



Mile High Flyer

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



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October, 2017

President's Message

This year we had a great time at the annual pizza party and AirVenture review. Many thanks to Lynn and Pat Miller for hosting our event. Several members brought a large number of pictures of aircraft and flying demonstrations and had good stories to tell. Stan provided us with some insights in flying with other planes in a "loose gaggle" group to Oshkosh.

Chapter elections are coming up in November and I would like to encourage you to help the chapter by volunteering to run for one of the positions that are available. All the officer positions and two board positions are up for election. With all of us working together we can continue to make Chapter 43 an effective force in promoting aviation in the community and helping fellow builders and aviators reach their goals.



Next Meeting - [Saturday, October 14, 2017](#)

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

Presentation for the October Membership Meeting

Movie Night II!

Since our last Movie Night ended up being a talk on the Colorado Pilot's Association, and since the FAA rep we expected to attend this month bailed on us, if you have a favorite short aviation film, download/copy it to a USB drive and bring it with you to the meeting. Phil Brown is bringing "One Six Right" as a fallback option. And who knows, something else could still fall into place! I'll update the newsletter and get the Data Base Editor to let folks know if that happens.

In general, if you want to share photos or video of a recent flight, trip, build progress, etc., just load it on a USB, hand it to Herrill Davenport (the chapter Audio/Visual expert) when you arrive and let him know what segment of the meeting it supports.

Upcoming Events Calendar

Submitted by ***Don Smith***

2017 EVENTS

OCTOBER

- 6-7 AOPA Fly-in, Groton CT (KGON)
- Sat 7 EAA Chapter 301 Young Eagles Rally, FTG 7:45 a.m.
- Sat 7 Runway 5K Run for the Angels, Rocky Mt. Metro Airport (KBJC), 8:00AM (registration 7:00AM)
<https://runsignup.com/Race/CO/Broomfield/Runway5KRunfortheAngels>
- Sat 7 Rusty Pilots at Front Range Airport (KFTG), 9:00 a.m. – 12:00 p.m.
<https://hangar.aopa.org/events/item/52/737>
- Wed 11 AOPA/ASI Safety Seminar, Ramada Northglenn, 10 E 120th Ave, 7:00 – 9:00 p.m.
https://www.aopa.org/forms/event-registration/SSFLY_CO_171011
- Sat 14 EAA Chapter 43 Membership meeting, BJC, 7:00 p.m.
- 14-15 Rans Fly-in/Open House 2016 at Rans Factory Strip (8KS4), Hays KS
- Fri 20 EAA Chapter 301 Membership meeting, 7:00 p.m.
- Sat 21 EAA Chapter 43 Young Eagles Rally, EIK 7:45 a.m.
- 27-28 Copperstate Fly-in, Falcon Field Airport (KFFZ), Mesa AZ
<http://www.copperstate.org>
- 27-28 AOPA Fly-in, Tampa FL (KTPF)
- Sat 28 EAA Chapter 301 Young Eagles Rally, FTG 7:45 a.m.

NOVEMBER

- Sat 4 EAA Chapter 301 Young Eagles Rally, FTG 7:45 a.m.
- Sat 11 Spreading Wings Gala, Wings over the Rockies Museum, 6:00 – 11:00 p.m.
- Sat 11 EAA Chapter 43 Membership meeting, BJC, 7:00 p.m.
- Fri 17 EAA Chapter 301 Membership meeting, 7:00 p.m.

In this issue: Lots of sale ads for near-complete aircraft - if you were considering a project, how about one of these? In the Upcoming Events Calendar above, there's an EAA Chapter 43 team set up for the BJC Runway 5K Run for the Angels - join me for a run or walk (I'll be walking!) to support a very worthy cause, Angel Flight West.

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! From the September issue, John Evens caught my flub of the spelling of his aircraft make - THAT'S pretty embarrassing! Fortunately I ran across an interesting chocolate chip recipe recently that will allow me to work through some of that.

If you'd like to contribute 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. Thanks in advance for your help!

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



Originally, this month's program was planned as a presentation by a local FAA rep - who ended up cancelling, resulting in a last minute scramble to find something else.

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

Want Ads Cont'd

From: **De Strelow** <de.strelow.1957@gmail.com>

Date: Tue, Jun 27, 2017 at 6:13 PM

Subject: Hatz CB-1 plans and project for sale

Dear EAA Chapters

Hoping you may be able to help me. My name is De Strelow, I live in Buena Vista, CO. I have a welded fuselage, wood and tubing plus the plans to build a Hatz CB-1 experimental aircraft. My late husband, Wayne Strelow started the project back in the late '90's and never finished it. He wanted to learn to fly and that he did. He owned and flew a Quicksilver ultralight and then went on to earn his VFR wings in January 2001. He was for several years involved in the local EAA chapter in Salida, CO. I contacted Jim Pinkerton with the Hatz Biplane Assoc. and he suggested I send an e-mail to the Colorado chapters of the EAA to see if there might be someone out there looking for a project. Jim came up to BV last Saturday to see the project himself, took notes and pictures. My husband retired from DOC in April 2009 and passed away in July 2013 after a short 4 month battle with esophageal cancer. I am now looking at relocating and I'm working on selling his personal items. I have included some pictures and a parts list and price. I'm negotiable on the price, just need it out of the upstairs garage workshop. Thank you for any assistance you can provide.

Sincerely,

De Strelow

29994 CR 354

Buena Vista, CO

[719-395-8410](tel:719-395-8410) H

Editor: See following pages for addition description and photos. FOR REFERENCE, here's a photo of a completed Hatz CB-1.



Want Ads Cont'd

For sale: Hatz CB1 Plans/Material/Project

#773 Plans + Material for \$2100 OBO

Must sell, space and well being force sale. Price is material cost at time of purchase, not new price. Includes Oxy/Acetylene welded frame, rib jig and 15 completed wing ribs T88 glued. Material always stored inside garage. All steel is from Aircraft Steel in Erie, all spruce is from Aircraft Spruce.

Steel (all is 4130N): 54'-.1875x.0625; 66'-.343x.035; 23'-.50x.035; 9'-.625x.035; 8'-.625x.049; 47'-.75x.035; 22'-.75x.049; 18'-.875x.035; 18'-.875x.049; 21'-.875x.065; 22'-1.375x.035; 7'-2.023x.875x.049 Streamline.

Wood: Hatz CB-1 Complete Spruce Kit P/N 02-04800

QTY	Size
700 feet(~300 ft remaining)	1/4" x 1/4" x 48" min. cap strip
4 pieces	5/8" x 3/4" x10' leading edge
8 pieces	2-3/32" x 1/8" x 6' center section bow
32 pieces	1/8" x 3/4" x 61" wing tip bow
32 pieces	1/8" x 3/4" x 23" aileron tip bow
30 feet	3/8" x 3/8" randoms - corner blocks, stiffeners
30 feet	1/2" x 1/2" randoms - corner blocks, stiffeners
30 feet	5/8" x 5/8" (4pc. X 4' bal randoms) - wing walk
60 feet	1/4" x 1/4" 90° triangular corner block
1 piece	1" x 6" x 24" filler block
4 pieces	1/4" x 1" x 6' stringers
4 pieces	3/4" x 4-7/8" x 10' front spar-bevel 10° top/3° bottom
4 pieces	3/4" x 3-11/16" x 10' rear spar-bevel 10° top only
1 piece	3/4" x 4-15/16" x 4' 6" front center section-bevel 10° top only
1 piece	3/4" x 3-3/4" x 4' 6" rear center section-bevel 10° top only
4 pieces	1/2" x 2-7/8" x 5' 8" aileron false spar
4 pieces	1/2" x 2-9/16" x 5' 8" front aileron spar
4 pieces	1/2" x 1-3/16 x 5' rear aileron spar

NOTE: Spars do not come beveled.

Want Ads Cont'd

Hatz CB-1 Cont'd



Want Ads Cont'd

Stits SA3B Playboy N1294V

Recently appeared in the weeds outside the fence at "Frightmare", near Old Wadsworth and 108th. Contact Karl Sutterfield, kasutt@blindhog.com for more information.

According to the FAA Registry Inquiry, N1294V is an amateur built experimental powered by a Lycoming model O-290 Series 140 hp piston engine. Its airworthiness certificate is dated 09/18/86.



Above is an example picture of the single seat low *folding* wing aircraft in flying condition.

Rans S-19 Project for Sale.

Vertical stab/rudder complete; stabilator complete except for tips & balance. Fuselage approx. 75% complete. Wing structure complete, needs to be plumbed, wired, and skinned. Ailerons complete except balance. All airframe kits/parts included to complete, including cowling, seats and canopy. Project located at Rocky Mountain Metro Airport (KBJC). \$26,000. Contact Don Smith at 303-524-4344.



MILE HIGH EAA Chapter 43
September 9, 2017

Ken Scott called the meeting to order at 7:09 p.m. following dinner.

GUESTS Please tell us a little about yourself

Interest in aviation, Flying Building

Sign in and get 6 month trial membership in Chapter 43

Jeff Jones introduced Felicia and Richard Kay, who flew him to Oshkosh. Cliff Hasenbalg introduced Ingrid, who's been taking pictures at Young Eagle flights. Steve's guest helped organize Camp Scholler (and wouldn't I love to hear a talk on that! – Secretary).

SAFETY REPORT

Stan Specht led a group flight to Oshkosh, but departing from 4 different airfields made for a difficult prebrief. Some of the group were uncomfortable with broken clouds and went down to find no horizon – a good prebrief before departure might have eased the concerns.

YOUNG AVIATORS

The Begnauds donated a Glasair tail kit to the Young Aviators, and Mary announced that Delilah Horsman has donated \$300.

Respectfully submitted,
Val Gregory, Chapter Secretary

TONIGHT'S PROGRAM – Trip Reports from AirVenture 2017

Jeff Cain showed pictures from the Hatz/Pietenpol fly-in at Brodhead, Wisconsin the weekend before AirVenture. Five Hatz aircraft were in attendance, and the fly-in featured formation flying by a group of seven Model A Pietenpol.

Lyn Miller and Scott Serani reported on the Young Aviators B-25 activities at KidVenture. One older lady claimed that “kids couldn’t build that - you photo shopped those pictures!” to which Scott’s brother retorted “yeah, and we didn’t land on the moon either!” Scott organized “crews” of four kids who generally didn’t know each other, and had them start out by introducing themselves to the others and shaking hands - to parental approval. Lyn pointed out the Young Aviators involved training crews or volunteering in other roles. There was no quiet time, organizing and training crews and running missions in the B-25. One young man last year “flew” 8 times and informed his father last winter that they were coming to Oshkosh in 2017 for the B-25. Scott’s brother and son Eric manned the computers. Lyn described one mission where the crew “flew” to the bombsite, released, then on their “return” were informed that their right engine was on fire. Upon arrival Lyn in his “tower” role noted the “smoke” and asked the “captain” if they wanted to declare an emergency landing, to which she replied “Nah, we got this.” Lyn continued with photos of the B-52/B-1/B-2 group flyovers (representing the total US bomber fleet!), the Blue Angels, and the night air shows.

John Evens showed photos of and from Compass Hill, north of Pioneer Field and the EAA Museum. He also showed photos from the group flight led by Stan in his Series 4 Kitfox with two more Kitfoxes, John’s Thorp T-18, Mike Duggan’s Rans S-19 and Herrill Davenport’s Nugget. His photos from AirVenture included a pair of electric-powered, 8-prop, 2 passenger drone-format aircraft, and Kyle Franklin’s acrobatic flight of a Kitfox Series 7 “Speedster” model, on the 25th anniversary of his father Jimmy Franklin’s similar flight of a Kitfox Series 4.

Val Gregory showed photos from AirVenture and Camp Scholler, the Runway 5k, and her favorite military plane, the B-52 parked in Boeing Square. She grew up under the north approach/departure routes from Carswell AFB, which was a big bomber depot in the 60s and 70s. B-52s regularly flew over her family’s backyard at about 500’ AGL, sometimes chased down the backyard by the family’s little poodle.

Jim Reading, who joined the chapter in March, talked about his first trip to Oshkosh for this year’s AirVenture. He put his name on a rideshare list and got a ride from Rick Craddock, a Bonanza pilot from Front Range. A week before leaving Colorado, he delivered his gear to the hangar and practiced mass arrival formation flying with Rick as part of B2OSH. Jim tent camped under the Bonanza wing, and learned that you lose weight at AirVenture due to all the miles walked each day! The B2OSH massed arrival included 116 aircraft!

Cliff Hasenbalg showed photos of the Bleriot in the Vintage area and lots of photos of rib building at KidVenture. He, Bob Kendall, and Jeff Jones. There were lots of kids building ribs! Cliff also had some of the best night air show pictures (mad photog skills!) Also ultralights, Blue Angels, the bomber flights. And last of all, amazing 90 second exposures of the aerobatic flights during the Saturday night air show.

Jeff Jones and Scott Serani showed off the bikes they picked up at a thrift shop in Oshkosh (for which Cliff Hasenbalg created a security system). Scott hauled them back to Colorado.

Richard Kay is vice president of Chapter 1524 in Albany, Oregon, and flies a 1978 Piper Tomahawk named Tweety Hawk. He showed photos from his 3-day flight to AirVenture, including weather issues in South Dakota. He was parked in row 632 in the North 40, close to the Blue Angels and the second B-52's parking area. After AirVenture, he went over the Chicago shoreline and on to Kitty Hawk, North Carolina with two more Tomahawks. Then he went to the Tuskegee Alabama training facility - hangars and tower are still there. He flew over Lake Pontchartrain north of New Orleans, Louisiana. In east Texas he was dealing with bad weather when his alternator went out, so he landed at the Angelina County Airport in Lufkin. The FBO called in a mechanic, who quickly determined that the Tomahawk's alternator was not only out, but the wrong part number. The mechanic called a shop in Dallas, who shipped the new alternator in time to install it by 10am the next morning, and Richard was back in the air by noon. The next stop was Albuquerque, home of the Museum of Radiology. Richard is a retired radiologist, and has supported the museum by donating equipment. Richard departed Albuquerque from the 13,793' long 08 runway at Albuquerque International Sunport - of which he used about a third! He flew over Meteor Crater on the way to Havasu, which was at 114°F when he landed (air density? What air density? - Pub.) At his overnight stop in Palm Springs it was 109°F. The following day he flew over Los Angeles and spent the night in Paradise, CA (with previous permission to land at Paradise Skypark Airport). Paradise Skypark has a 3000' runway, so Richard landed uphill on runway 35. Heading for home, he dealt with forest fire smoke in Oregon. Trip Stats: 23 days, 78+ hours tach time, 5.4-6.3 gph. Read more and see the pictures at tomahawkcrosscountryflight.blog (scroll down to the very bottom to start at the beginning of the trip!)

Herrill Davenport showed pictures of his flight to Oshkosh, including a stop at Le Mars, Iowa, the self-proclaimed "Ice Cream Capital of the World". His BD-2 Nugget, built in 1967, earned him a spot in the Vintage Special area. Herrill also worked with the rib builders and had many photos of the other volunteers.

The Warm Before the Storm

Walking the Inaugural 5K Run for the Angels at RMMA, October 7
Val Gregory

We were blessed with a gorgeous day for this event, especially in light of the weather as I document it! Temps in the 50s and 60s during the run meant most folks could shed warmer gear and run, jog, or walk comfortably. Representing Chapter 43 were Karl Sutterfield, Ricky Domenico and myself (if you were there and I missed you, my apologies!)

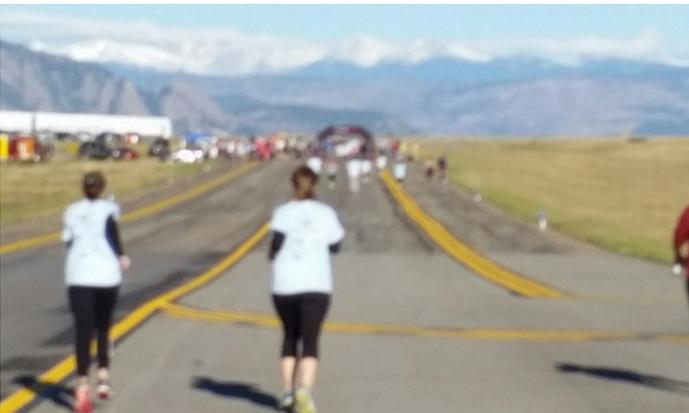
The organizers did a pretty good job! Warm drinks and snacks were available at cost from a food truck; water, bananas, and snacks were free. Registration/race package pickup at the event was quick and easy. Although I didn't see anyone using it (probably because the weather was so nice), a popup for covered stretching/yoga was available.



After opening remarks by the head of Angel Flight West, we were ready to start the run! The course utilized runway 12R/30L and its taxiway to the south (crossing runway 2/20 was also closed), but 12L/30R remained open and planes were landing and taking off during the whole event.



And we were off! I'm a race walker, so I left the other walkers behind and paced with the joggers. Race walking is a specific form of long distance walking in which one foot must always remain on the ground while moving along as fast as possible, and the forward leg must be straight from contact of the forward foot until the body is over that foot - there's even an Olympic event for it! While competition at the Olympic level is moving along at under a 7 minute mile, I'm doing good to maintain a 13 minute mile - but that's enough to keep up with joggers, so I'm happy!



Before long the finish line was in sight! Karl followed me through the timers about 10 minutes later, not bad for recuperating from knee surgery! Ricky and his friends crossed the line after a more leisurely walk in about another 10 minutes. At the end of the race the organizers awarded medals to the top finishers in all age brackets, and held a raffle with prizes from Oskar Blues (under-21 appropriate gift baskets), dining certificates for Del Frisco's, and the grand prize, a Rocky Mountain overflight provided by an Angel Flight West pilot.

As noted in the previous edition of the Newsletter, the Run for the Angels benefits Angel Flight West, "an organization that delivers health and hope using donated flights to serve those with healthcare or other compelling human needs." No, not transporting emergency cases, but providing transportation for specialized medical treatment that a patient might not be able to find a reasonable distance from their home. The organizers during their opening remarks before the race told us of a chemo patient from Wyoming being treated in Denver - Angel Flight West made it possible for her to keep up with her job and family by shortening the travel time required to get to her chemo treatments. Volunteer pilots are always welcome, as are volunteers to drive patients from the airport to the medical facility. Hope to see more of you there next year!



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:

_____ Spouse:	Home Phone: _____ - _____ - _____
_____ Street:	_____
_____	Cell Phone: _____ - _____ - _____

City, State, and Zip:

HOW WOULD YOU LIKE TO BE INVOLVED IN THE CHAPTER?

Participate in Young Eagles functions, either as pilot or volunteer?	Pilot	Yes ___ No ___
	Ground Crew	Yes ___ No ___
Arrange, Or Be, The Program For One Of Our Meetings? -----		Yes ___ No ___
Host A Chapter Meeting At Your Project? -----		Yes ___ No ___
Run for a Chapter Officer Post? -----		Yes ___ No ___
Interested in attending hands-on workshops (under consideration)		Yes ___ No ___

AIRCRAFT INFORMATION:

Note: Status: ----Built, Building, Restoring, Considering, etc.

<u>Make, Model</u>	<u>Status</u>	<u>Based At</u>
_____	_____	_____
_____	_____	_____

To keep costs down the monthly newsletter is delivered via E-Mail. We also send out periodic news items by e-mail.

2017 Chapter Officers

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

Board of Directors

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

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

Volunteer Officers

Technical Counselor	Jim Sutton	303-598-4205
Technical Counselor	John Reuterskiold	303-881-3517
Technical Counselor	Bill Truax	303-249-2578
Technical Counselor	Phil Brown (fabric, wood & tube)	303-506-3886
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	John Reuterskiold	303-881-3517
Web Master	Steve Paschke	303-451-8490
Safety Officer	Stephanie Wells	303-503-0147
Refreshments	John & Roxie Juul	303-466-2600
Audio/Visual	Herrill Davenport	303-460-7789
Scholarship Chairman	Eric Serani	303-918-5446
Scholarship Fundraising	(Volunteer Needed)	

CFI's in Chapter 43

Richard Brown	303-558-0793
Mark Davis	303-425-4080
Joe Gilmore	720-318-5100
Jeff Hinkle	303-550-2291
Bill Mitchell	303-427-4025
Tom Shaw	303-275-0904
Mike Sutton	720-515-5269
Stephanie Wells	303-503-0147

Mile High EAA Chapter 43

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EAA Chapter 43
P.O. Box 1725
Broomfield, CO 80038-1725

First Class



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