as close to the real thing, and of course, a lot of fun.

I'm one of those Garmin Pilot guys who have resisted buying Foreflight. SmartCharts has come out this week, and it makes setting up for any approach infinitely easier than anything I've seen to date. With decluttering and presenting exactly the information you need to complete the approach and/or go missed with just the notes required for just the approach you're shooting. It is incredibly simple and intuitive.

It's of course the end of the month, and Bobbi and I flew to Salida. I tried an abbreviated RNAV A into Salida. Totally Georeferenced.

Like I said, it was a wonderful flying month. Bobbi and I hope to see you at the Picnic in June.

# 28<sup>TH</sup> ANNUAL JAA FLY-IN



**Free Pancakes & Italian Sausage  
Aircraft Judging w/ Trophies**

**JUNE 14, 2025**

**7:00 AM - 12:00 PM**

**Rocky Mountain Metro Airport (KBJC)**

**Info Contact Daril Cinquanta at 303-423-9846**

# LONGMONT FLY IN

**Saturday, June 21, 2025 • 8 am – Noon**

**Vance Brand Airport • 229 Airport Road • Longmont, CO**



## FEATURING

**Pancake Breakfast • Swap Meet • Silent Auction  
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**All proceeds benefit EAA Chapter 648 Youth Education - 501(c)(3)**



[EAA648.org/flyin](http://EAA648.org/flyin)

[info@eaa648.org](mailto:info@eaa648.org)





# "Allied Invasion"

Concert at the airport

Doors open at 5pm

Concert 6pm



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*Chapter 42*

*From our friends at Aerocygnet*

Please let me know if you or your organization would like to participate in our building of a Zenith Cruze in 5 days at the August Larimer County Fair, August 1-5, 2025

<https://lp.constantcontactpages.com/cu/WzAFIIQ/AeroCygnet>

P.S. Let me know if any of your Young Eagles would want time in our Flight Simulator at our private business club in Fort Collins, [www.acaofnoco.club](http://www.acaofnoco.club)

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*Want Ads & articles for publication may be sent to the editor -  
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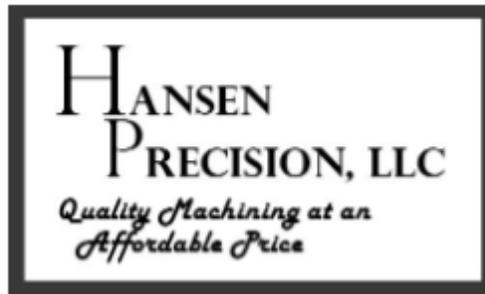
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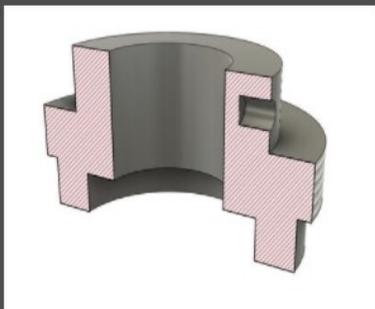
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John was recommended to do some work on Herrill Davenport's 182 fairing, and wants to do more airplane work.



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.

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**MILE HIGH EAA Chapter 43 Minutes**  
**May 10, 2025**

Vice President Andy McRae opened tonight's gathering at 6:10 PM.

**WELCOME** – Vice President Andy McRae

**VISITORS & NEW MEMBERS**

Introduce Yourself. How Did You Find Us? Your Interests? FREE 6-month Membership.  
Adrian Nye is the Colorado Pilots Association President and wants to build a Sling or RV-9.

**FOOD & FRIENDSHIP**

- Welcome Our Guests!
- Enjoy the Snacks and Friendship!
- Speaker will begin at 6:30 PM
- Here are some questions to start a conversation:
  1. What is your favorite airplane you have ever built or flown?
  2. What do you love about aviation?
  3. What was your most memorable flight and why?
  4. If you could fly any aircraft in the world, what would it be?

**PROGRAM** - Brian Garrett's Sling TS*i* Build

Brian showed a video of his first flight; his plane took about 3 years to build. He started flying as a Sport Pilot in 2008, and had a quarter share in a StingSport LSA, as well as a 1/3 share in a T210, but his wife wanted a faster, more weather-capable plane. He did his research, putting together a detailed plan and rationale for building a Sling TS*i*, and presented it to his wife whose response was "So when do we start?"

Why did he choose a Sling T*s*i? Performance - 155 KIAS (knots indicated air speed); Capacity - ~1,000 lbs useful load, 4 seats; Cost - \$200K in 2021; Time to build - 1,400 hours (published); Build type - 6061 AL & pulled rivets; Engine Type - Rotax 915 Turbo (now offered with a 916).

Brian went to the US Sling Pilot Academy in SoCal to take a test flight, and subsequently order his kit on 9/20/20. His build log can be found at <https://www.youtube.com/@FirstRivet>

The kit was delivered on 7/7/21, with a discount for buying the complete kit. Brian showed an example of the build plans - essentially a big Erector set! His build location was his 2 1/2 car townhouse garage - making it a neighborhood project! His next door neighbors stored the wings; his in laws down the alley stored parts in their basement. The snowbird neighbors across the alley loaned their garage to house Brian's truck in the winter. Mike Savino asked where he got his dimpler; he bought a full set of tools from another builder who'd completed his plane. His wife helped out, until things got more complex. The parts in plastic bags, which were stapled to the garage walls. The kit includes jigs for the wings. The 42 gallon tanks standard when he ordered his kit were switched to 52 gallons before kit delivery. Brian shared some of the usual ProSeal stories, and Scott Serani said he has a whole ProSeal wardrobe! A friend who wanted to build a Sling came to help, but accidentally put a knee into a wing panel, denting/folding the trailing edge. Another friend who'd completed their build HAD THAT PART as a spare and gave it to Brian - then the first friend got to rebuild that wing!

Jeff Holdridge asked how many Clecos - all the ones in the kit plus 100-150 more in various sizes.

Brian wanted to go full modern, including CiES fuel sensors - he was the first Sling builder to use them and had to come up with different mounting provision. As he got more experience, he'd use Clecos in every other hole, rivet in between, then pull the Clecos and finish riveting. Had a wrong part for a bulkhead frame, which didn't fit.

Brian showed a wing tip/light install at 6 months into the build.

Robert Beuligmann asked how meticulous he was about logging time - very at first, then realized he was doing some thing in 10-15 minute chunks and it was too much hassle to keep track of that.

Brian showed another issue - an aileron hinge was mislabeled and was a duplicate of the other side. Fortunately it only took 1/2 day to remove and replace.

Brian chose not to install a rescue parachute; it would have cost an additional \$15-17K, eaten up 1/3 of the luggage space, and messed up the CG. He did install the cables in case he changes his mind. Tobin asked if Sling has tested the chute, and Brian will ask.

Brian showed the mid fuselage structure, and skin installations for the rear fuselage and bottom fuselage.

The Sling comes with a center brake instead of toe brakes.

Brian's father-in-law really wanted to help, but Brian had to keep an eye on him. Though he did a great job on the seat pans!

The kit came with rubber fuel lines; Brian started to use aluminum lines but switched to Teflon.

Fuselage assembly done, time for the firewall!

Back to the brakes - the kit comes with Matco but feedback said those were weak. Brian prefers Eringer, but those hadn't been done before. Brian worked with Eringer to come up with mounting provisions. Jeff Holdridge asked about the Sling's fiberglass gear legs next to the brake heat; the Eringer brakes are larger so heat dissipation is better. Eringer brakes are now offered by Sling. The brake axle didn't fit but Brian contacted Rich Hanson (see ad on page 12!) and he was able to machine things to fit. Brian says he's awesome! Brian also showed how he repaired the gear legs following mods for the brakes.

The fuel tank "jig" should have been called a stand! It had a twist that meant the fuel tanks had to be disassembled, pulling apart the ProSealed parts and cleaning the material how? Brian went on Reddit, where a guy suggested a \$300 tool that Brian was able to build from scratch - essentially an eraser on a drill bit. It cleaned up the parts quickly!

The Rotax engine has hybrid oil/water cooling. Cabin heating is from the oil/water instead of the exhaust - but if something breaks, there's no real way to get back in there! Rotax instructions say "Don't lift without spreader bar", but that wasn't included in the kit! At AirVenture he asked the Rotax guys; they didn't use it either (CYA lawyer-language, apparently).

Avionics - Sling uses Midwest Panel Builders; very good, though the instructions are a little less so.

Cowling fitting (and refitting, over and over).

More avionics leading up to turning things on - passed the smoke test!

Canopy - trim to fit with a Dremel - Sikaflex sealant is only slightly less messy than ProSeal.

Seats and harness - the harness goes THROUGH the seats - had upholsterer trim seat to within harness tie points.

Luggage compartment tiedowns...

MOVING DAY! In a 26' U-Haul! To an RMMA port-a-port that came up for sale on Craig's List!

Installation of an Air Master constant speed electric prop.

Brian showed videos of the first engine start, taxi test, and FIRST FLIGHT on 7/4/24!

Brian used Phase Testing vs. Task Based and completed Phase Testing on 10/26/2024. Some minor issues during testing - a small fuel leak at the 2nd pump, an EGT probe popped off, difficulty getting the brakes bled, and addressing CO leaks. Brian had to finish testing by the end of October to complete his flight review. The plane is currently in Bend, OR getting painted.

Questions?

Jackie asked how his wife is doing - she's frequently flying it!

Michael Savino asked about gas mileage - 9-10 Gal/hr @155 Nm/hr or so.

Kirk - how do you like the Air Master prop? Autopilot? - Yes. The prop is a little weird going from climb to cruise; rpm drops like a rock.

Jeff Holdridge asked about empty weight - 1173 lbs.

Kirk asked if Brian had done the majority of the work solo - Yes, though his wife and father-in-law helped - but required oversight. Neighbors helped when extra sets of hands were needed.

Jeff Holdridge asked how the wing install went. Dry ice on the bolts made it easy!

Brian summed up that it's a fun build!

After the program, Vice President Andy McRae opened the Chapter meeting at 8:06.

#### **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 (DUES!) after the meeting.

#### **REGULAR EVENTS**

VMC Club – Andre' Smith Coordinator

Next Meeting: Tuesday, May 13, 2025, 2400 Industrial Lane, Broomfield, CO, 6:00 – 8:30 p.m (WINGS credit!)

Builder's Club - Andy McRae Coordinator

Next Meeting: Tuesday May 27, 2025, 2400 Industrial Lane, Broomfield, CO, 6:00 – 8:00 p.m.

IMC Club - Larry Earnshaw Coordinator

Next Meeting: Thursday May 29, 2024, 170 Cessna Drive, Erie, CO, 6:30 – 7:30 p.m. (WINGS credit!)

**PICNIC** - June 14 at noon! Verified that Cliff Hasenbalg will bring grills.

**YouTube video** from Chapter President Josiah Harmon (out of town at a wedding). Josiah and John Kellogg looking for social media input - stories, projects, etc. Working on more timely communication within the chapter.

**YOUNG EAGLES** - Coordinator Cliff Hasenbalg - NEED MORE PILOTS!

**OUTREACH** - Vice President Jackie Kudron

Need to expand visibility and outreach - STEM, Young Eagles, Young Aviators. Jackie is talking to the 99s about a joint activity.

Newsletter access? Ask Val at [newsletter@eaa43.org](mailto:newsletter@eaa43.org)

Robert Beuligmann asked about interest in local fly-ins, etc.

Scott Serani ha AirVenture campsite certificates, see him.

The Chapter meeting closed at about 8:30pm.

Respectfully Submitted,  
Val Gregory  
EAA Chapter 43 Secretary

## Parting Shot!

*Having been in Ricky's dad's shoes, can't help but wonder if this would work!*



By simply attaching the new ACME Wingbaby, airlines can significantly improve their passengers' overall comfort.



## 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.*

## **2025 Chapter Officers**

<b>President</b>	Josiah Harmon	425-772-4332
<b>Vice President</b>	Andy McRae	303-330-3825
<b>Vice President</b>	Jackie Kudron	720-841-9682
<b>Secretary</b>	Val Gregory	303-908-1252
<b>Treasurer</b>	Dixon Herboldsheimer	303-947-1688

### **Board of Directors**

Josiah Harmon (Chair)  
 Larry Earnshaw\*  
 Kirk Brennan\*  
 Ken Scott\*\*  
 Scott Serani\*\*

Alternate Directors  
 Cliff Goldstein  
 Stan Specht

Note: \*- 2 year terms expire end of 2025, \*\* - 2 year terms expire end of 2026)

### **Volunteer Officers**

<b>Technical Counselor</b>	Cliff Goldstein	720-280-2916
<b>Technical Counselor</b>	Will Heltzel	303-345-5784
<b>Flight Advisor</b>	Bill Mitchell	303-427-4025
<b>Newsletter Editor</b>	Val Gregory	303-908-1252
<b>Young Eagles Coordinator</b>	Cliff Hasenbalg	303-359-2758
<b>Young Aviators Coordinator</b>	Jeff Jones	303-809-3994
<b>Young Aviators Advisor</b>	Andy McRae	303-330-3825
<b>Young Aviators Advisor</b>	Scott Serani	303-358-2858
<b>Young Aviators Advisor</b>	Mike Sutton	303-515-5269
<b>Membership Chair</b>	Michael Savino	303-898-8456
<b>IT Coordinator</b>	Michael Savino	303-898-8456
<b>Social Media Co-Coordinators</b>	John Kellogg	<a href="mailto:johnkelloggflys@gmail.com">johnkelloggflys@gmail.com</a>
	Josiah Harmon	<a href="mailto:president@eaa43.org">president@eaa43.org</a>
<b>Safety Officer</b>	Sarah Winkler	303-908-2914
<b>Refreshments</b>	John & Roxie Juul	720-626-7707
<b>Audio/Visual</b>	Herrill Davenport	720-273-1643
<b>A/V Backup</b>	Bryan Hartley	970-510-6535
<b>Scholarship Chairs</b>	Mike & Jenny Sutton	720-515-5269
<b>Builders' Club Coordinator</b>	Andy McRae	303-330-3825
<b>IMC Club Coordinator</b>	Larry Earnshaw	720-425-7987
<b>VMC Club Coordinator</b>	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

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*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 P.M.—Location determined monthly. See Page 2 for details of the upcoming gathering.**