



Mile High Flyer

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June, 2021

President's Corner - by Chapter President Cliff Goldstein

It had been 9 months since Bobbi and I had taken a trip in the RV. COVID had pretty much halted our travels and while we'd take a short ride down to Salida, in a very trusted environment, the risk outweighed the joy.

It was time for a visit to the kids and grandkids in the Chicago area. We'd moved into our new house at Erie, so leaving was a matter of going downstairs, throwing the bags in the back of the RV and taxiing to the runway.

Having not flown in a long time, even contacting Approach Control and picking up our clearance was not comfortable, but it's gotten so much easier with the routing being published and all, so Altitude, direction squawk, and we were on our way.

The first couple of hours were not relaxing at all. Severe clear and a heightened sense of awareness listening for any minor sound. YUK.

We ended up flying over an undercast for several hours, descending into Cedar Rapids for lunch with friends. We descended to about 1400 feet AGL to find the airport in light drizzle. The IMC was almost comforting as it caused me to focus on something other than a perfectly running aircraft.

When we left with low ceilings we departed VFR, getting just high enough to legally contact approach, pick up a clearance and fly between, in and out of gentle clouds till we finally busted out at Rockford started an approach into Chicago Exec. That old feeling had begun to return. Flying through gently drizzly clouds at 7000 feet was very comfortable. It was great fun with lots of actual. Unfortunately, the weather had cleared going into KPWK, but I took the full GPS16 approach, you can never do enough approaches.

Saturday would have been the day to fly but Sunday would always be quiet...except for the overcast layer. PWK was MVFR. I took Eli, my grandson out for his first ride in the RV. With MVFR we slipped north under the overcast. Eli had never been up and the forecast was clear, but not to be...

The ground was coming up and the ceilings remained stable, I located a fuzzy hole and climbed above the layer and turned the plane over to Eli to make some gentle motions with the RV.

After another 10 minutes with turns and swoops above the layer, I gave Chicago approach a call stated my intentions of an IFR clearance back to KPWK, received a squawk code and stand by.

I called approach after about 5 minutes, received my IFR clearance and proceeded back to KPWK. Maintain 3000 till HIGUH (a fix), call the tower. Cleared for the approach, 20 miles out.

Expressed my gratitude to the controller for the pop up, headed to HIGUH. Charlie flew the descent perfectly, as usual, breaking out at 1000 ft. What a pleasure to have so much actual with my son and

grandson. I'm sure there were a few regs I must have broken, but with safety in mind, I never allowed mother earth to get involved with our plans till Runway 16 was in sight.

The trip home was uneventful with all the cobwebs dusted off. And the flight north of the class B aerospace was comfortable and in slow motion as every IFR flight should be.

I wanted to share some of the emotions we all go through when we're doing something we're rusty at or have not done before. These are the things that make us better as pilots as well as opening doors in other aspects of our lives. I have a lot of stupid sayings but this one seems to apply to many in life... "You can't steal second base with your foot on first". There's risk in virtually every aspect of our lives, and when it comes to flying we have the luxury to hone those skills with an instructor by our side. It makes the trip to second base a whole lot shorter.

Our June picnic should be a hoot. Don't forget to bring a chair, I'm not sure what the seating situation will look like. Stan Specht has fixed us up back at Jeffco for our regular meetings in July, which should be a real welcome home. The Erie airport will be "SHUT DOWN" from June 8 thru the 22nd but there's a vicious rumor, it may be open over the weekends. The VMC and IMC clubs are in full swing with live meetings, and Young Aviators are beginning to have full open meetings starting in a week or so. I feel life returning to a new normal. Oh BTW, Mrs. Goldstein said it might be time to start having Wednesday Breakfasts at the Goldstein Hangar. More on that in the next couple of weeks.

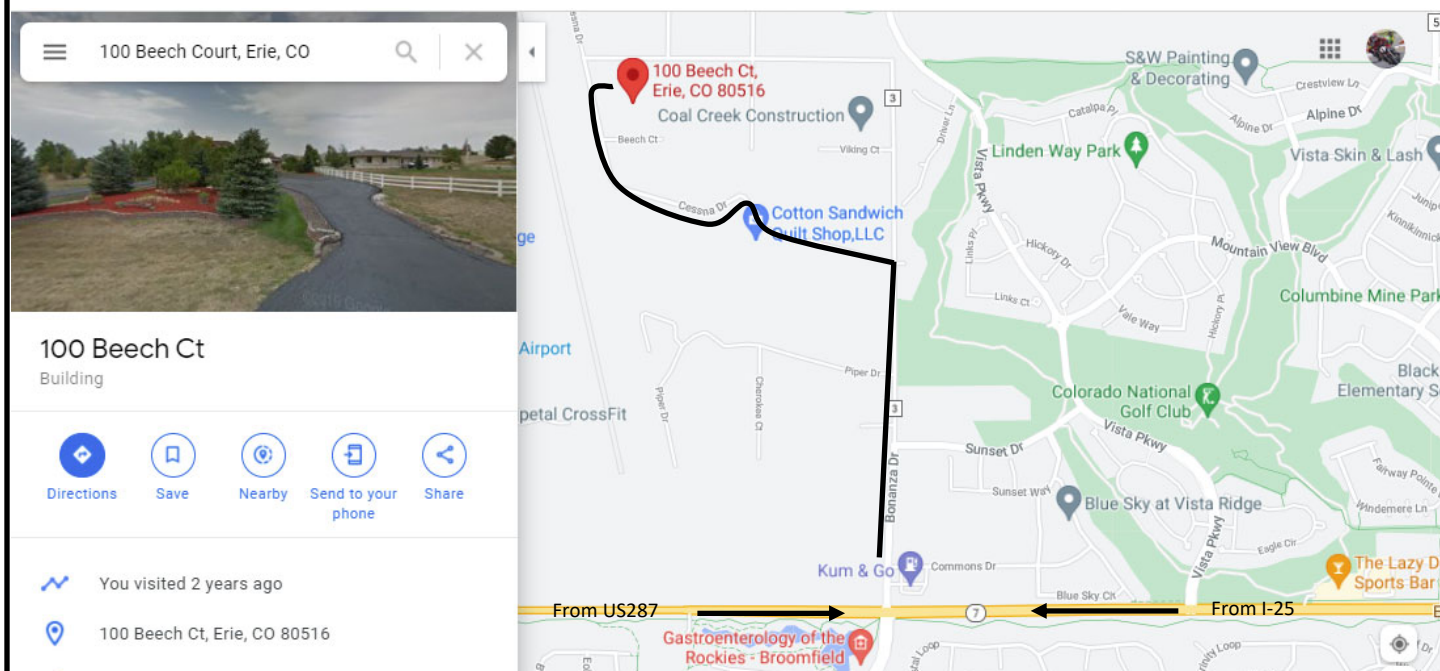
See you all next Saturday at 11ish at Myles' hangar. And If I haven't said it enough, thank you Picnic Committee and Myles for hosting.

Next Gathering - ANNUAL PICNIC! [Saturday, June 12, 2021](#)

Setup starting at 9:30 AM, lunch served starting at 11:30 AM

Location: The Lee hangar at Erie Municipal Airport, 100 Beech Ct. *Bypass Beech Ct. and take the taxiway just north of the street to park by the hangar (please, no parking at the front of the house).* Here's a Google Map [link](#) or see below. Face-to-face only, no Zoom!

Burgers, hot dogs, all the fixin's and drinks provided, bring a side dish or dessert to share and lawn/camp chairs.



Upcoming Events Calendar

2021 CHAPTER EVENTS

JUNE

- Tue 8 Chapter 43 VMC Club, 6 PM, virtual, contact andresmith76@hotmail.com
 Sat 12 Chapter Meeting - Annual Chapter Picnic, burgers, dogs & potluck, at the Lee's hangar at Erie. Serving at 11:30 with setup starting around 9:30 am. See page 2 for a map or link
 Thu 24 Chapter 43 IMC Club, 6 PM, virtual, contact learnsh@gmail.com
 Sat 26 EAA Chapter 43 Young Eagles Rally, EIK, 7:45 AM (rescheduled from June 19 due to Erie runway closure June 8-22)

JULY

- Sat 10 Chapter Meeting at the Mt. Evans room at BJC, 6 PM
 Tue 13 Chapter 43 VMC Club, 6 PM, virtual, contact andresmith76@hotmail.com
 Sat 17 EAA Chapter 43 Young Eagles Rally, EIK, 7:45 AM
 Thu 22 Chapter 43 IMC Club, 6 PM, virtual, contact learnsh@gmail.com

2021 AREA EVENTS

JUNE

- Mon 14 Chapter 648 Meeting, 7 PM <https://chapters.eaa.org/ea648>
 Wed 16 Chapter 1627 Meeting, <https://chapters.eaa.org/ea1627/about-us>
 Fri 18 Chapter 301 Meeting, 7 PM (6:30 social) <https://www.eaa301.org/newsletters>
 Sat 19 24th Annual JAA Fly-In, BJC, 7 AM-1 PM. See flyer on page 18!
 Sat 26 [Salida Colorado Airshow and Fly In](#), Salida CO (KANK), 7AM - 4PM

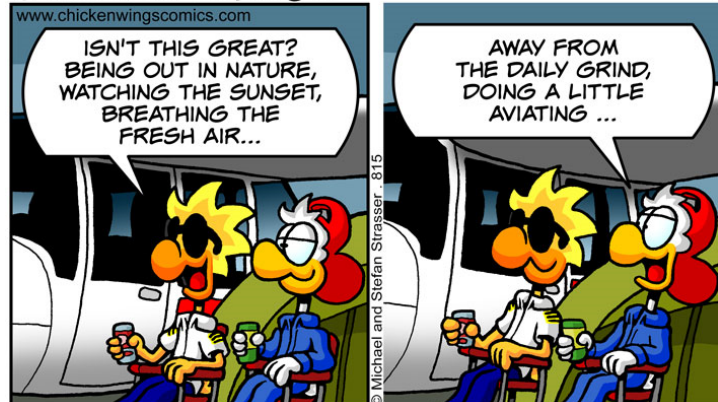
JULY

- Sat 3 Breakfast Fly-In/Drive-In*, Centennial Airport, 13005 Wings Way, Englewood CO, 8AM
[Breakfast Fly-In | Exploration of Flight](#)
 Sat 3 [Granby Pancake Breakfast and Fly-In](#), GNB on CR610, 7-10:30AM
 Sat 10 Annual Pancake Breakfast Fly-In, Kelly Airpark, 7-11AM, flyer on pages 19-20.
[Kelly Airpark Fly-In Breakfast - Calendar - Colorado Pilots Association](#)
 Sat 10 13th Annual Spirit of Flight Day, 11025 Dover St #600, Westminster, 10AM-4PM, flyer on page 21.
[13th Annual Spirit of Flight Day - Calendar - Colorado Pilots Association](#)
 Mon 12 Chapter 648 Meeting, 7 PM <https://chapters.eaa.org/ea648>
 Wed 21 Chapter 1627 Meeting, <https://chapters.eaa.org/ea1627/about-us>
 Fri 21 Chapter 301 Meeting, 7 PM (6:30 social) <https://www.eaa301.org/newsletters>

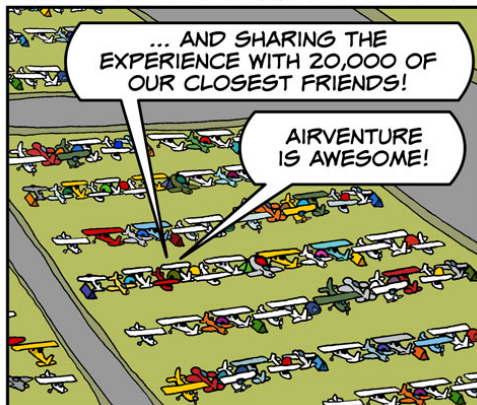
* Events at Exploration of Flight now require ticket pre-purchase to meet social distancing regulations. That's not a bad thing, it keeps the museum running!

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BY MICHAEL AND STEFAN STRASSER



In this issue:

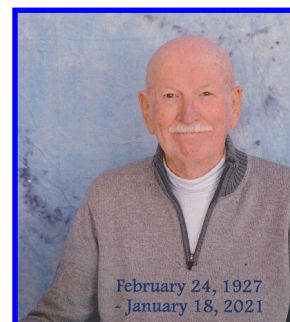
- This month's title pic - Another Bing search image, for a caterer in Saint-Malo, a town on the Brittany coast of France! No connection with aviation per se, but I liked the combo of 1950's housewife and planets. Afraid they won't be catering our picnic (their food looks yummy), that's up our awesome picnic organizers and all the rest of us!
- In the calendar, note that July's meeting will be back at BJC! Hooray! BJC is booked in August, so the August meeting will be in front of the Erie FBO, September is the Pizza Party at an Erie hangar or the FBO, and we'll be back at BJC after that! Many thanks to Stan Specht, who cleared our return with airport management!
- Events on the calendar may be rescheduled, cancelled, or virtual, depending on existing state and local requirements for dealing with the COVID-19 pandemic. (Hoping this is the last you'll see of this bullet!)
- This month's Chicken Wings is a not-so-subtle reminder of what's coming NEXT month. AND Chicken Wings has a [new animated short](#), check it out!
- More thanks to Stan, who suggested I reprint an AOPA article (see page 5) on Bessie Coleman, the famed (1st American!) aviatrix who will also be remembered at the JAA Fly-In on 6/19 at BJC.
- Since I currently 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. Then come to the next chapter meeting for your cookies! John Evens, Stan Specht, Mike Savino, Brian Garrett, Steve Beach, Mike and Jenny Sutton, Ricky Domenico, Stephanie Wells, Thom Schibli, and Karl Sutterfield, I hope you're planning on attending the picnic. If not the rest of us will eat your cookies; they're better fresh and I'll catch you another time!

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 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.

Around the Chapter

Are you attending AirVenture 2021? if so, the chapter would sincerely encourage you to attend the Memorial Wall Ceremony at 10 am on the last Sunday of AirVenture, August 1st. Our very own Lifetime Member, Chuck Graf, will be an inductee during the annual dedication service. This heartwarming ceremony includes a poignant reading of inductees' names, a missing man flight formation, and concludes with the playing of Taps. Unfortunately because of COVID guidelines, there will be no brunch as has been held in previous years.

The National EAA Memorial Wall Ceremony Committee has requested an approximate headcount of those planning to attend. So, please let Stan Specht (sourdostan@aol.com) know by July 1st if you plan to attend. Much thanks!



We had 34 kids signed up for June 19th Young Eagles Rally, but it's being rescheduled to June 26th because of the runway work at Erie, so that may change. If you're a YE pilot and haven't signed up for an account on www.youngeaglesday.org, please do so! The EAA is donating \$10 per flight between June and August.

Cliff Hasenbalg, Young Eagles Coordinator
EAA Chapter 43
303-359-2758
Facebook – Young Eagles EAA Chapter 43

And finally, Chapter 43 is sad to announce that Lyne Biesemeier, a long-time follower and generous contributor to our scholarship fund, passed away unexpectedly this past February. Lyne's husband David was our chapter president when he perished in his aircraft in 2013. We have remembered Dave over the years by naming one of our annual scholarships in his memory and Lyne's name will be added to that scholarship from this year onward. Their daughter and son, Amy and Aaron, having grown up in an aviation family, wish to continue their contact with our chapter. Welcome, Amy and Aaron!



← Bessie Coleman centennial celebrates legacy of inspiration

BESSIE COLEMAN CENTENNIAL CELEBRATES LEGACY OF INSPIRATION

February 17, 2021

By Dan Namowitz

Roaring Twenties-era music plays in the background as a woman clad as an early barnstorming pilot in flight jacket, scarf, helmet, and goggles strides into view. “I am so glad to be on the ground,” she says, pushing the goggles up above her eyes. “It’s been a long flight.”



Click on picture to watch video.



What follows is a brief and engaging **video** journey back into early aviation history to meet Bessie Coleman, the first woman pilot of African American and Native American descent, who earned her pilot's license 100 years ago this June.

Bessie Elizabeth Coleman was born in Atlanta, Texas, on January 26, 1892, the tenth child of 13. Coleman—portrayed in the four-minute video (and in a longer live performance) by her real-life grandniece, Gigi Coleman-Brooms—reminisces about how her father, George Coleman, always assured her that she could do anything she dreamed of doing.

At age 6, Bessie Coleman started school, which meant walking three miles one way—a nearer school was not open to her because of segregation.

She loved school. "I was an avid reader, and I loved mathematics," Gigi-as-Bessie Coleman says, telling the audience that as she grew up, she worked hard and saved money to attend college in Tulsa, Oklahoma. However, she could only afford one semester.



Photo courtesy of Gigi Coleman-Brooms.

At age 23, she moved to Chicago, staying with two of her brothers and finding work as a beautician. Her brothers told her stories of their experiences in France during World War I. They teased her about what women in France were doing, informing her that "they're even flying airplanes."

Bessie had been pondering goals for her future; when she heard that women in France were soaring in the sky as pilots, she knew what she wanted to do.

However, "She applied to many flight schools across the country, but no school would take her because she was both African American and a woman," notes a **biography** of her posted online by the National Women's History Museum.

At the barbershop where she worked, Bessie Coleman had met newspaper publisher Robert Abbott, who encouraged her to go to France to pursue her dream of flying. She took French classes at night to get ready—and so began a legendary journey in the history of aviation.

June 15 will mark the 100th anniversary of Bessie Coleman earning her international pilot's license issued by the Fédération Aéronautique Internationale. (Two years later, Amelia Earhart would be issued a pilot's license by the same authority.)

The biography notes that as she gained renown at performing aerobatics, nicknames were bestowed on her such as "Brave Bessie," "Queen Bess," and "The Only Race Aviatrix in the World."

Bessie Coleman's career was cut short in Jacksonville, Florida, on April 30, 1926, when the Curtiss JN-4 Jenny she was test-flying with mechanic William Wills went out of control and crashed—the accident attributed to a loose wrench that had jammed controls.

As her centennial approaches, the nonprofit educational Bessie Coleman Aviation All-stars organization, led by Coleman-Brooms, has been planning to **commemorate** it with a 10-city U.S. tour—part virtual and perhaps part in-person this fall if possible because of the coronavirus pandemic—that will "land" in key places along Bessie Coleman's journey from her birthplace in Texas to France.

The commemoration is to be chaired nationally by aviation pioneer Dr. Sheila Chamberlain, the first U.S. Army African American woman combat intelligence aviator, and former president of the South Florida Chapter of the **Organization of Black Aerospace Professionals**, and a Tuskegee Airmen Legacy Member.

As with so many other events during the pandemic, scheduling will depend on what libraries, airport, and museum facilities are open for presentations, the Bessie Coleman Aviation All-stars said in a Facebook post.

Coleman-Brooms said the Bessie Coleman Aviation All-stars organization plans to present 10 scholarships under its award program, plus one in each city on the tour, in partnership with local organizations, each awarded to a deserving young person "who wants to go to school for aviation."

The commemoration furthers the group's continuing work to inspire a new generation to embrace aviation as a career path by telling Bessie Coleman's story.

The Bessie Coleman Aviation All-stars organization works to present aviation career opportunities to disadvantaged youth at the ~~Gwendolyn Brooks College Preparatory Academy~~ in Chicago, where it participates in the **After School Matters** program for Chicago teens. "Students learn aviation history, operate flight simulators," and have "visited airports, flown drones, obtained drone certification and flown airplanes," notes the Bessie Coleman official [website](#).

Coleman-Brooms, who has **performed** as Bessie Coleman at aviation museums and other major venues including EAA AirVenture in Oshkosh, Wisconsin, was raised on stories about her grandaunt, who was honored with a **commemorative stamp** issued by the U.S. Postal Service on April 27, 1995.

"I am passionate in my endeavor to inform the world about the achievements of Bessie Coleman in the field of aviation," Coleman-Brooms says in an introduction to her one-woman production, *The Life of Bessie Coleman*.

"Let me tell her story to challenge the minds of our young and old and encourage individuals to achieve their dreams. I also challenge them to be leaders and not followers," she said.



Dan Namowitz

Associate Editor Web

Associate Editor Web Dan Namowitz has been writing for AOPA in a variety of capacities since 1991. He has been a flight instructor since 1990 and is a 30-year AOPA member.

[GO TO DAN NAMOWITZ'S PROFILE >](#)

Topics: [People](#), [Events](#), [Career](#)

Warbird Aficionados? This is for you! From Ed Clarke, mandeclarke@gmail.com

I am a current member of EAA Cincinnati Warbirds Chapter 18 which is affiliated with the Tri-State Warbird Museum in Batavia, Ohio.

My wife and I moved to the Highlands Ranch area from the Chicago area in the past year. More importantly, I have accumulated over the years an extensive collection of aviation books and VHS/DVDs, as well as an on-going subscription to Flight Journal and Warbird Digest magazines.

I would like to donate all or part of the above either to your organization or a "crazy-about" old-airplane enthusiast like myself. The Tri-State Warbird Museum wanted all of these items, but the pandemic and/or the cost of getting it back to Cincinnati prohibited me from donating these to them.

I have contacted local aviation museums here in the Denver area with zero response. I would appreciate the email address or phone number of anyone in Chapter 43 who might be interested.

If you enjoyed Col Rich Graham's program on the SR-71 in May, you might also be interested in his books on the Blackbird. Below are five that he has for sale on eBay. If you would like him to autograph them for you go to the eBay search and put 'sr-71pilot1974-1981' in the expanded 'Seller's ID' search. That will take you directly to his books.



Our thanks to Col Graham and Gen Pat Halloran for the informative and fun presentation on the SR-71!

Project Report - Dustin Holstein

Bearhawk Build 5/23/2021 Finished Forming and Drilling the Wing Strut Attachment Brackets

Because I got carried away with sanding down the original bracket that I made, I decided to turn that into a template to make all 4 wing strut attachment brackets. Below you can see the progression of me using a thin cutting wheel on my grinder to cut out the 4 rough cuts of the brackets. I then used a grinder and my belt sander with an 80-grit paper to round off everything. I did this with all 4 brackets clamped together to make sure that they were as symmetrical as possible.

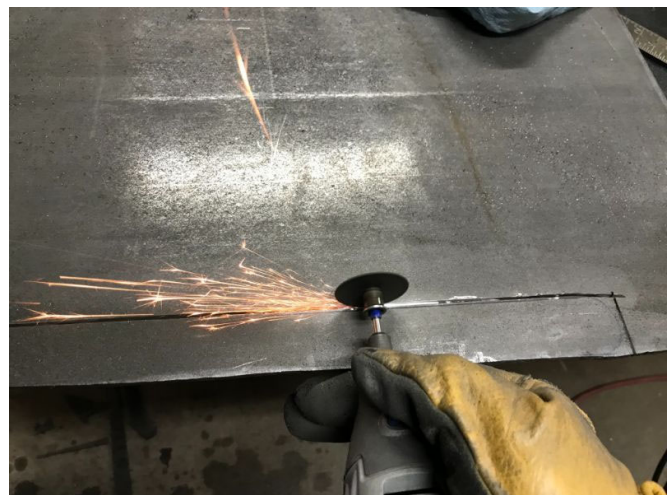
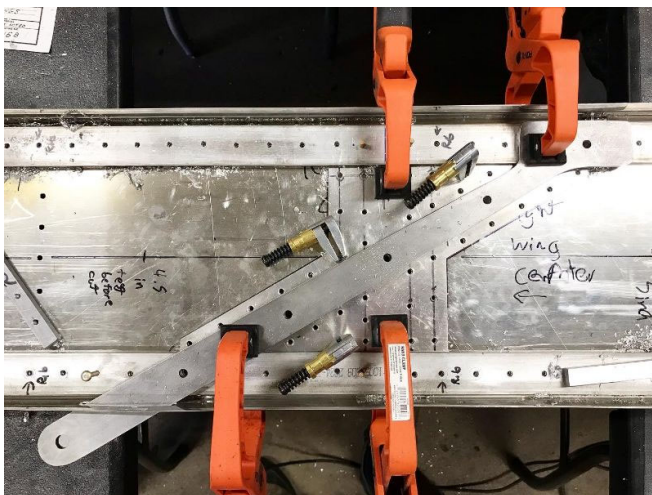
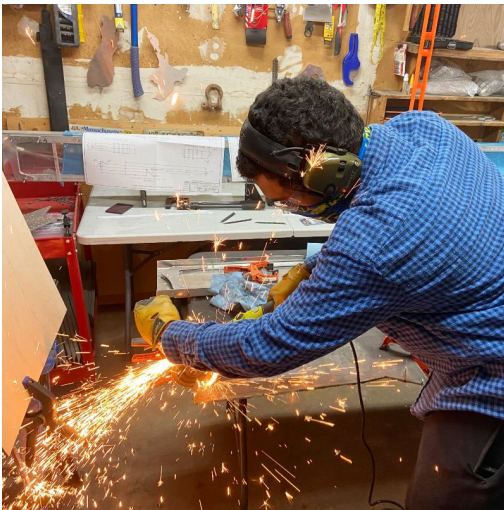
One thing to note is that I wanted additional attachment surface area on the top spar cap strip of the wing so I made that rectangular section in order to hold 2 bolts rather than 1. Using my paper template, my Harbor Freight drill press, and a can of WD-40, I pre drilled the five holes through all 4 pieces at once with a 1/8" drill bit followed by a 1/4" drill bit. The hole where the strut actually attaches to the wing is actually 3/8" in size so I final sized that hole during this process as well.

Finally, I slotted the bottom of the spar web to make room for the bracket to line up correctly, clamped both splice plates, the spacer plated, and the brackets together and started drilling through everything. Glad to say that this worked and everything lines up perfectly.

Hours on this task: 8.5

Hours to date: 110.6

\$ to date: \$6369.32 - I did have to buy a bunch of grinding wheels though for something like \$20.



Minutes for EAA Chapter 43 Meeting
May 8, 2021

TONIGHT'S PROGRAM started at 6:02.

Tonight, we are honored to have Colonel Rich Graham (retired) with us on Zoom to talk about his experience with the SR-71.

Colonel Graham was selected to enter the SR-71 strategic reconnaissance program at Beale AFB, California in 1974. He flew the SR-71 for the next seven years, piloting the world's fastest and highest-flying jet aircraft. In 1980, he was selected to be the SR-71 squadron commander at Beale AFB, where he served until his assignment to the Air War College at Maxwell AFB, Montgomery, Alabama.

After a tour of duty at the Pentagon Colonel Graham was appointed Vice Wing Commander of the 9th Strategic Reconnaissance Wing at Beale. In June 1987 he became the 9th Wing Commander and had the opportunity to fly the SR-71, U-2, T38 and KC-135Q. To say the least he knows the 'Blackbird'.

If everything goes according to plan, we will also have one of the first SR-71 pilots with us on the Zoom. Gen Pat Halloran (retired) lives in Colorado Springs and has our meeting on his calendar to listen in. This could be a very memorable evening, please join us either live or on Zoom.

Please welcome Rich and Pat to our Program this evening.

Pat was Wing Commander when Rich first came to Beale AFB (Marysville, CA, the home of the Air Force 9th Reconnaissance Wing). Pat said he wasn't the first SR-71 pilot, but he was in the first group of pilots and was the second to check out the plane. Rich noted that the SR-71 was a secret program, only the crews knew about it, outside of a few things. It's now completely declassified. Kelly Johnson was the Lockheed Skunk Works developmental lead for the U-2 in 1960. He was concerned with Russian capabilities following the Gary Powers incident that year and started designing planes in the Archangel Series, 1-12. Designing with slide rules, mind you! Rich showed a photo of the A-12 at the Skunk Works in Burbank, CA. It had to be trucked to Area 51 over a three day period, once several road cuts had been widened. The A-12's first flight was in 1962. A-12s flew 29 operational missions, most over Hanoi but 3 over North Korea, and an A-12 was responsible for finding the Pueblo. 15 A-12s were built, flown by 7 CIA pilots who had resigned from the Air Force. One of the remaining A-12s is on display outside CIA headquarters in Langley, VA.



A 2-seat version of the A-12, the YF-12 was a high altitude interceptor for Bison and Bears in the Aleutian Chain, armed with an AIM-47A missile. The YF-12 test fired missiles at Eglin AFB.

In May 1967, 25 pilots and 25 navigators were assigned to the SR-71 program. When Rich joined the program in 1974, it was down to 9 pilots and crew. Beale AFB was the home for all the SR-71s, all the U-2s, KC-135Q tankers for refueling and T-38s for inexpensive training. The SR-71 was the start of stealth technology for aircraft, with a graphite airframe. Its radar signal was similar to a J-3 Cub, albeit at an altitude of 70,000 feet! At that altitude, the outside temperature is -60°F while the outside skin temperature was in excess of 500°F. It had a 63nm turn radius at Mach 3.0. Good thing it didn't have to worry about traffic that high!

The starting buoy was used to start the SR-71's jet engines with compressed air driven by two big Buick engines. The engines burned JP-7 fuel, with a VERY high flashpoint. Liquid triethylborane (TEB) explodes at ambient air pressure. The engines had 16 ignition points! Rich showed a picture of the TEB explosion on engine start. The Pratt & Whitney J58 is the only engine to be certified for constant afterburner operation. Rich explained the jet inlet spike - it behaved like a hose with a finger over the outlet to control and intensify air flow.

Rich showed the full suite of sensors, up to 8 could be flown at a time. Radar or photography equipment was housed in the nose, and Rich showed the insulation for the huge camera. The plane used an Astro Navigational System (ANS) nicknamed R2D2. The chronometer was accurate to 1/2 second + the day of the year + the 64 brightest stars, queued on 3 stars, keeping the plane within 300 feet of the mission course. Rich showed the sensor ground track with a focus within 12" (best cameras were 3-4") plus and RF in the vicinity.

The crew's pressure suits weren't pressurized until it was needed. They weighed 50lbs, cost \$230K per suit, with a primary and backup for each crew member. They breathed 100% O₂; water and food were available from toothpaste tube-type containers. Physicals were required before every flight, and if either the pilot or navigator failed, another crew took the flight. The ground crew checked the suits once they were donned. The typical mission schedule had the flight crew arriving at the plane at 0715 with the backup crew running the preflight. Rich showed the backup transport to the plane - a wagon! The flight crew each had 7 connections to the plane - coms, O₂, etc., each with a clip to prevent inadvertent disconnect. O₂ went to the helmet only. The polished glass visor had gold wire heating to prevent condensation. There was a port on the right for water and food.

The SR-71 had massive rudders. The plane took 2 minutes to get to 25,000 feet. 3 KC-135Qs were prepositioned for each mission. The plane took 1/2 tank from the primary tanker and 1/2 tank from the secondary tanker, the third tanker was backup. When nearly full, the fuel leaked, losing about 30 gallons. Once fueled, the plane climbs at 450 KEAS (520 mph). Rich showed a chart with a typical mission profile to Mach 3. Once past 60K feet, all coms are turned off. The fuel burn is 42,000 lb/hr, better efficiency than a DC-10 or 727, almost as good as an MD-80. The pilot's view window is ~700°F outside, about 160°F inside, and used to warm the tube food. On the right side of the console the Auto Nav button puts R2D2 in charge.

Rich showed views of the Mojave solar mirror array and Beale. Following the mission, the planes made a 190 mph landing at Okinawa for a debrief with their commander. Rich told a story of two SR-71s flying toward each other at Mach 3, listening to enemy coms to get their response.

The SR-71s were retired in 1990; it was a political decision, with no sponsorship and better/faster intel from satellites. 17,294 sorties were flown by a total of 86 crews. The maintenance crews put in long hours to keep the planes safe and get intel out to users. A set of tankers provided fueling on the edge of a typhoon at 3am!

See page 10 for Rich's books and how to purchase them autographed.

Questions?

Cliff Goldstein asked Pat for his most harrowing story. Pat said that in his 6 years, he never really had anything hazardous, a few flameouts, but never an engine fire or failure. The SR-71 was 60K lbs empty, 80K lbs with fuel and in either condition its Mach 3.3 top speed was enough to get out of harm's way. One of the test pilots got it up to Mach 3.4; pressure and temperature are the limiting factors.

What's the glide slope if there's an engine loss? Crew have to bail due to hydraulic system loss. The plane carried no weapons, just sensors and jammers.

Suit up time? 45 minutes after a steak breakfast and physical, approximately 24 hour turn around time.

Mission length? Okinawa over the DMC and back to Okinawa averaged 64 minutes; the longest missions were over the Middle East, around 11 hours.

Max ejection speed? Two ejections during test flights at Mach 3.3; the pilots survived but back seaters didn't. One was out of position and broke his neck, the other drowned.

Any UFOs? Rich said no, but on a flight from Beale to Eglin there were northern lights all around the plane. Pat experienced something similar in a U-2 and got vertigo!

Rich noted that he watched the arrival of an SR-71 at Randolph AFB (near San Antonio) standing on a nearby balcony and only saw it as it crossed the road bordering the field. He noted the fuel leaking on the

ramp.

Cliff Goldstein asked about the top ceiling for the SR-71 and U-2. Rich said up to 76,500' in the SR-71. Pat said he'd gotten a U-2 up to 74,500' (on fumes!) at the end of a mission.

Jim Scoville asked if they'd ever had to restart an engine. Past said yes, in both the SR-71 and U-2, and deadsticked U-2s three times. Rich said only in the SR-71. From the glide ratio chart, the SR-71 can go about 200 miles from 70,000'. What's the margin between cruising speed and stall? The U-2 is very narrowband; the SR-71 was much more forgiving. The early U-2s were very simple; the current versions are much more high tech.

Cliff Goldstein called for a round of applause and thanked the presenters and Steve Beach for organizing tonight's program.

Cliff Goldstein opened the Regular Meeting at 7:21.

ANECDOTE - Scott Serani

Questions you just can't answer

Why doesn't Tarzan have a beard?

Why do we press harder on a remote control when we know the batteries are flat?

Why do banks charge a fee on 'insufficient funds' when they know there is not enough?

Why do Kamikaze pilots wear helmets?

Why does someone believe you when you say there are four billion stars, but check when you say the paint is wet?

Whose idea was it to put an 'S' in the word 'lisp'?

What is the speed of darkness?

Why is it that people say they 'slept like a baby' when babies wake up every two hours?

Are there specially reserved parking spaces for 'normal' people at the Special Olympics?

If the temperature is zero outside today and it's going to be twice as cold tomorrow, how cold will it be?

Do married people live longer than single ones or does it only seem longer?

How is it that we put man on the moon before we figured out it would be a good idea to put wheels on luggage?

Why do people pay to go up tall buildings and then put money in binoculars to look at things on the ground?

Did you ever stop and wonder...

Who was the first person to look at a cow and say, 'I think I'll squeeze these pink dangly things here, and drink whatever comes out?'

and

Who was the first person to say, 'See that chicken there... I'm gonna eat the next thing that comes outta it's butt.'

Why do toasters always have a setting so high that could burn the toast to a horrible crisp, which no decent human being would eat?

Why is there a light in the fridge and not in the freezer?

Why do people point to their wrist when asking for the time, but don't point to their butt when they ask where the bathroom is?

Why does your Obstetrician/Gynecologist leave the room when you get undressed if they are going to look up there anyway?

Why does Goofy stand erect while Pluto remains on all fours? They're both dogs!

If corn oil is made from corn, and vegetable oil is made from vegetables, then what is baby oil made from?

If electricity comes from electrons, does morality come from morons?

Why do the Alphabet song and Twinkle, Twinkle Little Star have the same tune?

Stop singing and read on...

Do illiterate people get the full effect of Alphabet Soup?

Did you ever notice that when you blow in a dog's face, he gets mad at you, but when you take him on a car ride, he sticks his head out the window?

Does pushing the elevator button more than once make it arrive faster?

Do you ever wonder why you gave me your e-mail address in the first place?

VISITORS, NEW MEMBERS - Please introduce yourself

Sign our virtual sheet (by opening a private chat in Zoom with Val's iPad and sending your email, phone # & if you're already an EAA member, your member number) and get a six-month trial chapter membership! (FREE!) If you're at the live meeting, sign the clipboard and get the same thing!

Lynn Riggs has a Kitfox at Erie and is about to switch the Subaru engine for a Rotax. He's a member of Chapter 1627 in Boulder and would be in 43 except for Saturday night meetings.

Quill (Bradley) Wells (Stephanie's son) has his PPL but hasn't flown for awhile and is looking for a project plane (unfinished kit, etc.)

MEETING DEDICATION - Cliff Goldstein

We're having a Picnic next month, first one in 2 years. Let's dedicate this one to Ricky Domenico, Stephanie and Sean Olson, and Chuck Kubin your Picnic Co-Chairs. Thank you and your committee for pulling this together. Also to Steve Beach for tonight's program. Stephanie Wells recommends Rich's books (see this newsletter page 10!)

Our Greatest assets are the People that make Chapter 43 what it is today.

TRIP REPORTS - SpaceX launched SN11 and everything was going well but the rocket had problems again...

Where have you been or better is there a direction you're going?

Dustin Holstein noted the busy traffic at Longmont where he was trying to do touch & go's.

Larry Earnshaw (Secretary missed details) had similar issues with 30L, said planes were stacked up from Akron to Longmont.

Stephanie Olson had a flight to Cheyenne with her CFI.

PROJECT REPORTS - Do you need help with your project? Raise your hand. Chapter 43 has folks that want to help build! (SEND VAL PICTURES for the newsletter at newsletter@eaa.43.org)

Michael Savino is building an RV-14 in his basement and is waiting for his finish kit. The build of the kit has been delayed 2 weeks and shipping will take 4-6 weeks more.

SAFETY REPORT - Stephanie Wells or Bill Mitchell

None this month.

YOUNG EAGLES - Cliff Hasenbalg

Next Rally: Cliff Goldstein said "It's my understanding we have 34 kids signed up for May 15, so I'm sure Cliff is looking for a few pilots to ferry the kids 'round the 'big patch'." Pilots - PLEASE sign up at

YoungEaglesDay.org! Only 2 pilots have done so, Cliff H. will send out an email explaining the website. Stan Specht said the website is difficult; he doesn't know if he's been successful or not. Cliff G. asked if there was a conflict with the Hot Air Balloon event on 5/15; someone said that's been moved to another location.

YOUNG AVIATORS - Pat Miller and Scott Serani

Rib Building and the B25 are heading to OSH. If you plan to attend and volunteer, please check in with Scott Serani regarding scheduling, work, sleeping, and Osh Passes if you're working the B-25 or Rib Building experiences at KidVenture. Cliff Goldstein asked for a show of hands from those planning to attend OSH and asked them to consider volunteering a few hours to Chapter 43's KidVenture experiences.

SCHOLARSHIP - At our Picnic in June, our Scholarship winners are scheduled to speak. Please welcome them next month.

NEW AND OLD BUSINESS

- √ Our Chapter raised enough funds for the Memorial Plaque for Charlie Graf. Thank you members for showing you care...
- √ Please (PLEASE) submit pictures of your ongoing project or trip to newsletter@eaa43.org.
- √ The Picnic is in full swing and will be at Myles and Nila Lee's hanger next month. Thank you, Myles and Nila!
- √ Stephanie and son Quill (Bradley) took a whirlwind tour of the SE last month and have a short presentation regarding the trip.
- √ Stan asked about going back to Oshkosh, NE. He's not planning an event like last years, but wants to make frequent trips for cinnamon buns and will announce when. Cliff Hasenbalg wants to organize a Young Eagles Event there.

Stephanie and Quill's Cross Country of a Lifetime!

Stephanie's RV-7 had 20 hours on its new engine, a Superior IO 360 rated for 180hp and 160kts, getting 170kts but burning a bit more fuel. They left on 4/11 and during a stop for cheap gas in rural Stigler, OK, the engine failed to start. Stephanie called some buddies, tightened a loose nut on the starter cable, and fixed a fuel leak she found. The plane started right up and they took off to Pensacola where they stayed with Terry Bazacos, a former Chapter 43 Young Eagle Coordinator.

Early the next morning they headed to Opa-Locka Airport north of Miami, planning to then take an American flight to the Bahamas, but the flight was backed up by bad weather the day before. In addition, Stephanie's COVID test results weren't in yet. The next day there were no flights, no ferries, and once the test results came in, they decided "screw it!" and flew the RV-7. Although the route had 10 miles with no glide path, they decided that since the plane was now running fine the risk was minimal.

The only issues were landing in rare west winds and traffic. Quill had sailed previously with a charter captain who then lost his boat in hurricane Dorian, and they Airbnb'd at his house in the Abaco Islands.

Stephanie had to file a flight plan, e-AFIS, before heading back to the States and was working with Jim Parker's checklist (from the February Chapter Program, see the [March Newsletter](#) for details) but it lacked details. Didn't know how to file the flight plan; the FBOs were no help. She tried DVFR in ForeFlight from her iPad from an international phone hotspot. That worked, and she was in contact with Miami ATC throughout her flight. She had to contact Customs, was told they needed another quick COVID test (\$50 each), and was given a list of fields for their return. They picked Fort Pierce, where Customs got cranky

over her less-than-12" high N-number. They were ready to fly the 1 1/2 hours to Sun'n'Fun at Lakeland, but once again, the engine wouldn't start so they got a hotel for the night.

The next morning the presence of a mechanic ensured an engine start on the first try. There were issues with Lakeland VFR and the 23 page NOTAM for Sun'n'Fun. She was told to "get in line", but Fore-Flight was a big help!

Sun'n'Fun was CROWDED, no one was masked, and Quill wasn't fully vaccinated. Saturday saw the biggest crowd ever at the event. The Blue Angels were there in their new Super Hornets. The air shows were similar to OSH, but the night air shows were even more amazing, including 56 drones in formation flights! They watched the STOL competition, with all the categories taking off and landing right in front of the crowd. The fireworks were as good or better than OSH.

They left for home Sunday in IFR conditions with a persistent line of storms. They filed IFR, and there was no traffic to leave, but the engine failed to start again. An old guy was watching them, and suggested Stephanie hold down the start button while he moved the prop 3-4" and it started right up.

The iPad with ADSB-In showed holes in the weather and ATC provided excellent help. They flew up to Valdosta, then west to Meridian. Since neither Stephanie nor Quill were comfortable hand propping, Quill ran across the street and found a hooked stick in the weeds. It wasn't needed in Meridian, but saw use in Tulsa. After getting home, Stephanie replaced the starter with a longer one and it's been good. The engine and starter were under warranty, but pilots with similar starters were reporting similar issues with lots of theories but no solution.

Stephanie posed the following Safety question - How do you hand prop a hot prop? Quill answered, "Find a big stick!" Kirk Brennan followed with "Find the oldest guy at the airport!" Quill noted that on cross countries they like to fuel at small strips for cheap fuel - but do you want to be stuck there? Steve Beach asked how Quill got in after propping? The RV-7 has a tipper canopy that can open at full idle; Dave Shenk noted that the slider canopy common on other RVs can only slide open about 6". Kirk said sometimes you can get a reluctant starter going with a whack from a hammer or wrench (cue Dr. Who - "Good old Earth technology!" - Editor). Bill Mitchell once flipped on landing and noted that the slider canopy can't be opened in that case. But the slider has a better rollbar.

Anything Else?

Sean Olson is looking for headsets for young pilots (contact him at 58Belair409@gmail.com).

Applebee's at 120th and Sheridan after the meeting!

Respectfully Submitted,
Val Gregory
EAA Chapter 43 Secretary

Jeffco Aviation Association Rocky Mountain Metro Airport

11755 Airport Way, Broomfield, CO 80021

24th Annual JAA Fly-In



Saturday, June 19, 2021

7:00 a.m. to 1:00 p.m.

Come Early - Free Pancake and Italian Sausage Breakfast



Hosted by JAA & RMMA Staff



Trophies will be awarded in the following classes:

CLASSIC
(Tube & Fabric/Metal)

WARBIRDS
WARBIRD TRAINERS

CONTEMPORARY LIGHT SPORT

ANTIQUES

Homebuilts
(Plan Builts/Kit Built)

SPECIAL INTEREST

Trophy presentation to take place at 12Noon

Contact Daril Cinquanta, JAA President, with any questions at 303-423-9846.

KELLY AIRPARK

Annual Pancake Breakfast Fly-in

Saturday, July 10, 2021 from 7:00 am to 11:00 am (Rain or Shine)



Website: www.kellyairpark.org

AWOS (Monument Hill) 303-648-3479 or 134.375 Mhz
Unicom 123.05 Mhz

For more information contact:

Dave & Jeanne Allen: Phone 303-648-3608
Email dallen817@aol.com

Jamie S. Treat: Phone 303-304-7937
Email: jamietreat397@gmail.com

ZOB!
Chance Treat

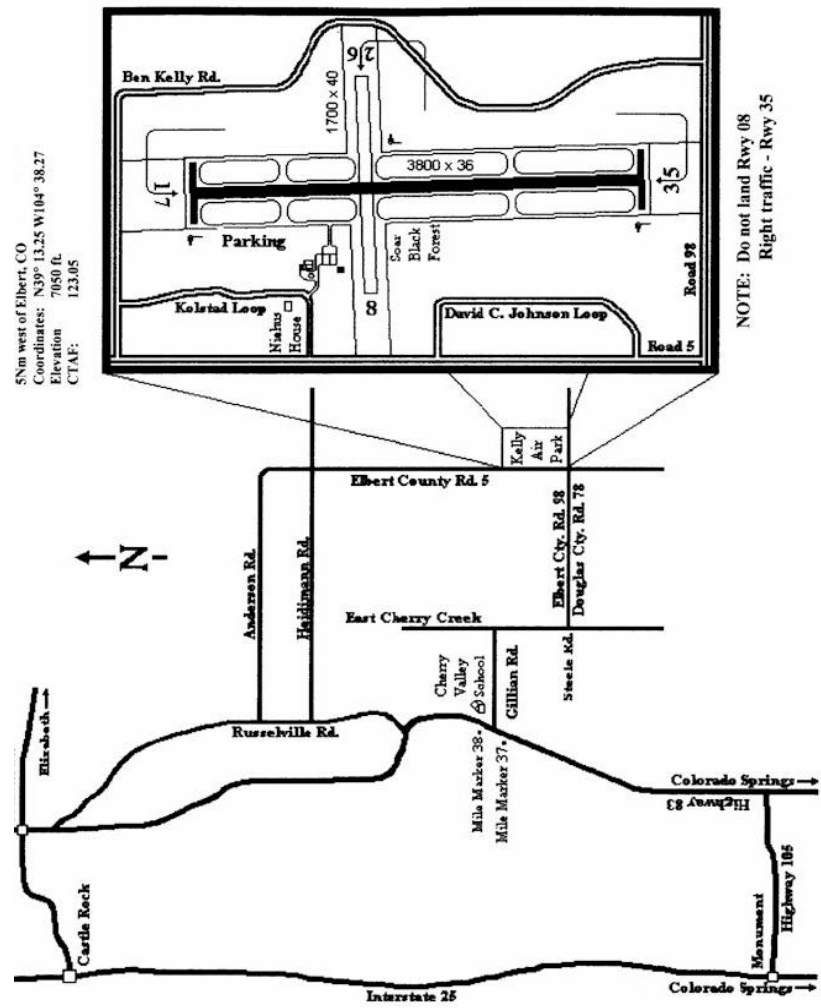
Website: www.kellyairpark.org

Unicom 123.05 Mhz

AWOS 303-648-3479 or 134.375 Mhz

The Kelly Air Park homeowners would like to extend an invitation to our aviation and non-aviation friends & neighbors for our Annual Pancake Breakfast at Dave and Jeanne Allen's hangar located on the northwest corner of the runway intersection. Kelly Air Park (CO15) is planning a Fly-in breakfast Saturday, July 10, 2021 from 7:00 am to 11:00 am. If you are flying in, call Kelly Air Park Unicom 123.05 Mhz for field advisory. Ground personal will be available to assist you. Please bring your own tie-downs. If you are driving enter from Kolstad Loop off of County Rd. 5. The hangar address is 24686 Kolstad Loop, Elbert, CO 80106. There will be plenty of aircraft and auto parking available.

For more information contact: Dave & Jeanne Allen Phone: 303-648-3608, dallen817@aol.com
Jamie Treat Phone: 303-304-7937, JamieTreat397@gmail.com



5Nm west of Elbert, CO
Coordinates: N39° 13.25 W104° 38.27
Elevation 7050 ft.
CTAF: 123.05

NOTE: Do not land Rwy 08
Right traffic - Rwy 35

13TH ANNUAL

\$10 ADMISSION
\$5 KIDS

SPIRIT OF FLIGHT DAY!



JULY 10, 2021 – 10AM – 4PM

11025 DOVER ST. #600, WESTMINSTER, CO

OUR BIGGEST CAR & PLANE SHOW OF THE YEAR!

- *Door Prizes
- *Trophies for Best Cars
- *Fly-bys
- *Benefits SOF Museum
- *BIG Car Show!
- *Music
- *Spirit of Flight Gallery
- *Food & Beer



WWW.SPIRITOFFLIGHT.COM
Spirit of Flight Center is a 501(c)(3) non-profit.



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.

2020 Chapter Officers

President	Cliff Goldstein	720-280-2916
Vice President	Larry Earnshaw	720-425-7987
Vice President	Steve Paschke	303-451-8490
Secretary	Val Gregory	303-908-1252
Treasurer	Myles Lee	720-295-8778

Board of Directors

Cliff Goldstein (Chair)
 John Evens*
 Stan Specht*
 Kirk Brennan**
 Stephanie Wells**

(Note: *- 2 year terms expire end of 2021, **- 2 year terms expire end of 2022)

Volunteer Officers

Technical Counselor	Jim Sutton	303-598-4205
Technical Counselor	John Reuterskiold	303-881-3517
Technical Counselor	Phil Brown (fabric, wood & tube)	303-506-3886
Technical Counselor	Stewart Bergner	303-229-7799
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	303-744-8180
Young Aviators Advisor	Pat Miller	303-666-8233
Young Aviators Advisor	Scott Serani	303-358-2858
Data Base Editor	Tim Stansbury	719-494-7398
Web Master	Steve Paschke	303-451-8490
Facebook Admin	Lance Boehmer	ljboehmer@gmail.com
Safety Officer	Stephanie Wells	303-503-0147
Refreshments	John & Roxie Juul	720-626-7707
Audio/Visual	Herrill Davenport	303-460-7789
Scholarship Chair	Mike Sutton	720-515-5269
Scholarship Fundraising	(Volunteer Needed)	
IMC Club Coordinator	Larry Earnshaw	720-425-7987
VMC Club Coordinator	Andre' Smith	720-270-5944

CFI's in Chapter 43

Phil Brown	303-506-3886
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
Mike Sutton	720-515-5269

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.