



Mile High Flyer
The Official Newsletter of
The Experimental Aircraft Association
Chapter 43
Established May, 1958



Volume 44 Issue 4 On the web @ www.eaa43.org

April, 2017

President's Message

We have received many responses back from the survey that we sent out to all our members. The board sends out a very big “thank you” to all of you who did respond. If you have not responded there is still time and we would appreciate your comments. We have not completed compiling all the responses but are getting pretty consistent suggestions as to what things the members would like to see our chapter involved in and to the content of our monthly meetings. When we have the responses organized, the board will review the results and see how best we can implement many of the suggestions our members have made. I will present some preliminary results at our April meeting.



Next Meeting - [Saturday, April 8, 2017](#)

7 PM @ the Mt. Evans Room in the Terminal Bldg. @ Metro Airport (BJC)

Presentation for the April Membership Meeting

This month Scott Serani and Jeff Jones will present a program outlining the progression of Van's kits as exemplified by the RV-6, 7 and 14 experimental aircraft.



Upcoming Events Calendar

Submitted by *Don Smith*

2017 EVENTS

APRIL

- Sat 1 AOPA Rusty Pilots hosted by Front Range Flight School, 9:00 a.m. – 12:00 p.m.
<https://ww2.eventrebels.com/er/Registration/StepRegInfo.jsp?ActivityID=20398&StepNumber=1>
- 4-9 Sun 'n Fun 2016 International Fly-in and Expo, Lakeland FL (LAL)
<http://www.sun-n-fun.org/FlyIn.aspx>
- Sat 8 EAA Chapter 43 Membership meeting, BJC, 7:00 pm
- Sat 15 EAA Chapter 43 Young Eagles Rally, EIK 7:30 a.m.
- Fri 21 EAA Chapter 301 Membership meeting, 7:00 p.m.
- 28-29 AOPA Fly-in, Camarillo CA(KCMA)
- Sat 29 EAA Chapter 301 Young Eagles Rally, FTG 7:45 a.m.

MAY

- Sat 13 EAA Chapter 43 Annual Chapter Picnic, EIK 11:00 a.m.
- Fri 19 EAA Chapter 301 Membership meeting, KFTG, 7:00 p.m.
- Sat 20 EAA Chapter 43 Young Eagles Rally, EIK 7:45 a.m.
- Sat 20 Colorado Seaplane Splash In at Lake Meredith Seaplane Base (Ordway, CO)
- Sun 21 KFLY Meadowlake 50th Birthday & Fly-in
- Sat 27 EAA Chapter 301 Young Eagles Rally, FTG 7:45 a.m.

May Meeting - Chapter Picnic! Saturday May 13 at the Serani/Jones/Davenport hangar at EIK (Erie Municipal Airport), 40.005399, -105.053905

From I25, take Exit 229 and go west on Colorado 7 for ~3.9 miles, turn right (north) on Airport Dr. From US287 or Boulder, go east on Colorado 7 for ~2.6 miles from US287 and turn left (north) on Airport Dr. Follow Airport Dr. north for about .2 miles, then turn left to drive along the east side of the hangars. See all the cars? That's us!



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

Want Ads



Bill Mitchell reports that these folks can embroider a couple of different sizes of our chapter logo on jackets, shirts, etc. Bill showed some examples at one of our meetings, and they were beautifully done!

For Sale: RANS S19 Venterra N232CT



Asking \$80,000

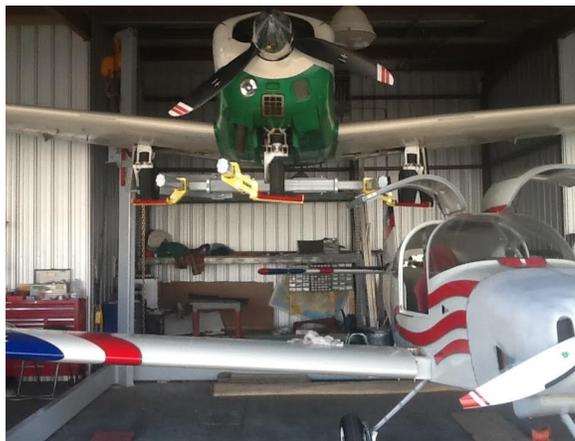
2015 ROTAX 912 ULS, approx. 117 hours TTA&E, E-AB registered LSA qualified, Dynon avionics; Skyview PFD, radio, intercom, mode S transponder, ADS-B In/Out (2020 compliant), ELT, strobe, Nav and landing lights. Ground Adj. Prop. 24 gal fuel. Canopy cover. Always hangered. No Damage History.

Located at Vance Brand Airport, Longmont, CO.

Contact Friend of Owner: Mike Duggan 720-304-6793

Want Ads Cont'd

For sale: Aerolift Airplane Lift



This is a 2,500 lb. capacity electrically operated hoist purchased new from manufacturer (ARM Aerospace) in 2015 and it is in "like new" condition. The lift is equipped for a nose wheel aircraft and tail wheel kits are available from the manufacturer. Asking \$8,000 or best offer. Email for more info: eagerlee6@gmail.com

The lift is currently installed in my hangar at Denver Front Range Airport (KFTG) and can be seen there. See complete product details at: <http://armaerospace.com/>

Paul Hahn [303-423-2839](tel:303-423-2839)

Help Wanted: Can you price this prop?

Kirk Brennan is in the midst of a Viking Dragonfly build, and for his birthday his wife presented him with the prop pictured below. It's a 12-72 and is too much prop for the project, so Kirk is looking to sell or trade for something more appropriate. John Evens thinks the hub pattern pictured might be for a Lycoming engine, but more info is needed so Kirk can price the prop. Can you help with an estimate or offer? Need a working prop or some hangar/garage/living room wall bling?



Kirk Brennan [720-201-5678](tel:720-201-5678)

MILE HIGH EAA Chapter 43
March 11, 2017 Meeting Minutes

Chapter President Ken Scott called the meeting to order at 7:00 pm.

GUESTS Please tell us a little about yourself
Interest in aviation, Flying Building
Sign in and get 6 month trial membership in Chapter 43

Mackenzie Choitz from Kansas is working on her license, her brothers are pilots. Dave Schurz from Arizona is a 20-hour student. Zach Malone is building a Pitts. Rick Scott is 8 years in to a Kitfox project. Marie Weshlar attended with her son and husband (who attended for the first time in February). John Reading from Erie is no longer current and wants to go to AirVenture. Mike is a Pitts pilot. The program presenter, Duane Rude, attended with his wife. Mick Kylie, a Republic flight attendant, came with Phil Brown.

New members, see John Reuterskiold for a photo and addition to the membership roster.

GENE HORSMAN

Gene passed away on March 6. He was a great Chapter 43 supporter and regularly attended meetings. Val Gregory first met and worked with Gene at Martin Marietta in 1990. Another attendee borrowed Gene's Luscombe for his tail dragger rating. Bill Mitchell related the history of Gene's Luscombe, which started out life as a 1940s sub chaser. It was owned by several chapter members over the years. Gene designed Chapter 43's logo, and designed the back window for the Cessna 150. The Mercury BT-120 he was restoring will be going to the Spirit of Flight Center in Erie – Gordon Page wrote an article about Gene and the plane in the Center's January 2017 magazine issue. Gene served for many years on Chapter 43's Scholarship Committee and as the newsletter editor for the Antique Airplane Association of Colorado. He will be missed.

ANECDOTE OF THE MONTH

Series of comics were presented.

APPROVAL OF MAR 2017 MINUTES

Ricky Domenico moved to approve, John Reuterskiold seconded.

TREASURER REPORT

Myles reported that the Chapter balance is \$11,400, Young Aviators is \$635, Scholarship is \$4700 which leaves \$2840 for the 2018 scholarships.

TRIP REPORTS

Stephanie Wells reported on her past 4 weeks flying Monday through Saturday in support of conservation efforts in Guatemala, and dealing with airframe and carburetor icing on the way.

Cliff recommended the WWII museum in New Orleans and suggested that a full day be set aside for the tour.

Eric Serani flew the Serani's RV-10 from Erie to Hill AFB to tour the F-35s based there with a friend who's an Air Force captain and pilot. On the way back the RV-10 achieved a speed of 210 kts.

SCHOLARSHIP

Eric Serani is coordinating distribution of 2017 scholarship funds to flight schools.

PROGRESS REPORTS

Kirk Brennan is looking for help identifying a propeller he received as a gift from his wife – see the photos and more in the newsletter.

SAFETY REPORT

Ken Scott presented the crash of a Canadian Cessna 172 into a house in Toronto.

Stephanie Wells recommended regular flight reviews. A flight review provides pilots with a chance to review skills and practice skills not frequently used. The review includes 1 hour of ground review and a 1 hour flight representative of rating skills, including IFR (if rated). It's not a check ride, there's no penalty for failure though the CFI may decline to sign off the log for the flight as training. Stephanie said she got a lot of help from the chapter on her homebuilt, and gives back by giving flight reviews. It's not a cake walk, but will make you a better pilot.

MILE HIGH EAA Chapter 43
March 11, 2017 Meeting Minutes Continued

YOUNG EAGLES

Cliff Hasenbalg reminded us that the first Eagle flight of 2017 is Saturday, March 18th and thanked all the volunteers. The Chapter received 172 credits last year from Young Eagle flights. Gene Horsman flew 51 Young Eagle flights, with the last in 2002. See Cliff if you'd like to volunteer.

YOUNG AVIATORS Scott Serani

The B25 is being cleaned and readied for a full slate of 2017 STEM events starting in April. The ICAN program was rolled out on March 4th – Young Aviators will earn credit toward a 2 hour flight planned and navigated by the individual Aviators. Eric Serani is leading the YA flight challenge – 3 teams of 9 Aviators each led by an Aviator must build an RC craft from scratch, design a mission, and carry that mission out in competition with each other. Costs will be covered by Xenotech products – Scott's thinking about Chapter 43 key fobs.

FLIGHT ADVISORS and TECH COUNSELORS

Phil Brown has been helping Zach Malone with his Pitts wing ribs. Ken Scott explained the FA/TC title slide – Glenn Curtiss teaching the first naval aviator how to fly. Bill Mitchell flew to Walsenberg to see a Lancair Legacy.

OLD BUSINESS

Roster has been completed and is available. See Myles Lee or John Reuterskiold if you didn't get the roster email; you need to pay dues!

KidVenture Volunteers – needed for rib building and the B25. John Reading would like to volunteer.

NEW BUSINESS

Chapter Survey – only 12% have responded – c'mon, folks!

Presentations are organized by Phil Brown and Jeff Jones. The April presentation will be on the Vans RV designs and kits and how those have progressed. Jeff asked for help with similar presentations tube or wood and fabric kits, composite kits, and metal kits other than the RV. Stan Specht volunteered to organize a presentation on the Kitfox.

Chapter Picnic location for May 2017 – May 13th at 11am at the Serani/Davenport/Jones hangar @ Erie – see map in the newsletter.

Centaurus High School – Christine Zanstra has contacted the chapter to see if an airplane (or front end of an airplane including nose, prop, etc.) might be available for prom pictures on April 29th at the nearby YMCA. Let Ken Scott know if you can help.

Bob Wilson donated a Jane's WWI book, which was auctioned off to Stan Specht for \$15 to be donated to the Scholarship Fund.

Stephanie Well commented on the recent Cessna 172 crash – a MacAir training flight practicing spins in regulation space. The plane performed the first spin and recovered, but the second spin spiraled 4 turns into the lake. She related a personal inverted spin in a Cessna 150 that she recovered at about 500' – the closest she's come to dying.

Respectfully Submitted,
Val Gregory, Secretary EAA Chapter 43

CHAPTER 43 Member Meeting

March 11, 2017 Rocky Mountain Metro Airport

TONIGHT'S PROGRAM

Duane Root presented "The Sequoia Falco – A Builder's Story"

Duane's Falco took 5 years to build and has been flying for 12 years.

History/Background – Originally designed as a 1 person aircraft, the F.8L Falco was designed by Stelio Frati and first flown in 1955. Mr. Frati is the longest living WWII designer. The Falco was in production by 3 different companies and in 1980 Sequoia Co. brought the design to the U.S. and converted it to kit or plan form, selling kits until 2014. Kits and parts are still supported. Despite its looks, the plane is not composite but wood, with a design similar to the British Mosquito. The Falco family includes the F.8L, the metallic SF-260, and the carbon fiber Furio. In 1960 the plane received the Compasso d'Oro Award for industrial design, the only time the award has been given to an aircraft. There are ~60 Falcos flying in the U.S. and ~40 others around the world. The SF-260 was the most successful military trainer in Europe. There is one Furio in the U.S., in Fort Collins. Duane has flown all three models, and made a trip to Italy to meet with Stelio Frati.

The Build Process – Duane started with the tail first, as most kits do. At the halfway point in the build, he took a year break (and contemplated a chainsaw and fireplace). The inside and outside of the plane is coated with epoxy for waterproofing. It was built in a one-car garage. The one-piece wing (26 ½' long) was supposed to be built following the tail, but Duane opted to start the fuselage first. His wife suggested a bigger house, which was chosen according to the garage size. However, there was not enough height to orient the fuselage vertical for wing construction, so the garage floor was excavated to provide the space. Duane discussed the layout of the battery and fuel tanks. He conscripted family to flip the fuselage/wing assembly for landing gear setup. He said the plans were the BEST PLANS EVER. Once basic assembly was complete, the plane came out of the garage in Boulder and off to Lafayette for paint. Final assembly occurred at Duane's Longmont Hangar. The plane's first flight was May 6, 2005, and it flew beautifully. It won a homebuilder (Lindy) award at Oshkosh in July 2005, but Duane left before the ceremony and found out about the award later! Duane was invited to present the plane at the Santa Fe Concorso Ferrari Meet; one car owner had more money in his wheels than Duane had in the Falco! And a British builder came over to fly with Duane to Oshkosh and back.

Sources: Falco Aircraft Association, which started when Sequoia ceased kit production.

Falco Aircraft Forum

Seqair.com is still in place

Next trip planned is to the North American Fly-In at Fredericksburg, TX June 8-11

Questions – Empty weight is 1300#, the weight of the fuselage/wing assembly is ~200#. Bill Mitchell asked about the canopy – it's a two piece. The engine is a 100% stock IO360 Cherokee Arrow. The plane is mostly built to plan except for increased canopy height. Metal parts and the canopy were purchased. Cruise is ~200 mph and fuel rate is 8½ gallons/hour. Runs lean to peak. 4 hour range. Kits range from just plans to components (bulkheads, wing spar, ribs). The plane is incredibly tough, rated for +6G/-3G, and there has never been a structural failure in the history of the Falco. Duane has flown aerobatics in the Falco, but doesn't anymore due to headaches.

The Mercury BT-120 Aerobat

By Gordon Page and Gene Horsman (Originally published in the January 2017 Spirit of Flight Magazine)

The Baumann Mercury B-100 was first flown on January 3, 1940. The design was started in the late 1930s while Jack Baumann was working at the original Taylor Aircraft Co, in Alliance OH. The B-100 was a personal project in his off-hours. When he left Taylor and returned to Knoxville TN, a number of other Taylor workers would drive all night to work with him on weekends. Several of them ultimately quit Taylor to go with Baumann a start a new company in Knoxville.

The B-100 was a four-place, retractable-gear, negative-stagger wing biplane, which had full-span flaps on the upper wing and full-span ailerons on the lower. Wings were constructed of wood spars with aluminum ribs and steel tubing tips. All controls were cable operated. Tail surfaces were all-steel tubing with 3/8" steel channel ribs. The plane was covered with Grade-A cotton and doped up through a silver UV coat.

The original power plant was a 100hp four-cylinder inverted, in-line, air-cooled Allied Monsoon, which was to be the American licensed version of the French Regnier 4EO. It proved to have insufficient power and was unable to be cooled properly. So it was replaced with a Ken-Royce 120-G for a first flight of the B-120 which occurred on April 28, 1940. The radial engine did not have any engine cowling, and no pictures of that configuration have been found.



In the meantime, the struggling little company was looking for a home. The City of Menominee, Michigan invited them to bring the ship up there, and eventually made a deal to furnish a facility to build airplanes, and they also purchased stock to start the new company. The B-120 was flown there on April 2, 1940 to give demonstration rides to potential stockholders. It had flown a total of 50 hours at that time and never flew again. Instead, it was cut up to teach new workers how to weld tubing and build wing and tail components.

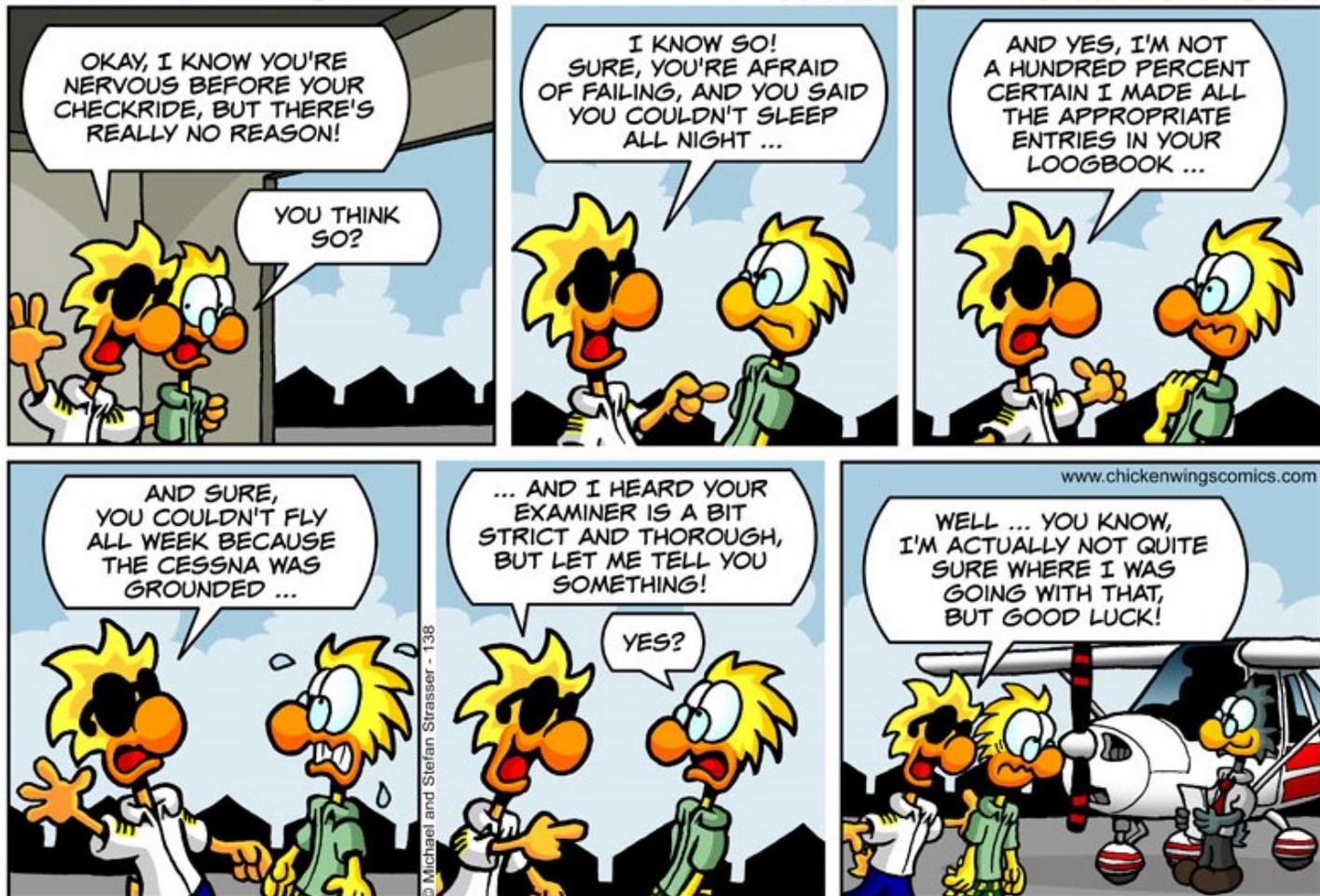
With WWII looming, they decided that the four-place would not sell and that a new design of the plane was needed to sell the government on. It was decided to make a two-place trainer out of the design, to be aimed at the Civilian Pilot Training Program as a primary aerobatic trainer.

Thus the BT-120 was born. All of Jack Baumann's designs were designated "B" with the horsepower of the engine. "T" was for Trainer. The gear was fixed and the upper longerons were moved inboard to narrow the fuselage from the four-place. Flaps were deleted from the upper wing, but full-span ailerons kept on the lower wing. Everything else was the same except for the cockpit instrumentation and engine controls. Since it was a trainer, both cockpits had instruments, fuel shut-off, mag switches, and trim system. Serial number 2 was the first BT-120 plane built from the tooling and it did all the test flying for the CAA certification, as well as the static load tests. During testing it was found that the airplane did not meet the CAA spin test requirements. Six weeks of time was lost fixing the problem, and by then the stockholders were getting jittery. ATC (aircraft type certification) was issued in July, 1941 and parts were made for 10 airplanes. But only serial numbers 2 and 3 were completed before halting production for lack of funds. Baumann Company formally closed in July, 1942.

Serial number 2 was used to teach CPTP students in Kansas before being moved to Michigan and then to Ohio. Serial number 3 was damaged in an incident and was later scrapped, leaving serial number 2 as the only surviving example in the world. Eight years after an initial discussion about its future, the BT-120 was generously donated to the Spirit of Flight museum by Eugene Horsman and it is currently being restored to all of its original specifications at the SOF restoration hangar in Erie, CO. Find updates on the progress of this historic aircraft on the Spirit of Flight website.

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



Sun'n'Fun is coming up! Is anyone going this year? Want to write up a report for the next issue of the Mile High Flyer, or give a trip report in the May or June meeting? Think about it!





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. We also send out periodic news items by e-mail.

Suggestions: Please provide any suggestion on things you would like to see the chapter improve on or provide in the future on to any of the chapter officers. The board will review suggestions.

2017 Chapter Officers

President	Ken Scott	303-674-7846
Vice President	Phil Brown	303-506-3886
Vice President	Jeff Jones	303-809-3994
Secretary	Val Gregory	303-908-1252
Treasurer	Myles Lee	720-295-8778

Board of Directors

Ken Scott (Chairman)
 Stan Specht**
 Scott Serani**
 Cliff Hasenbalg*
 Joe Gilmore*

(Note: *- 2 year terms expire end of 2018, **- 2 year terms expire end of 2017)

Volunteer Officers

Technical Counselor	Jim Sutton	303-598-4205
Technical Counselor	John Reuterskiold	303-881-3517
Technical Counselor	Bill Truax	303-249-2578
Technical Counselor	Phil Brown (fabric, wood & tube)	303-506-3886
Flight Advisor	Bill Mitchell	303-427-4025
Newsletter Editor	Val Gregory	303-908-1252
Young Eagles Coordinator	Cliff Hasenbalg	303-744-8180
Young Aviators Advisor	Pat Miller	303-666-8233
Young Aviators Advisor	Scott Serani	303-358-2858
Data Base Editor	John Reuterskiold	303-881-3517
Web Master	Steve Paschke	303-451-8490
Safety Officer	Stephanie Wells	303-503-0147
Refreshments	John & Roxie Juul	303-466-2600
Audio/Visual	Herrill Davenport	303-460-7789
Scholarship Chairman	Eric Serani	303-918-5446
Scholarship Fundraising	(Volunteer Needed)	

CFI's in Chapter 43

Richard Brown	303-558-0793
Mark Davis	303-425-4080
Joe Gilmore	720-318-5100
Jeff Hinkle	303-550-2291
Bill Mitchell	303-427-4025
Tom Shaw	303-275-0904
Stephanie Wells	303-503-0147

Mile High EAA Chapter 43

Disclaimer

Be aware that as always, in past, present, and future, any communications issued by Experimental Aircraft Association Chapter 43, regardless of format, and/or media used, which includes, but is not limited to, this newsletter and audio/visual recordings, is presented only in the context of a clearing house of ideas, opinion, and personal experience accounts. Anyone using ideas, opinions, information, etc., does so at their own risk. Therefore, no liability is expressed or implied by the Experimental Aircraft Association, Chapter 43, or any of its members. Any event announced and/or listed herein, except as noted, is done as a matter of information and does not constitute approval, sponsorship, control, or endorsement of said event.

This newsletter is published by Chapter 43 of the Experimental Aircraft Association for the use, education, and enjoyment of the members and others to whom it is provided. No claim is made for technical accuracy of material presented. Editorial content is the opinion of the contributor and does not reflect the position of Chapter 43 or the Experimental Aircraft Association. The submission of articles, comments, or inquiries for publication in the newsletter is encouraged - email to newsletter@eaa43.org.



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.