



Mile High Flyer
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The Experimental Aircraft Association,
Chapter 43
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CONTACT!

SAY IT CLEAR!

Our knowledge of and love of flying isn't just flying. It allow us to incorporate other loves. For some of us it may be our father or our mother. I'm sure Herrill thinks fondly of his Dad each time he flies his Nugget biplane.

For me, it is often my other love, radio. I enjoy knowing the in-depth of the VOR and ILS systems, and the more modern GPS. (ADS-B I don't really have a grip on yet, though I like using it in the Comanche.) The Pixie, having no electrical system, has a letter of authorization permitting me to fly it in the area without a transponder. But I worry that it may not appear on other's displays with its primary only radar image. So I keep a close ear on the COM (communication) radio and try to stay out of everybody's way. After all, I'm unusually slow.

So... a few days ago I was flying the Boulder pattern in the Pixie. On the radio, I heard a weak voice with a quick cadence come in that I just couldn't decipher. It was a female voice (which I mention only because it was thus distinctive), and I thought they were coming in from IBM, but just not sure. I slowly and clearly restated my position on the downwind. All went well, and I decided to do some more pattern work. So did she. I did catch a glimpse of the plane, a crimson & white Cherokee maybe, no wheel pants. I presumed it a trainer, maybe.

As I did my pattern thing, I heard more calls from this voice. It spoke rapidly and I judged far from the microphone. I knew she and the plane were around but I never did figure out what was being said.

I thought of my other hobby, ham radio, and how it is SO important to speak clearly, and distinctly. Never speak softly, and always enunciate well. (I occasionally get compliments.) I bring that same practice into the cockpit - speak neither fast nor too slowly, do speak distinctly, do enunciate well, and be close to the microphone. Aviation radios can probably handle a strong voice well, there's circuits for that! This person in the Cherokee did not speak well.

After the Pixie was safely put away and the hangar doors closed, I saw the Cherokee land again. I resolved to ask the pilot to speak with me a minute on the ramp and tell the pilot that I never did understand the message. It was weakly spoken and too fast. But the Cherokee took off again and didn't come back.

And I had to think how many times I've flown near Longmont and listened on 122.975, their UNICOM, and heard something like "longmontunicomjumpersawayateightthousandusecaution". The pilot must have said it a million times, and it sounded like it.

Our com radios are an important resource. When we key up, let's use the resource well. Let's speak clearly, distinctly, and close to the microphone (they're designed for it, and to work well in our high noise environments.)

There's more to it than this, of course. Make sure the frequency is quiet before transmitting, think about what you are going to say first (my weak suit). I don't want to lecture. But please use your words well, and clearly.

Safe landings, Phil

Next Meeting - Pizza Party! - Saturday, September 14, 2019
6 PM @ the Serani/Jones/Davenport hangar @ Erie Municipal Airport (EIK),
40.005399, -105.053905



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

Upcoming Events Calendar

2019 CHAPTER EVENTS

SEPTEMBER

- Sat 14 EAA Chapter 43 Membership Gathering, 6 PM Pizza Party and B-25 mission flying!
 Serani/Jones/Davenport hangar at EIK (see map above, or the link at eaa43.org).
 Sat 21 EAA Chapter 43 Young Eagles Rally, EIK 7:45 AM

OCTOBER

- Sat 12 EAA Chapter 43 Membership Gathering, BJC, 6 PM
 Sat 19 EAA Chapter 43 Young Eagles Rally, EIK 7:45 AM

2019 AREA EVENTS

SEPTEMBER

- Mon 9 EAA Chapter 648 Membership Gathering, LMO, 7 PM
 Tue 10 EAA Chapter 1627 Membership Gathering, 6 PM
 Sat 14 Colorado 99s Annual Poker Run, see flyer on page 3
 16-19 Canadian Red Arrows will be visiting BJC
 21-22 Pikes Peak Regional Air Show <http://pprairshow.org/>
 27-29 New Mexico Pilots Assoc. Mountain Flying Clinic, KASF Santa Fe, NM. Registration required. <https://tinyurl.com/y6kj99j7>

OCTOBER

- Sat 5 Run for the Angels 5K, BJC, 9 - 11 AM. Register by Sept. 14 for Early Bird price.
<https://runsignup.com/Race/CO/Broomfield/Runway5KRunfortheAngels>
 Sat 5 Parkland Estates Airpark Chili Cook-off and Fly-In, 11 AM - 1 PM. See more info at
<https://tinyurl.com/y2rc5wk3>
 Tue 8 EAA Chapter 1627 Membership Gathering, 6 PM
 Sat 14 EAA Chapter 648 Membership Gathering, LMO, 7 PM

In this issue:

- I'm patting myself on the back just a little for finding this month's title picture. Even if it depicts a B-52 instead of a B-25. It's available as a poster at https://www.zazzle.com/no_war_more_pizza_poster-228408645834280707
- ELECTIONS ARE COMING! See the article on page 8 for open positions and a listing of those on the nominating committee. The chapter needs candidates to fill those openings, so if you can help, let someone on the nominating committee know!

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 membership gathering for your cookies!

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. I'm still struggling with input that's not electronic, but you can email newsletter@eaa43.org with anything ya got in electronic format. Be aware that Gmail limits attachments to 25MB, so if it's bigger than that, try multiple emails.

Chapter 43 Scholarships

Both EAA National and our Chapter sponsor several scholarships for a variety of age groups, for a variety of purposes from EAA Air Academy camps to flight lessons to A&P training - really, anything aviation oriented. Why? To promote this activity we all love, to keep it relevant, and to provide a pool of candidates for private, commercial and military aviation - not just to raise airline and fighter pilots (though we've helped to do that), but to support ALL aspects of aviation. Here's how we do that, organized by candidate age.

EAA Air Academy Scholarships

Young Eagles Air Academy is for 12-13-year-olds. The 5-day camp, located at the EAA Aviation Center in Oshkosh, WI, has a "science camp" format including hands-on rib and model building, simulator flight training, classes in aviation history, field trips including a tour of the EAA AirVenture Museum, and flights in both fixed wing and helicopter aircraft.

Basic Air Academy Camp is for 14-15-year-olds. In this 6-day camp, the format is similar to the Young Eagles camp and more advanced, with more hands-on activities including metal and composite fabrication.

Advanced Air Academy Camp is for 16-18-year-olds. The 6-day camp features both in-air and on-the-ground hands-on activities including workshop experiences working with and constructing aircraft components, and is scheduled over part of AirVenture, to allow campers to participate in forums, workshops, exhibits, and air shows.

The Chapter Scholarships for EAA Air Academy provide \$1000 toward camp costs. Financial aid is also available from EAA National. See <https://www.eaa.org/eaa/youth/eaa-aviation-and-flight-summer-camps/eaa-air-academy> for more information on the camps.

Chapter Flying and Aviation-Related Scholarships

The Chapter has two scholarships named for past members Cleon Biter and Dave Biesemeier. These scholarships have a minimum age of 15 years (for a glider license) and no upper limit. They are intended to help fund the recipient for earning their pilot's license (glider or powered) or an aviation trade school or university certification/degree. Scholarship amounts have run from \$750 to \$1500, and funds are released as the recipients reach milestones in their training.

Chapter scholarship amounts are largely based on funding from chapter members; in the past few years, we've been blessed with some significant donations that have allowed for up to 6 scholarships total (camp and flying/education). In 2018 a collaboration with I Hart Flying resulted in a possible Cleon Biter scholarship amount of \$5000.

The scholarship application, interview, and award process is managed by the Chapter's Scholarship Committee, currently chaired by Roxie Juul and Zach Malone. Applications for 2020 scholarships need to be made online from the link on the Chapter 43 Scholarship webpage, <https://eaa43.org/scholarships.htm>, no later than November 30, 2019.

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



This month's Chicken Wings is for those of us who are or will soon be working on their pilot's license, or coming back after a long time away. I highly recommend reading the artist's explanation of this one, it's very insightful.

<https://www.chickenwingscomics.com/comics/so-much-to-learn-still/>

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

Want Ads



Custom Embroidery
Valerie Wait
 720-352-2630
 1705 Flemming Drive
 Longmont, CO 80501
 email: valandjimw@yahoo.com

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

For Sale

2012 Zenith 601XLB

Affordable flying!

\$28,500

Corvair powered Zenith 601XLB
The airplane can be flown from either side,
potential trainer airplane.
Always hangared. Location SE Michigan.

The airplane has the following features:

- Corvair engine, uses 100LL fuel
- 30 gallon fuel capacity, 4 - 5 hr range
- Useful load 441 lbs
- Dynamically balanced Whirlwind propeller
- Leather seats and armrest
- Electric trim for ailerons, elevator and flaps
- Brakes and throttle on both sides
- Vernier mixture control
- Fuel primer
- Y stick with push to talk switches
- Sigtronics Sport 200S intercom
- Microair 760 radio transceiver
- Microair T2000SFL transponder
- Stratus ADS-B receiver
- Dynon EFIS-D6
- Wingtip strobes and NAV lights
- LED landing and taxi lights
- New tires and brake pads
- Koger canopy shade
- Canopy vents
- Wheel pants



- Wing lockers
- Winter kit

I am the builder of the airframe and the sole person that implemented the building and installation of this Corvair engine that has given me 860 hours of affordable, fun flying, local and multiple x-country flight, some over 1,000 miles.

Ron Lendon
586-484-3391

Mile High Chapter 43 Denver, Colorado Saturday, August 10, 2019

Gathering opened at 6:00 by President Phil Brown. The Secretary was late, and missed the Anecdote this month.

VISITORS AND NEW MEMBERS

Please tell us about yourself:

- Name and where you live
- Do you fly? Months? Years?
- Own or rent? Building anything?
- Flying HOPES?
- What led you to us?
- Sign our sheet and get a six-month trial chapter and EAA membership! (FREE!)

Mike Savino is planning to build an RV-14. He's setting up his shop and purchasing tools.

Ron Hikida is a retired Boeing engineer (for almost 30 years) from Erie and is a private pilot flying 152s.

MEETING DEDICATION - Henry Timken

Inventor of the roller bearing.

TRIP REPORTS

Mike Savino flew his RV-6A to the Fagen Fighters WWII Museum at the Granite Falls Municipal Airport in Minnesota. The planned route of KLMO - KGBD - KATY - KLMO was modified due to weather. The museum includes 2 P-51s, a B-25, a P-38, and a Normandy landing craft displayed in sand from Omaha Beach. Along the way, he flew over the Nebraska National Forest, noting the strangely rectangular shape of the forested land and regular spacing of the trees - Stan Specht said that it was planted (an Internet search turned up that it's the 2nd largest planted forest in the world).

Jeff Cain asked if the Greeley Barnstormer is open again; Bill Mitchell said it may soon be for sale.

PROJECT REPORTS

Steve Paschke's Adventure 333 is being built in Chapter 301's hangar at Centennial. He's finishing the fiberglass parts and has taxied around the hangars, noting that the plane is heavy on the tail. There's a problem with the intercom wiring (by the original owner) and the radio. Almost done!

Wayne Gibson and son Edward got their Zenith 750 kit started last fall, but really got going in June. The left wing panel is in work, and they've done enough drilling and riveting to come up with the motto "Good enough for light sport".

Phil Brown hasn't been able to fly his Pixie due to oil leaks - he discovered that the oil vent line had dislodged and was blocked.

Zach Malone showed the progress on his Pitts - installing the 1/16" x 12 layer plywood leading edges, working the aileron attaches (4 total) and leveling the 18' wings. His favorite tool is a water level. His project is moving again after 2 months. Phil Brown asked what fabric Zach planned to use, Zach said Poly Fiber with automotive paint.

SAFETY REPORT

Jeff Cain was flying the pattern at Erie when he heard a 6 mile request for a straight-in landing from a Cirrus. The rules say the guy on final has the right of way IF there's no one else in the pattern. Bill Mitchell noted that's only on final within one mile. An IFR pilot only has right of way if there are no VFR pilots in the area. Jeff sent me the official rule which states:

From Advisory Circular #90-66B, issued 3/13/18,
9.5 Straight-In Landings

The FAA encourages pilots to use the standard traffic pattern when arriving or departing a non-towered airport or a part-time-towered airport when the control tower is not operating, particularly when other traffic is observed or when operating from an unfamiliar airport. However, there are occasions where a pilot can choose to execute a straight-in approach for landing when not intending to enter the traffic pattern, such as a visual approach executed as part of the termination of an instrument approach. Pilots should clearly communicate on the CTAF and coordinate maneuvering for and execution of the landing with other traffic so as not to disrupt the flow of other aircraft. Therefore, pilots operating in the traffic pattern should be alert at all times to aircraft executing straight-in landings, particularly when flying a base leg prior to turning final.

Stan Specht was chatting with a prominent Kitfox instructor at AirVenture who said he wondered how half of his backcountry students passed their regular certification. Phil Brown observed that it's a good practice to retrain periodically.

YOUNG EAGLES - Cliff Hasenbalg

Cliff noted the number of kids signed up so far for the August event at Erie. He said that EAA is now offering credits for flights by pilots with less than 10 flights. EAA is also promoting the Ray Aviation Scholarships, which provide nearly full-ride support for 17-18 year-olds seeking their pilot's license.

Phil Brown noted a family watching the Young Eagles event through the fence. Bill Mitchell recalled that ~60 years ago, his son Bobby recruited a youngster his age (who was watching through the fence with his dad) to fly in Dad's plane, until Bobby said that "Daddy fly upside down!"

YOUNG AVIATORS

No report.

SCHOLARSHIP - Zach Malone

A former camp scholarship winner is working on Ray Aviation Scholarship paperwork, and Zach is soliciting applications for that and the Chapter scholarships (see newsletter page 3 for details on the Chapter scholarships).

AIRVENTURE AND KIDVENTURE

The Chapter Rib Building Booth made more than 713 wing ribs! Some kids were REALLY into it! And remember Young Aviator Oscar? He flew in to Denver from Ireland! Cliff Goldstein flew him to Oshkosh to camp in the Young Aviator compound, then back to Denver where he left for home.

NEW/OLD BUSINESS

September Pizza Party at Scott Serani's hangar. We'll be flying B-25 missions! Scott McEwen said

that planning is underway, and we'll be starting at 6pm on September 14th at Erie.

Nominations for new officers coming - please step up! All the current officers have 2 or more years in office and some are ready to step down. There will also be two board of directors positions open.

The RAF Red Arrows aerobatic team will be here at BJC September 16-19. Zach Malone noted that this is NOT the RMMA airshow, and Stan Specht noted that it's held every other year.

Mike Savino said that the Pikes Peak Regional Airshow will be the next weekend, Sept 21-22, and a Spitfire scheduled to fly there will be based at BJC.

Respectfully submitted,
Val Gregory

TONIGHT'S PROGRAM - Stacy Elsner - Backcountry Aviation

Stacy has started her own company, Backcountry Aviation, and will speak on survival for pilots should we be forced down. Unfortunately, she was not able to attend tonight and so we chose from videos of past speakers and watched a 2015 program on air operations aboard aircraft carriers during the Iraq war.

ELECTIONS ARE COMING!

In November the Chapter will be electing new Officers and two Board of Directors members. Several officers are willing to continue in their current roles, but if there are other candidates for those positions, that's a GOOD thing! The open offices are:

President, possibly one Vice President, and two Board of Directors members

Current President Phil Brown is stepping down. Vice President Cliff Goldstein might run for President; if he does, we'll need a VP candidate to replace him. The remaining officers (VP Scott McEwen, Secretary Val Gregory, and Treasurer Myles Lee) are willing to run again for their current positions. Board of Directors members are elected on a two-year basis; Jeff Jones and Zach Malone's terms expire at the end of the year.

Per the chapter bylaws, a nominating committee has been set up consisting of the following:

Phil Brown	Cliff Goldstein	Scott McEwen
Val Gregory	Myles Lee	Jeff Jones
Zach Malone	Pete Watkins	Stephanie Wells
Stan Specht	Scott Serani	Eric Serani
Bill Mitchell		

If you are willing to help the chapter by serving as an Officer or Director, please let one or more of the Nominating Committee members know. The Committee members are also available if you have questions about the positions' responsibilities and time commitment.



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.

2019 Chapter Officers

President	Phil Brown	303-506-3886
Vice President	Cliff Goldstein	720-280-2916
Vice President	Scott McEwen	303-895-5058
Secretary	Val Gregory	303-908-1252
Treasurer	Myles Lee	720-295-8778

Board of Directors

Phil Brown (Chairman)
 Jeff Jones*
 Zach Malone*
 Pete Watkins**
 Stephanie Wells**

(Note: *- 2 year terms expire end of 2019, **- 2 year terms expire end of 2020)

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
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
Safety Officer	Stephanie Wells	303-503-0147
Refreshments	John & Roxie Juul	303-466-2600
Audio/Visual	Herrill Davenport	303-460-7789
Scholarship Co-Chairs	Roxie Juul	303-466-2600
	Zach Malone	443-610-3469
Scholarship Fundraising	(Volunteer Needed)	

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
Stephanie Wells	303-503-0147

Mile High EAA Chapter 43

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EAA Chapter 43
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First Class



Gatherings are normally held on the second Saturday of each month at 6:00 P.M.—Location determined monthly. See Page 1 for details of the upcoming gathering.