



# Mile High Flyer

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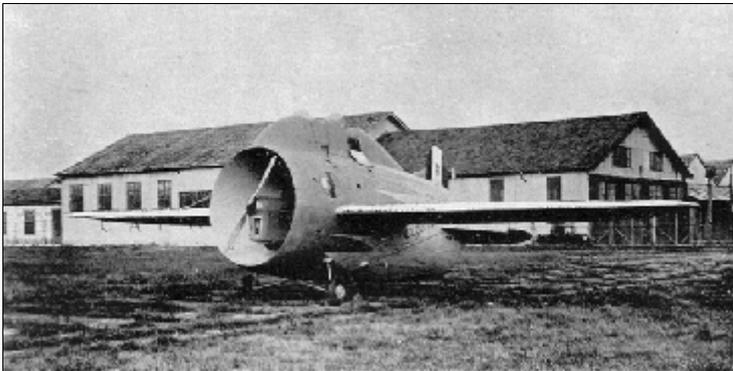
August, 2013

## Next Meeting

**Saturday, August 10, 2013**

**6 P.M. @ 3015 Piper Drive South,  
Erie, CO (on the East side of the  
Erie Airport). This is our annual  
Pizza Party/ Oshkosh Review. Bring  
a salad or dessert if you wish.**

**See map on Page 2.**



This month's "Mystery Airplane" - Answer  
on page 3.

### In This Issue:

<u>In This Issue:</u>	<u>Page</u>
<i>Chicken Wings</i>	3
<i>Upcoming Events Calendar</i>	4
<i>Young Eagles Report</i>	5
<i>Young Aviators Report</i>	6
<i>Want Ads</i>	7-8
<i>Chapter Officer Info</i>	9

## Editor's Corner

**As** this is being written, I'm busy getting ready for the trip to Oshkosh in my Thorp T-18. For that reason, the newsletter is being published a little early this month.



Last month's meeting with Pat Claar & his RV-12 was great. Thunderstorms prevented him from bringing it over for display, but Pat did a good job with a talk and pictures. Thank you, Pat!

Our next meeting will be the annual Pizza Party/Oshkosh Review at Lynn & Pat Miller's house/hangar on the Erie Airport. Please note that the meeting starts at **6:00 PM**.

I hope to see many of you at Oshkosh!

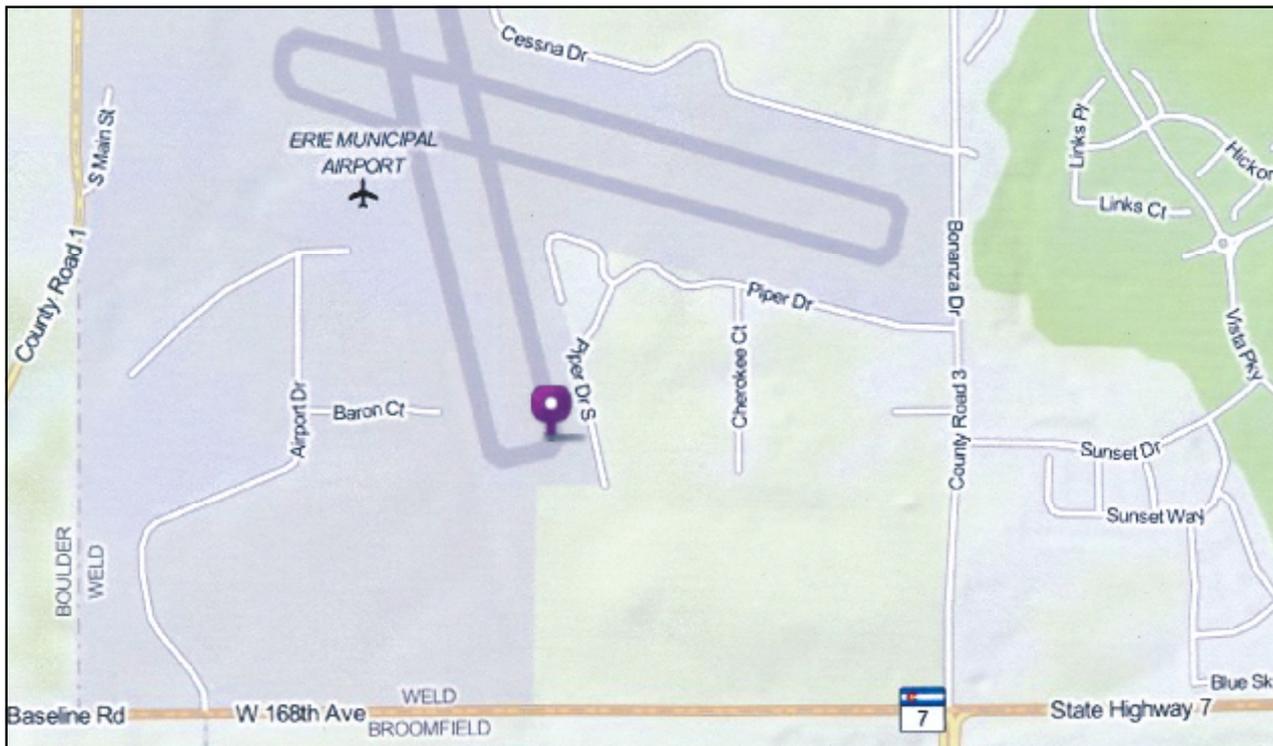
John 



**RV builder, Pat Claar**

Photo courtesy of Greg Hall

Next Meeting on Saturday, August 10th at 6:00 PM—3015 Piper Drive South.



### **GET RID OF TURBINE ENGINES**

**Author: Bob McKellar**

We gotta get rid of turbines, they are ruining aviation.

We need to go back to big round engines.

Anybody can start a turbine, you just need to move a switch from "OFF" to "START," and then remember to move it back to "ON" after a while. My PC is harder to start.

Cranking a round engine requires skill, finesse and style. On some planes, the pilots are not even allowed to do it.

Turbines start by whining for a while, and then give a small lady-like poot and start whining louder.

Round engines give a satisfying rattle-rattle, click-click BANG, more rattles, another BANG, a big macho fart or two, more clicks, a lot of smoke and finally a serious low pitched roar.

We like that. It's a guy thing. When you start a round engine, your mind is engaged and you can concentrate on the flight ahead. Starting a turbine is like flicking on a ceiling fan: Useful, but hardly exciting.

Turbines don't break often enough, leading to aircrew boredom, complacency and inattention. A round engine at speed looks and sounds like it's going to blow at any minute.

This helps concentrate the mind.

Turbines don't have enough control levers to keep a pilot's attention.

There's nothing to fiddle with during the flight.

Turbines smell like a Boy Scout camp full of Coleman lanterns. Round engines smell like God intended flying machines to smell.

I think I hear the nurse coming down the hall. I gotta go.

# CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER  
WWW.CHICKENWINGSCOMICS.COM



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

Send to the Editor at: [newsletter@eaa43.org](mailto:newsletter@eaa43.org)

# Upcoming Events Calendar

Submitted by Don Smith

## JULY

- Sat 27 EAA Chapter 301 Young Eagles Rally, FTG 7:45am  
 29-8/4 **EAA AirVenture Oshkosh 2013** <http://www.airventure.org/>  
 Tue 30 SAA Picnic, EAA Chapter 252's clubhouse, north end of Wittman Field, 4 pm

## AUGUST

- Sat 3 EAA Chapter 301 Young Eagles Rally, FTG 7:45am  
 Sat 10 Erie Air Fair, KEIK  
 Sat 10 EAA Chapter 43 Annual Pizza Party, Lynn Miller's home, EIK, 6:00 pm  
 16-18 Sport Aviation Association Midwest Fly In 2013 Wynkoop Field ,  
 Mt. Vernon, Ohio  
 16-18 Rocky Mountain Airshow KBJC <http://www.cosportaviation.org/home.html>  
 Sat 17 EAA Chapter 43 Young Eagles rally, EIK, 7:45 am  
 Sat 17 9<sup>th</sup> Annual Classic Aircraft & Car Show, KFTG  
 28-9/2 2013 AAA/APM Invitational Fly-in, Antique Airfield (IA27) near Blakesburg,  
 Iowa

## SEPTEMBER

- 5-7 Midwest LSA Show, Mt. Vernon IL  
<http://www.midwestlsashow.com/>  
 Sat 21 EAA Chapter 43 Young Eagles rally, EIK, 8:00 am  
 Sat 28 EAA Chapter 301 Young Eagles Rally, FTG 7:45am

**Mystery plane answer:** The Stipa-Caproni was an experimental aircraft designed in 1932 by the Italian aeronautical engineer, Luigi Stipa, and built by Italian aircraft manufacturer Caproni. With a unique barrel-shaped fuselage, it was powered by a 120 HP de Havilland Gypsy III. It's maximum speed was 81 mph. Constructed mostly of wood, It had a wingspan of 46'10" and a length of 19'4", and at over 9' tall it might be described as "stubby".

## **Young Eagles Report** *Submitted by Terri Bazacos*



JULY 20, 2013

Summer months can present a challenge to successfully launch a Young Eagle rally due to so many folks being on vacation. Yet, July's Young Eagle rally was successful because of the many volunteers who showed up. Ground support included Scott Serani, Terri Bazacos, Mike Powell, Greg Hall, Destiney Krell, Ken Scott, Daphne Davenport, Ron Miller, Tom Krell, and Don Smith. Parents, youth, and pilots were guided in the directions needed to proceed. Air crew included Herrill

Davenport, Al Godman, Rocky Mapes, Jean-Pierre Verdier, David Bieseimeier, Tony Garrett, and Cliff Goldstein. A total of 20 youth were flown and given the opportunity to take the controls of the aircraft. If you are interested in participating in the Young Eagle program, please contact Terri Bazacos at [tbazacos@gmail.com](mailto:tbazacos@gmail.com) or (599) 618-0159.



**Up-to-Date YOUNG EAGLES information is available on the website -**

**<http://www.eaa43.org/youngeagles.htm>**



# **Latest updates and information...** *By Scott Serani*

Our last meeting was held Saturday (July 20th) at Scott's hangar. Lots of activity this session. After Brandon Leeper filled all the Young Aviators in on his scholarship trip to Oshkosh Camp 2 weeks ago (lots of fun stories and activities), we all got down to business on the simulators.

One work group focused on getting the KidEZ intercom system up, running and installed. Another group focused on the rudder pedal hookup on the KidEZ. A third group started to gather all the measurements needed to get the proper actuators for the big simulator while a fourth group worked with the X-Plane software to start configuring the joysticks, throttles and rudder pedals.

The plan on the big simulator is to now acquire those actuators for the big simulator so that we can begin installation and testing in our September 21 Young Aviators meeting. (Notice - no August YA meeting - see below.)

## **OUR NEXT MEETING(s):**

Our next regular meeting will be held on Saturday, September 21<sup>st</sup> from 11am to 1pm at Scott Serani's hangar. This work session will mostly devoted to installing and testing motion actuators on the big simulator as well as further configuring the X-Plane software.

There are two important dates to remember between now and our September meeting.

**August 10<sup>th</sup> is the Erie Airfare** from 10am to 4pm. All interested Aviators are encouraged to attend as working volunteers to man all three of our simulators and show other youngsters why we love doing what we do.

**August 17<sup>th</sup> & 18<sup>th</sup> is the Rocky Mountain Regional at Metro Airport.**

See <http://www.cosportaviation.org/flyin.html> for more details. Young Aviators have been specifically invited to volunteer in the Adventure Zone area for kid's activities. Volunteers get free access to the Airshow. It is important that we know who wants to volunteer ahead of time so that we get your names on the official volunteer list. You need to email Ms. Pat Miller [millerr967@aol.com](mailto:millerr967@aol.com) ahead of time and let her know which ½ day or full day you want to participate.

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

## Want Ads

**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 \$599 OBO. Worked perfectly the last time used. Includes RAM suction cup mount. Call Stan Specht 303-807-4699 or [sourdostan@aol.com](mailto:sourdostan@aol.com) for more details. (I'm upgrading to 2nd Generation.)

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

John Ewan (970) 227-5998 [johnewan42@gmail.com](mailto:johnewan42@gmail.com)

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

**Contact:** John @ (303) 907-9509

***Looking for ride to Oshkosh***

***Got an extra seat? Please Contact:***

**Ty Gunnlaugsson**

**Cell phone: 817-897-3907 [tyboyg11@gmail.com](mailto:tyboyg11@gmail.com)**

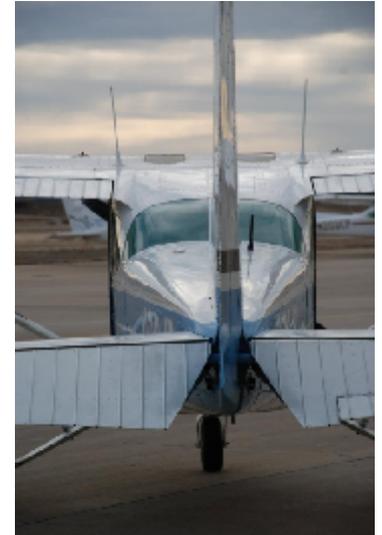
Ty is an 18 year old Private Pilot (SEL & Glider)

# FOR SALE

## 1979 Cessna 172N Skyhawk II



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



Price: \$59,900

Contact Terri Bazacos @ (720) 675-8643 or [tbazacos@gmail.com](mailto:tbazacos@gmail.com)

### Description

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

### Avionics

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

### Airframe

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

**Interior:** Blue interior, Rated 8 of 10

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

### History:

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

## **2013 Chapter Officers**

<b>President</b>	Dave Biese-meier	970-669-2286
<b>Vice President</b>	John Reuterskiold	303-881-3517
<b>Vice President</b>	Lynn Miller	303-666-8233
<b>Secretary</b>	Stephanie Wells	303-503-0147
<b>Treasurer</b>	Myles Lee	303-277-1775

### **Board of Directors**

Dave Biese-meier (Chairman)  
 Bill Mitchell\*  
 John Evens\*  
 Brian Cabebe\*\*  
 Terri Bazacos\*\*

(Note: \*- 2 year terms expire end of 2013, \*\*- 2 year terms expire end of 2014)

### **Volunteer Officers**

<b>Technical Counselor</b>	Dave Biese-meier	720-480-5825
<b>Technical Counselor</b>	Art Schwarz	303-421-2930
<b>Technical Counselor</b>	Robert Smith	720-556-9066
<b>Technical Counselor</b>	Jim Sutton	303-598-4205
<b>Technical Counselor</b>	Bill Truax	303-249-2578
<b>Technical Counselor</b>	Peter Will	303-656-0678
<b>Flight Advisor</b>	Bill Mitchell	303-427-4025
<b>Flight Advisor</b>	Dennis Moss	970-330-4509
<b>Newsletter Editor</b>	John Evens	303-420-2724
<b>Young Eagles Coordinator</b>	Terri Bazacos	559-618-0159
<b>Young Aviators Advisor</b>	Pat Miller	303-666-8233
<b>Data Base Editor</b>	John Reuterskiold	303-881-3517
<b>Web Master</b>	Brian Cabebe	303-748-5570
<b>Safety Officer</b>	Stephanie Wells	303-503-0147
<b>Refreshments</b>	John & Roxie Juul	303-466-2600
<b>Audio/Visual</b>	Herrill Davenport	303-460-7789
<b>Scholarship Chairman</b>	Lynn Miller	303-666-8233

### **CFI's in Chapter 43**

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

## *Mile High EAA Chapter 43*

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*Broomfield, CO 80038-1725*

**First Class**



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