



Mile High Flyer

*The Official Newsletter of
The Experimental Aircraft Association Chapter 43*

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President's Message

As most of you know EAA National has instituted a *Youth Protection Plan* (YPP) to be followed when EAA members and volunteers are working with youth at an EAA function. For Chapter 43, this has a direct effect on our Young Eagles and Young Aviators programs as well with KidVenture. The YPP requires that we obtain training and a limited background check which will take about 10 minutes of your time. The background check only requires your name, address, and date of birth. Once completed, you will receive a certificate (by email) verifying your completion of the training. I urge all of you working with our young people to complete the requirements so we can continue with our very successful programs and retain the full support of EAA National.



Remember to drag out some of your trip photos and bring them to the membership meeting to share your special travels or flying adventures. You can bring them on a flash drive and Herrill can show them with his AV equipment. This is a great way for all of us to enjoy the trips you have made and to find places we may also want to visit.

Lastly, we kick off our Young Eagles program with the first rally for 2016 on March 19th so let's get out there and support Cliff and the kids.

Ken Scott



Next Meeting - [Saturday, March 12, 2016](#)

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

Our March program is going to be on ARTCC from Mr. Doug Sykes who retired in 2006 after 25 years of controlling air traffic. He is also an avid EAA member who built and is flying an RV-6. He makes it clear and understandable and welcomes any questions.

Please see pages 4-5 of this newsletter for an outline of some of the talking points in Doug's presentation.

Upcoming Events Calendar

Submitted by *Don Smith*

2016 EVENTS

MARCH

- Sat* 5 Hops & Props, EAA's fine food and beverage-tasting event, AirVenture Museum, 7–10 p.m. CST <http://www.eaa.org/hops&props/>
- Sat* 12 EAA Chapter 43 Membership meeting, BJC, 7:00 p.m.**
- Fri* 18 EAA Chapter 301 Membership meeting, 7:00 p.m.
- Sat* 19 **EAA Chapter 43 Young Eagles Rally, EIK 7:30 a.m.**
- Mon* 21 AFC/FAASTeam Wings Safety Seminar, Ramada Hotel, Centennial Airport, 6-8 p.m.
- Sat* 26 EAA Chapter 301 Young Eagles Rally, FTG 8:00 a.m.
- Sat* 26 AOPA Rusty Pilots Program presented by Aspen Flying Club, KAPA, 9 a.m. – 12 p.m.
rustypilots@aopa.org
- Sat* 26 Jeffco Aviation Association Annual Meeting, KBJC, Mt. Evans Room, 11:00 a.m. (T)

APRIL

- 5-10 Sun 'n Fun 2016 International Fly-in and Expo, Lakeland FL (LAL)
<http://www.sun-n-fun.org/FlyIn.aspx>
- Sat* 9 EAA Chapter 43 Membership meeting, BJC, 7:00 p.m.**
- Sat* 16 **EAA Chapter 43 Young Eagles Rally, EIK 7:30 a.m.**
- Sat* 23 EAA Chapter 301 Young Eagles Rally, FTG 7:45 a.m.
- Sat* 23 EAA Chapter 72 Young Eagles Rally, FLY 8:00 a.m.

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Name The Plane



Let's hear your answers at the March meeting!

(Submitted by Ken Scott)



VFR Services to Pilots

By Doug Sykes

Several items for your consideration, when dealing with ATC:

In the control room, controllers have both headsets and overhead speakers. This allows the controller to sometimes hear transmissions that come in over the speaker, if they are on the landline with their headset. If you call, give the controller several seconds to respond, as they may have heard your call, but have yet to get to it.

Many times, our sectors are being run by one person, though there is room for as many as four to work at one time. This may also be a factor in how soon the controller responds to your request.

Be advised that **terminating flight following** with a radar facility (center or approach) does not cancel your **VFR flight plan**. VFR flight plans are administered by the FSS system, not through center or approach. Please do cancel your VFR flight plan through FSS.

VFR flight following is provided by the controller on a workload permitting basis. It is up to the controller to determine if higher priority duties allow him/her to provide this service.

The controller may not sound busy, but there may be many tasks that may be in progress that aren't apparent to the pilot on frequency. Conversely, the controller may sound busy, but may still have time to provide flight following. Each controller has their own saturation threshold.

Sometimes, sectors, when not too busy, are combined together. This results in the controller using two or more frequencies, only one of which is heard by the pilot. This is why sometimes you hear a controller transmit, but don't hear a reply. Also, in large sectors (one of our sectors is bigger than New York Center) there may be multiple transmitters on the same frequency, making it possible for the pilot to think he is getting out of range, only to find out the controller is using a transmitter farther away to talk to someone else.

Obviously, VFR flight following depends on the aircraft's altitude and transponder capability. In most cases, altitude in excess of 3000' agl is high enough to be seen on radar, but many exceptions exist to that guideline, especially in mountainous terrain.

Speaking of transponders, Denver Center does not have very good primary radar (for a "skin paint"). Most radar approach controls have much better primary radar and can provide advisories more consistently. In most cases, no transponder means no flight following from Denver Center.

Cont. from p. 4 ...

While receiving flight following, it is ATC's responsibility to coordinate your flight through any Class D (control tower) airspace you may fly through. The controller will usually advise you of any restricted, prohibited, or other special use airspace you will be transiting, though it is **YOUR** responsibility to remain clear of any special use airspace as required by FAR's.

A simultaneous unexplained loss of radar and radio contact will, in most cases, result in search and rescue operations being initiated. The Center is required to follow up on any unaccounted-for aircraft. Do make sure your flight following is positively canceled with the radar facility! Relay through another aircraft, if necessary, or by phone.

DO NOT suspend your see and avoid vigilance while on flight following. The controller will advise you of traffic that they can see and have time for, not necessarily all traffic that might be there. **See and avoid** is still the key!

Initial check on—this varies with individual controllers as to what they like to hear. Best bet is to listen before transmitting, then make it short, i.e. ...“Denver Center, N4CD, Scottsbluff, VFR request”.....the controller will get your type and destination as time allows.

It is not necessary, when establishing radio contact with the controller to tell them what frequency you are on. That practice has its main value when contacting FSS.

Listen for the words “**Radar Contact**”; this is the point that you will begin to receive radar advisories (flight following).

A controller is required to provide **Safety Alerts** to pilots as a first priority duty. This is given when, in the controller's judgment, your aircraft is in unsafe proximity to terrain or another aircraft. When would a controller believe a VFR aircraft is in an unsafe condition?

Finally, controllers are just plain people. Do not feel intimidated by them; they just have a complex job to do, and sometimes come across as a bit hurried or gruff, but they are in the business to serve you in your airspace. Each controller may interpret the rules a bit differently, but the name of the game is **AVIATION SAFETY!**

Want Ads

For sale, a new XL blue Chapter 43 jacket
@\$80.00. Bill Mitchell 303-427-4025

*Want Ads & articles for publication may be sent to the
editor -*

newsletter@eaa43.org

2016 Chapter Officers

| | | |
|----------------|---------------|--------------|
| President | Ken Scott | 303-674-7846 |
| Vice President | Bill Mitchell | 303-427-4025 |
| Vice President | Steve Paschke | 303-451-8490 |
| Secretary | Roxie Juul | 303-466-2600 |
| Treasurer | Myles Lee | 720-295-8778 |

Board of Directors

Ken Scott (Chairman)
 Ricky Domenico*
 Scott Serani*
 Cliff Hasenbalg**
 Don Smith**

(Note: *- 2 year terms expire end of 2017, **- 2 year terms expire end of 2016)

Volunteer Officers

| | | |
|--------------------------|--------------------|--------------|
| Technical Counselor | Jim Sutton | 303-598-4205 |
| Technical Counselor | John Reuterskiold | 303-881-3517 |
| Technical Counselor | Bill Truax | 303-249-2578 |
| Flight Advisor | Bill Mitchell | 303-427-4025 |
| Newsletter Editor | John Evens | 303-420-2724 |
| 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 | Brian Cabebe | 303-748-5570 |
| Safety Officer | Stephanie Wells | 303-503-0147 |
| Refreshments | John & Roxie Juul | 303-466-2600 |
| Audio/Visual | Herrill Davenport | 303-460-7789 |
| Scholarship Chairman | (Volunteer needed) | |
| Scholarship Fundraising | (Volunteer Needed) | |

CFI's in Chapter 43

| | |
|-----------------|--------------|
| Cleon Biter | 303-709-9312 |
| Richard Brown | 303-558-0793 |
| Mark Davis | 303-425-4080 |
| Jeff Hinkle | 303-550-2291 |
| Bill Mitchell | 303-427-4025 |
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| Stephanie Wells | 303-503-0147 |

Mile High EAA Chapter 43

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First Class



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