



Mile High Flyer

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



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December, 2024

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

Hi Everyone,

Even though our Wintertime winds and turbulence are back, I'm still hopeful that you've able to get up and fly a bit! Just be sure to double-check your weight & balance after all those holiday parties...

As you likely know, our Chapter held our annual Officer and Board of Directors election at the November Chapter Gathering. Congratulations to newly elected President Roxie Juul and Vice President Jackie Kudron. Vice President Andy McRae, Secretary Val Gregory, and Treasurer Dixon Herboldsheimer were re-elected. New and returning Board of Directors are Stan Specht, Cliff Goldstein, Scott Serani, and Ken Scott. Thanks to all for stepping up for our Chapter.

This will be my final "President's Corner" message. Please humor me as I reflect on this past year-and-a-half of serving as your President — the Good, the Bad, and the Ugly...

Recall that I took over the President role at one of the lowest, darkest, and saddest points in the long history of our Chapter. Our good friend, Chapter 43 President John Reading had just passed away in his RV-7 — an absolutely shocking and horrible tragedy. John remains very much missed.

At that time, I was amazed at how many people within both the Chapter, and at EAA HQ in Oshkosh, offered to help me with my new role. A couple Chapter veterans stepped-up to serve as Officers and Board members and help organize Chapter events. That wasn't just Good...that was Great!

I am extremely proud that, during these last eighteen months, our Chapter accomplished, among many other things, the following:

- Maintained our Chapter member population
- Dramatically grown the very popular and effective monthly VMC and IMC Clubs (enormous thanks to Andre' Smith and Larry Earnshaw). Gaining limited approval to use the copyrighted material from PilotWorkshops.com was a great addition to an already wonderful program
- Established a fantastic Builder's Club (thanks to Andy McRae and Kirk Brennan). This is a "hidden gem" program within our Chapter!
- Established WINGS credits for attending IMC, VMC, and Builder's Clubs
- Safely flew hundreds of Young Eagles — great job Cliff Hasenbalg!
- Distributed tens of thousands of dollars in Scholarships thanks to Mike and Jenny Sutton
- Provided Scholarship recipients with Artful Flying books personally inscribed by author Michael Maya Charles
- Donated the Young Aviator's B-25 simulator to the Pearl Harbor Aviation Museum

- Modified our monthly Chapter Gatherings to focus on social time – especially meeting and greeting guests and new members
- Actively participated in and led through the significant political challenges facing our freedom to fly including: the successful modification of Colorado HB24-1235, the Save Boulder Airport initiative, and the Longmont Airport housing development.
- Gained an EAA Chapter 43 appointment to the Rocky Mountain Metro Airport Advisory Board
- Volunteered to support Signature Aviation and Rocky Mountain Metro Airport with the Jeffco Aviation Association’s 29th Annual Fly-In and Pancake Breakfast
- Held our first annual Mile High Chapter 43 Food Truck Fly-In (huge thanks to Chris Kilker)
- Held our first Artful Flying Fly-Out to Sterling, CO
- Our Treasurer Dixon Herboldsheimer performed an incoming financial audit in July 2023 (soon after me becoming President) and, similarly, will do an outgoing audit this month. Dixon truly has kept our Chapter in very solid financial shape – transferring a significant amount of funds into interest bearing accounts
- Accepted to host the 2025 EAA Chapter Leadership Boot Camp
- Most importantly (in my opinion)...Our Chapter earned Gold Status from EAA HQ – one of only three Gold Chapters in Colorado. In order to earn that status, EAA Oshkosh independently evaluated our Chapter against 12 criteria of excellence. We achieved 11 of those 12 requirements.

Certainly, we enjoyed a tremendous number of “Goods!” As for the “Bads” – the three most glaring issue I see are as follows.

First, while each-and-every month we consistently saw between three and five people express interest in joining our Chapter, it became very obvious that only a small percentage of those that attended a Chapter Gathering or two, returned to become a consistent and participating member. As a card-carrying old geezer, I’m afraid that it’s easy to justify that “kids these days just don’t join groups” – but...I see several Chapters in the area rapidly growing - for example: Boulder, Longmont, and Front Range. Clearly they’re offering something of value to prospective members that we are not. While it’s easy and comfortable to stay within the safety of our old buddies – within our own tribes - we need to remove the barriers to entrance and embrace our guests and new members if we are to have any hope of growing.

Second, we seriously need to find ways to attract a younger demographic. While I recently read a Chapter 43 newsletter from 1997 mentioning how they needed to attract a younger demographic, I truly believe that need is greater now more than ever. We very much need to tap into STEM programs and embrace community outreach efforts. We need a robust social media presence and engaging and valuable chapter gatherings of all kinds.

Lastly, we are in desperate need of volunteers. It’s evident that the same people volunteer over-and-over again and frankly, they’re getting burned-out (who can blame them?) I know that it’s trite and hackneyed but...the strength of our Chapter relies on its volunteers. Please consider volunteering your time and talent.

As for the “Ugly”

Back when I was working, one of my clients, based in Moscow, Russia, hired me to develop their high-potential international leaders. As such, I spent a good deal of time in Eastern Europe – Russia, Ukraine, Georgia, etc., working with hundreds of stunningly brilliant young men and women. As you can imagine, they were fascinated to learn as much as they could about the American way of life – social, economic, and political topics especially. One thing virtually each-and-every one of those people struggled to even imagine

was the notion that we Americans could own and fly our own personal, general aviation aircraft. They just couldn't wrap their brains around it...

We are all amazingly and incredibly blessed to live in this great country of ours. We are even more blessed to be aviators. We are truly in the top 1% of the top 1% of fortunate individuals on this planet. As such, I don't think that we deserve to complain that anything is "Ugly" in this aviation world of ours...

Thank you for allowing me to be your Chapter President these last eighteen months. I'll still see you while I'm futzing around the airport and attending our Chapter events. If you see my hangar door open, please stop by and do some good old-fashioned hangar flying...

I plan to go write G-L-O-R-Y in the sky!

Jim

Next Gathering - Saturday, December 14, 2024, 6-8:30 PM

@ the Flatirons Room in the Terminal Building at RMMA (BJC)

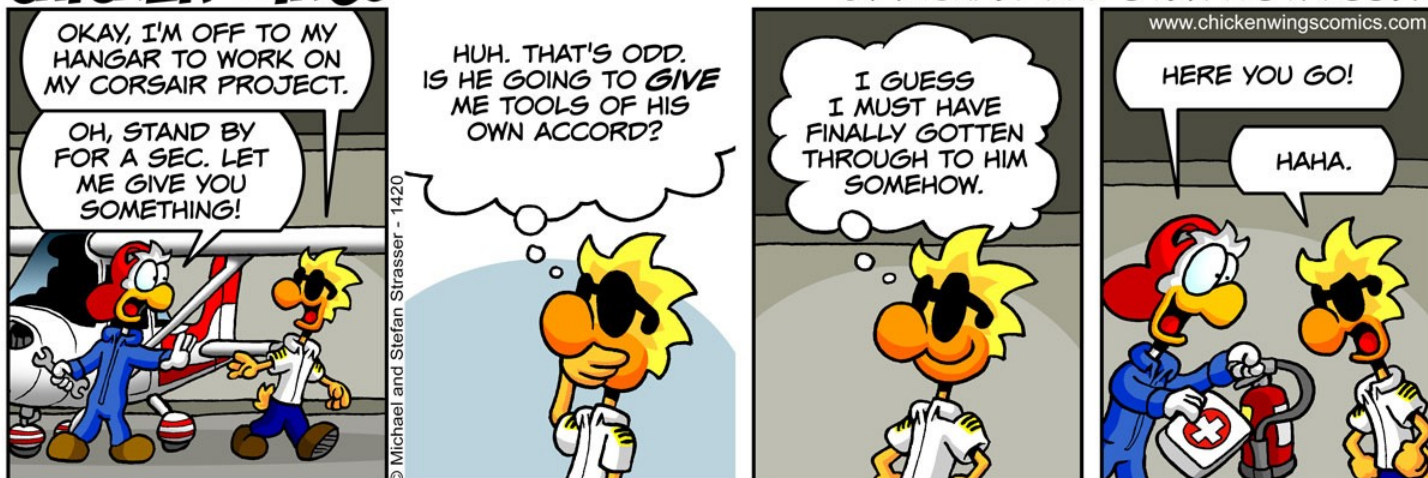
Light snacks and social time 6-6:30, no potluck.

Working on getting RMMA Tower personnel for program...

In this issue:

- Title pic - An aircraft mechanics's Christmas!
- The Mount Evans room has been renamed! So come to the same room as always on Saturday night.
- Chicken Wings - Awww, Julio is giving Chuck a gift of Safety! Isn't that sweet (and much needed!)
- Chapter dues for 2025 are coming up! See page 5 for online instructions or see page 16 for IRL ("in real life" for the acronym-weary) application and payment instructions.
- 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.

CHICKEN WINGS®



Upcoming Events Calendar

2024-2025 CHAPTER EVENTS

DECEMBER

- Tue 10 Chapter 43 VMC Club, 6PM, live and virtual, contact andresmith76@outlook.com
 Thu 12 Chapter 43 IMC Club RESCHEDULED due to Christmas holidays, 6:30PM, live and virtual, contact llearnsh@gmail.com
 Sat 14 Chapter Meeting at the Mt. Evans room at BJC, 6PM, see page 2 for details.
 Tue 24 Chapter 43 Builder's Club CANCELLED because that's Christmas Eve.

JANUARY

- Sat 11 **NO Chapter Meeting at the Flatirons room at BJC in January!!!**
 Tue 14 Chapter 43 VMC Club, 6PM, live and virtual, contact andresmith76@outlook.com
 Thu 24 Chapter 43 IMC Club 6:30PM, live and virtual, contact llearnsh@gmail.com
 Sun 26 Chapter 43 Annual Banquet, 5:30PM social and games time, 7:30PM dinner, program 8:30PM
 Tue 28 Chapter 43 Builder's Club, 6PM, live only, contact andy@andymcrae.com

2024-2025 AREA EVENTS

DECEMBER

- Sat 14 Santa in the Hangar*, WOtR, 10AM-2PM, <https://wingsmuseum.org/events/santa-in-the-hangar-museum/>
 Sat 14 Chapter 1627 \$100 Hamburger, KBDU, 11:30AM-12:30PM, <https://chapters.eaa.org/eaal627/event-calendar>
 Sat 15 Santa in the Hangar*, Exploration of Flight, 12-2PM (Arrive as early as 11:30AM to see Santa arrive by helicopter!), <https://wingsmuseum.org/events/santa-in-the-hangar-cof/>
 Tue 17 Evening at the Museum*, WOtR, 10AM-8PM, <https://wingsmuseum.org/events/evening-at-the-museum/>
 Wed 18 Chapter 1627 Meeting, KBDU, 6-8PM, <https://chapters.eaa.org/eaal627/event-calendar>
 Fri 20 Chapter 301 Meeting, 7PM, <https://www.eaa301.org/membership>
 Sat 21 Chapter 301 Young Eagles Rally, KAPA, 7AM, <https://www.eaa301.org/young-eagles>

JANUARY

- Wed 1 VAA** Chapter 42 Meeting, KBDU, 6-8PM, <https://eaavintage.org/about-us-chapters-vintage-chapter-42/>
 Sat 4 Speaker Series: Commercial Aviation in Colorado*, WOtR, 11AM-12:30PM, <https://wingsmuseum.org/events/speaker-series-commercial-aviation/>
 Wed 8 Chapter 1627 & VAA 42 Movie Night, KBDU, 6-9PM, <https://chapters.eaa.org/eaal627/event-calendar>
 Sat 11 Breakfast Fly-In*, Exploration of Flight, 9:30AM-12:30PM, <https://wingsmuseum.org/events/breakfast-fly-in-jan/>
 TBD Chapter 648 Christmas Party, White Elephant Gift Exchange & Awards <https://chapters.eaa.org/eaal648/event-calendar>
 Wed 15 Chapter 1627 Meeting, KBDU, 6-8PM, <https://chapters.eaa.org/eaal627/event-calendar>
 Fri 17 Chapter 301 Meeting, 7PM, see <https://www.eaa301.org/membership>
 Sat 27 CPA Presents: Meet the FAA Safety Team Program Manager (FPM) Operations, Colorado & Wyoming, virtual, 6:30-8:30PM, https://coloradopilots.org/content.aspx?page_id=4091&club_id=612720&item_id=2437833

* 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!

**Vintage Aircraft Association

December Update on the January Chapter Banquet

Hi flyers (pun intended),

I'm winding up arrangements for the banquet. First, response was overwhelming for FlyteCo vs. the potluck, so...

...someone got in the door ahead of us for a Jan 25 reservation, so we now have Jan 26. The good news is it is easier to cross town on a Sunday than fight it out with Friday rush or Saturday party hours. No need to ask further, this IS the date by contract.

...I've locked in the date with our speaker, astronaut Col. Steve Lindsey. Look forward to a great presentation from a real spaceman.

...Based on the survey responses, our reservation will be for a smaller group than in the past with room to expand it when we have final numbers. I plan to invite other chapters and pilot associations. In that regard I can use some help developing a flyer. (Editor - flyer is currently in work, based on the one we came up with in 2023.)

...Target cost will be for \$35 per adult, \$25 per child; social/gaming hour at 5:30, dinner at 7:30, and the program starting around 8:30 (or when everyone's had a chance to get through the food line). The menu is TBA, but will be likely to similar to what you might have come to expect (no rubber chicken) with a veggie option; I will let y'all know that when we open a reservation and payment system.

...the bowling alley is gone but FlyteCo has darts, billiards and more.

Chuck Kubin

Cap'n Roadtrip



In the Holiday season, I wish to all my Volunteers "Happy Holidays" and peace on earth.

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 & ???

Currently looking for a new Co-Coordinator! John administers Chapter 43 accounts on Facebook, Instagram, and Twitter, but he needs help! And content! Send Chapter announcements and project/flight/event pictures and stories to johnkelloggfllys@gmail.com. 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. PLEASE contact John at his address above, and Chapter Secretary Val Gregory at newsletter@eaa43.org if you can help as a Co-Coordinator!

From Membership Coordinator Mike Savino

IF YOU'RE NOT GETTING CHAPTER EMAILS email me at ea43membership@eaa43.org! And to help prevent those emails from ending up in your spam folder, please add 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. 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 to all members. SPEAKING OF DUES, 2025 dues are DUE NOW - \$25 for one year, \$100 for 5 years.

Miss the old roster? You can access it online at <https://roster.eaachapters.org/main> and log in with your EAA National credentials. Don't have those? 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

Scholarship

Nothing this month, applicant interviews will take place starting in January due to holiday madness.

The Scholarship Committee

mikesutton@gmail.com

suttonjennym@gmail.com

Cliff's Notes

I was speaking with Michael Savino yesterday and he'd asked how many first flights I'd been on. While the number isn't important, that exhilaration of taking an aircraft that has never left the ground into the air, that feeling of first can not be repeated. For those in the build process, every stitch, rivet bonded edge brings you closer to the first flight.

Last week I was given the opportunity to ride right seat in Chris and Bill Kendall's beautiful RV-10. A perfect morning with the engine running smooth. I always have to mention the wisdom passed on by those before me, Chris and I went over Bill Mitchell's first flight guidelines, with agreed upon duties, the 10 leaped into the air with light fuel and almost empty, we rose to 6500 and finally 7000 feet over Erie. CHT's were asking for more fuel so I dialed up another gallon and they finally settled in comfortably below 390 and we were off. The only anomaly was a VERY heavy left wing, with engine running smoothly and oil temps settling in at about 196F we continued to a full hour.

Ground check revealed a minor oil leak and a little misalignment of the right flap/aileron settings, with second flight scheduled the following Saturday. So for a first flight, fairly nominal, but going back to when the wheels left the ground...Build On.

We've had phenomenal weather this November, and if you like flying in almost perfectly still air, this was it. No soaring this month, had to many life issues to deal with, but I took on Ship's Manager for Soaring Society of Boulder for a single seat Discus with a broken canopy hinge. Anyway, John Lewis, the chief tow pilot came by to help move the fuselage back into the trailer, and I suggested a ride in Lil, as he'd not been up in my 14.

John, being a creature of habit, took me on his usual North tow ride back into the hills west of Boulder. ALWAYS looking for thermals, we ran into some very smooth mountain wave. With the engine pulled to 15" manifold we were going up at 9 to 10 knots or just under 1000 ft/min. The wave was smooth as glass and afforded us a glider style ride playing in the lift. We finally dumped out over Boulder and headed for Erie. Having someone as experienced as John in the right seat the landing was ultra smooth but I got on the new brakes to make a turnoff...Should have rolled to the next exit.

Anyway, after so many landings, we STILL talked about procedures, and stabilized approaches. We're always learning.

Stephine Wells got back from Spain and that absolutely required a ride. Again we headed back into the hills ending up over the practice area North of LMO. That seems to always result in turning the world on its tail. Plenty of G's to go around. About 10 minutes of twisting and turning and it was time to head home. This brings me to an article Steph sent me that I wanted to share with you.

<https://asn.flightsafety.org/wikibase/275672>

This is an accident report on an aircraft doing a split “S” and putting the aircraft in the ground. I mention this because my first Acro maneuvers were often from listening to someone describing how to perform the maneuver and then like an idiot, you go out and try it.

I had asked an instructor, and knowledgeable friend how to get started in aerobatics. I’m not going to mention his name, and he’s long since passed, (not in an airplane), and he told me one of the simplest maneuvers was a split “S”. Just bring the nose up, roll the plane over on its back and pull. What could possibly be easier...NOT. And of course, there’s much more than just that. I was savvy enough to pull just hard enough to arrest the decent without damaging anything. And of course, it didn’t hurt to have plenty of altitude underneath me.

I tried it again another time, with similar results (must have done something wrong the first time). I later approached an instructor regarding some lessons in Acro. Oh yeah, don’t roll till you’ve got your airspeed down just above stall for a smooth roll then pull. Duh. It was incredibly simple, with a little instruction. I was instructed in spin recovery, a basic maneuver we should all be comfortable with. I was ok, but I didn’t feel the technique on recovery was smooth. I watched a video for recovery in every type of spin imaginable, and realized my technique for this airplane was a little off. A minor change in the process and viola a smooth recovery from multiturn spins. About as docile as they get.


Ok my point to all this is, we’ve got a great group of instructors to work with. Before you prove out the G limits on your aircraft, go find someone with experience in YOUR model plane. First it’s a heck of a lot of fun. My cardinal rule is that I don’t do this for anyone else but me, so leave the show flights to the professionals, and put a lot of space between you and the Granite below.

Aaron Miller called me today to tell me he had .6, that’s 6 tenths of actual on his way to becoming an IFR pilot. You would a thought he just gave birth. Not quite sure how they allow anyone in Oregon or Washington to fly without the rating, but there are a few good VFR days. I think last year there were like 17 ½ days. All kidding aside, If you’re still wondering if it’s worth getting the rating, as any pilot worth his salt, it’s the most important rating you can achieve because it helps in every aspect of aviation, not just punching holes in clouds. Congratulations Aaron, many more droning hours behind a cloud fighting Vertigo to come.

I know the airspace around here is pretty crowded with all the training going on. Erie is especially susceptible as uncontrolled and close to BJC, but keep those controlled skills up to speed and go do some pattern work at BJC or FNL if for no other reason than getting on the radio and mixing it up with the tower. Something I’ve gotten a bit soft on is having the ground chart in front of me. They are always giving me intersections to cross on the ground without having any idea where I’m going. A quick review of the ground layout will save the embarrassment I’ve had missing the turn, and of course, you can always ask.

Enjoy this weather while it lasts and go Fly.

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



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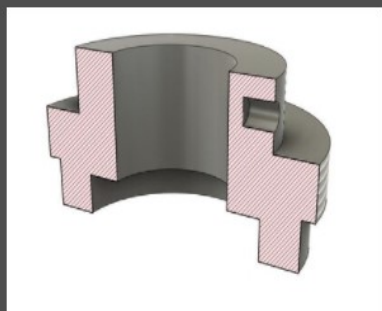
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John was recommended to do some work on Herrill Davenport's 182 fairing, and wants to do more airplane work.



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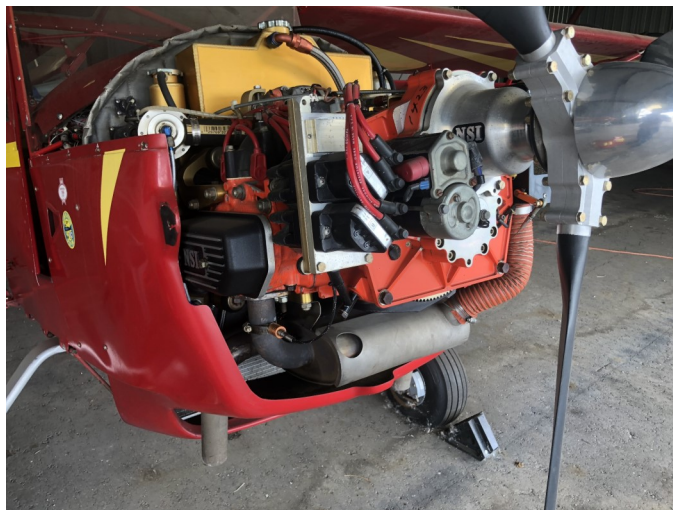


Additional aircraft specifications at <https://fisherflying.com/wp-content/uploads/2020/05/Horizon-1-Info.pdf>



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
NOVEMBER 19, 2024

President Jim Wood opened tonight's gathering at 6:00.

WELCOME – VP Andy McRae

VISITORS & NEW MEMBERS

Introduce Yourself.

How Did You Find Us?

Your Interests?

FREE 6-month Membership.

Anna is 16 and soloed 2 months ago here at BJC. She wants to continue learning. Huetin is her mom & driver.

George Peletier has an RV-14 in work and was here last month.

FOOD & FRIENDSHIP

- Welcome Our Guests!
- Enjoy the food and friendship!
- Speaker Begins at 6:30 p.m.

TONIGHT'S SPEAKER – Erick Dahl, Rocky Mountain Metro Airport Director

Erick's dad is a private pilot with a parachute certificate, and Erick grew up with the family tradition of driving to OSH every year for AirVenture. He loved watching planes taxi and observing Wittman airfield logistics. He realized he was more interested in airport operations than flying. He studied Business Administration with a major in Airport Management at the University of North Dakota. He does have his PPL, but not many hours. He worked as an Operations Specialist at South Bend "Regional" (now International) Airport (SBN) (hot mess). Next came a stint as Airport Manager at Watertown Regional Airport (ATY), then Airport Director at St. Louis Downtown Airport (CPS), another hot mess, before starting here at BJC as Airport Director. He's been married many, MANY years and has three sons and a daughter; his daughter is named for the first airport he managed, KATY. His oldest son works as a Schedule/Dispatcher for Air Wisconsin, and wants to work for United. Erick's hobbies include data analytics, metrics, and spreadsheets; Online Eve and other computer games; computer programming; building and flying RC aircraft - he has a few in his office and ~100 at home! (pictured is one he brought to the meeting, an F-35! - Editor)

Erick came to BJC knowing it was a hot mess, too, but feels it fits with his career trajectory and experience and will provide career growth. There's also the lure of living in the Denver Metropolitan Area, with its recreation, snow, and weather. He asked who'd been here the longest - Jim Custis at 35 years - and shortest - Anna with 2 months. Erick provided Contact Information, noting that email to edahl@flyrmma.com is always best, though this email is subject to CORA (open communication). Phone calls and 1:1 meetings can be scheduled via email.

Your emails are not announced, but email anything you have a question, comment, or concern about and Erick or staff will get back to you ASAP.

Questions

Herrill asked if Erick has been around the pattern - he has, in a C-172. He's interested in Chapter flyout participation.

Roxie asked about holding Young Eagle events here - Erick noted that the pattern's VERY busy as is the fuel situation - Erie is probably better, Cliff Hansenbalg said 20 minutes on the ground between flights would be a problem at BJC.

There was a question about the crosswind runway. Stan Specht noted that it takes 15-20 minutes to get a landing there. Erick noted that it's deteriorating and needs money. The FAA says 2 parallel runways are adequate and the crosswind only gets 1% use, but small tailwheel planes with crosswind conditions could really use it. The crosswind runway also crosses both parallel runways and Taxiway B, so a rebuild is problematic. Jim Custis noted many light planes won't fly in high or cross winds, but... Jim Wood said a crosswind runway is like runaway truck ramps on I-70 - not needed except when it's NEEDED. Erick said it can be kept open for awhile, but when it's closed, it won't reopen. There's a meeting in March, but he expects it will eventually close.



Mitch asked about airport development on the West side - the airport sold that land to Verve Development for light industry/trucking/office space and Simms was shifted to set their boundary. East of Wadsworth is residential, but north of the traffic pattern. Erick noted that high density residential is better than single family for complaints.

Lynn Briggs asked about inexpensive hangars. New build will be expensive so not planned soon. Someone noted that high demand should drive development; Erick said not by the airport. On the Southwest side there's 50 acres; one developer wants to build 144 T-hangar "condos" and another wants to build larger hangars. Both are working on development plans that will be submitted in the spring. Steve Paschke said CFO has LOTS of new mid-size hangars (50'x55', 2-3 planes) being built by developer Hangar 1 for \$900/month.

Kirk Brennan asked about 5-10 year operational growth - Erick said we're at capacity. The 50 acre hangar site will add around 35,000 operations per year. Can ATC handle that? They think so, and so does the FAA.

Compare RMMA to Centennial - 60K more ops at Centennial. They have an active crosswind runway, but keep in mind that BJC is 125° East/West and Centennial is North/South, and Centennial's crosswind doesn't intersect the parallel runways or taxiways.

Brad Walker thanked Erick and Chapter 43. Brad's son did an Eagle Project here - how does the airport view these types of projects? BJC wants to encourage Scout and Explorer-type projects. Muralize the T-hangars? Help with inspections? Legal issues limit unaccompanied projects.

John Knox asked about more airlines - only if they're FAR 135, not 121. We have to stay a "GA reliever".

Stan Specht asked if we were staying past 9 tonight, and Erick noted that the wall clock had stopped, needs batteries.

Mitch asked about Erick's decision on a career in airport logistics - that's just what he was interested in, though he is intrigued by Rutan aircraft, and of course likes RC models.

Kirk Brennan - what's your personal vision for the airport? How RMMA would work for local air mobility, electrical planes - what the market goes to.

Steve Paschke asked about unleaded (UL) fuels. FAA has a 2030 deadline; Colorado has a 2026 deadline. So three types of fuel available, LL, UL, and Jet. State grants are available to pay the difference between fuels to encourage UL. Jim Custis asked why the FBOs aren't doing infrastructure - because the airport can get infrastructure grants.

Pete Watkins asked about flushing the existing tanks - Legal gets involved.

Brad asked Erick about his work for Geospatial, what data do they provide to the military? Erick can't say (there's a Top Gun reference here...Editor) But the Aero ap is similar to ForeFlight.

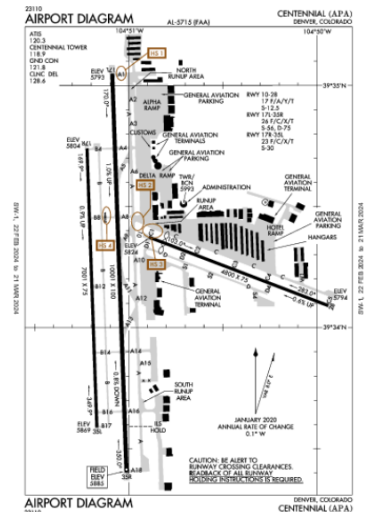
Andy McRae - given your experience with similar airports, how can we (GA) stay relevant? Have to reach out to young pilots to keep GA from falling off a cliff in 2033. Chapter 43 does scholarships but the Chapter and the airport need to outreach to schools. Currently need for new pilots is driven by the airlines; need to have GA, business flight, etc. Andy also asked how to keep pilots - if you get your PPL, stay current! Also need affordable hangars for inexpensive planes. Experimental planes are a good way to KNOW your planes, need to get that out to kids.

Top 3 challenges?

1. Figuring out how to coexist with neighbors
2. Aging infrastructure - 8.3 MILLION ft² of pavement!
3. How to keep planes affordable and encourage pilots.

Jim Wood noted that we dodged legislative issues last year, but they're bound to come back - how to deal? HB1235 is out there, but there are larger issues like privatizing ATC! Brad noted positive stuff coming from the AOPA. He spoke to the AOPA General Counsel at OSH. RMMA is very important to the AOPA and their Counsel is involved. The Supreme Court Jarkesy Decision that the SEC could not take administrative action (fines) against violations but instead must go to federal district court for adjudication put pilots on a better footing with the FAA.

After the program, the meeting was opened at 7:50PM by 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.
- Dues coming up, please check the roster or ask to see if you need to pay dues.

Current

Current Members:	120
Expired Members:	95
New Members:	17

October

Current Members:	120
Expired Members:	95
New Members:	17

CHAPTER ELECTIONS**OPEN POSITIONS**

- Chapter President
- Chapter Vice President
- Two Alternate Board of Directors

ADDITIONAL POSITIONS TO ELECT

- Vice President
- Treasurer
- Secretary
- Two Board of Directors

CURRENT EVENTS

2025 Annual Banquet

Volunteers Desperately Needed**REGULAR EVENTS**

Young Eagles – Coordinator Cliff Hasenbalg - Next Rally: March 15, 2025, Erie Municipal Airport 7:30 – 11:30 a.m. **If you have an interest in volunteering as a pilot or ground crew, please see Cliff!**

The new website for Young Eagles opens January 1, part of EAA.org. The website allows Cliff to set the number of first time fliers per event, he's set it at 25 fliers.

VMC Club – Andre' Smith Coordinator, cookies from Uncle Lynn!

Next Meeting: November 12, 2024, 2400 Industrial Lane, Broomfield, CO, 6:00 – 8:30 p.m (WINGS credit!)

Builder's Club - Andy McRae Coordinator, Pizza!

Next Meeting: January 28, 2025, 2400 Industrial Lane, Broomfield, CO, 6:00 – 8:00 p.m. (November and December meetings canceled due to the Holidays.)

IMC Club - Larry Earnshaw Coordinator, cookies and wine!

Next Meeting: December 12, 2024, 170 Cessna Drive, Erie, CO, 6:30 – 7:30 p.m. (WINGS credit!) Rescheduled due to Holidays.

SCHOLARSHIP UPDATE

\$55K donated this year! Sadly, no one applied for EAA Summer Camp last year.

SAFETY CORNER - Sarah Winkler

<https://www.aopa.org/training-and-safety/online-learning/real-pilot-stories/ambushed-by-ice>

Icing - avoid and escape! ~5 incidents per year. Stay clear of icing conditions unless equipped, and if equipped, avoid if possible. Aviation weather.gov has recently been updated to show cloud layers and ForeFlight shows temperatures. G AIRMETS shows advisories. Sarah has had icing on helicopter flights - NOT GOOD. See

<https://www.boldmethod.com/learn-to-fly/weather/how-freezing-rain-drizzle-and-fog-form-real-world-examples/>

Sarah was flying ILS into CFO with a student - ATC instructions to go into cloud in icing conditions - "you've got ILS!" But - ICING. Ask ATC if conditions are iffy. Jim Wood recommended Bold Method and is trying to get them to present at a future Chapter meeting.

CHAPTER ELECTION RESULTS

President - Several write-ins, will check with all to see if they are willing to serve and setup a runoff election if needed.

Vice President - Andy McRae will continue to serve.

Vice President - Several write-ins, will check with all to see if they want to serve and setup a runoff election if needed.

Treasurer - Dixon Herboldsheimer will continue to serve.

Secretary - Val Gregory will continue to serve.

Board of Directors and Alternates - Ricky Domenico resigned from the BoD Class of 2025 and Chuck Kubin resigned from the Alternates (he otherwise would have moved up to the Class of 2026). So Kirk Brennan will move up from Alternate to BoD class of 2025, Ken Scott and Scott Serani will constitute the Class of 2026, and Cliff Goldstein and Stan Specht will be Alternates.

FUTURE CHAPTER GATHERING AGENDA ITEMS – Do you have

Trip Reports

Build Projects - Steve Paschke's Adventure 333 passed its DAR, he went to register his ELT and it's too old so he's installing a new one. Also building a simulator from a Mooney M-28.

Safety Topics

Other Ideas - Stan Specht saw an interesting plane at Freedom Avionics - good place for help with harness and avionics.

Jackie Kudron has been appointed to the National Gay Aviation Society!

Send an email to Jim Wood (see below) so he can budget time!

GENERAL DISCUSSION

Next Meeting Saturday December 14th, 2024

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

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

Meeting closed at ??? pm (Editor - oops, Secretary forgot to note the time...)

Respectfully Submitted,
Val Gregory
EAA Chapter 43 Secretary

Parting Shot!

Christmas Overseas





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	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	<i>Position Open!</i>	
IT Coordinator Backup	Chris Alston	alston.chris@pm.me
Social Media Co-Coordinators	John Kellogg	johnkellogflies@gmail.com
	<i>Position Open!</i>	
Safety Officer	Sarah Winkler	303-908-2914
Refreshments	John & Roxie Juul	720-626-7707
Audio/Visual	Herrill Davenport	720-273-1643
A/V Backup	Bryan Hartley	970-510-6535
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

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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 PM—Location determined monthly. See Page 3 for details of the upcoming gathering.