



## *Mile High Flyer*

*The Official Newsletter of  
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*December, 2023*

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

Hello Everyone,

We have wonderful things happening in our Chapter! I'll try to briefly capture a few of the heavy-hitters here...

Andy McRae led a fantastic inaugural Builder's Club meeting this past November 15th! Thirteen people attended the Club session and brainstormed about a dozen great ideas for future Club topics and activities. We then ogled over a couple in-process projects in Kirk Brennan's warehouse. I'm convinced that, in addition to those brave and skilled souls tackling a build project, this Builder's Club will be extremely beneficial to non-builders as well, offering us a hands-on opportunity to learn how these magical machines of ours tick. After that meeting, I once again thought about the fact that the more I understand about aviation, the more I understand how little I understand about aviation... Please consider joining our next Builder's Club set for December 20th – you won't be sorry.

We will hold our annual Chapter Election during this month's Chapter Gathering on December 9th. I am excited to announce that several folks have volunteered to serve our Chapter including Andy McRae and Ayden Edgar stepping-up to run for the two open Vice President positions. There are still two open Board of Director positions so raise your hand if you are interested. Each Officer position has a Write-In option as well. Please try to attend our gathering to participate in the election or email your votes to Val Gregory if you can't make the meeting. (There's a ballot on page 12; print it, fill it out, snap a picture, and send it to [newsletter@eaa43.org](mailto:newsletter@eaa43.org) – Editor.)

As you've likely heard me mention, EAA HQ has distributed its Chapter Survey. Please complete that 3-minute survey before the end of the month ([Chapter 43 Survey](#)). I'd love to see our Chapter elevated back to "Gold" status. We need 25% of our members to participate in that survey in order to achieve that status. Right now...Granby's Chapter 1267 is the only Gold Chapter in Colorado. (Editor - there's a QR link to the survey in the November Meeting Minutes on page 21.)

December is also Chapter Membership Dues Renewal month. Please ask Michael Savino or any Board Member to check your membership status in our database. I know of one or two very active folks that have likely inadvertently let their Chapter/EAA membership expire. At the same time, you may also want to check on your EAA national member status.

Our Holiday Banquet is set for January 20th at the fantastic FlyteCo Tower (thank you Chuck Kubin!) Cost of the dinner will be \$49/person for Chapter members and their guests. Registration

will be opening soon. We'll open registration to non-Chapter members/guests around January 1st. We sure could use a volunteer or two to help with logistics...

As I mentioned last month, I'm moving forward with changing our Chapter Gathering format starting with our February meeting to the following:

6:00 - 6:10      Welcome New Members

6:10 – 6:45      Potluck Dinner & Social Time (bring a dish to pass or donate \$5 to cover food costs if you don't bring a dish or...don't eat and just socialize).

6:45 - 7:45      Guest Speaker including Q&A

7:45 - 8:30      Chapter Business

Lastly, my Tri-Pacer goes in for her Annual this weekend. Say a quick prayer for her and my wallet will you please??

Blue skies,

Jim

## ***Next Gathering - Saturday, December 9, 2023, 6 PM***

***@ the Mount Evans Room in the Terminal Building at RMMA (BJC)***

*Program by Joe Kuberka on Mountain Flying*

Joe is a retired Air Force Pilot and Academy Instructor for both Basic Airmanship and Mountain Flying. He has numerous advanced certifications and has developed a self flying guided mountain air tour allowing pilots to gain mountain flying experience while vacationing in the Rocky Mountains.

### **In this issue:**

- Title pic - if Santa DID use a cashiered bomber for his present drop, a B-17 would be perfect for the job, doncha think?
- This month's Chicken Wings is one of those things I've wondered about with bubble canopies, along with sitting on the wrong side of a magnifying lens with sunlight...
- There's a bonus No Name Column this month! In addition to the 3rd installment of Cliff Goldstein's quest to get his sailplane license, he's sharing the first flight of the Young Aviator's RV-14!
- Since I don't have a second set of eyes to review the newsletter, help find my boo-boos for cookies! Let me know at [newsletter@eaa43.org](mailto:newsletter@eaa43.org) and come to the next regular chapter meeting 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. You can email [newsletter@eaa43.org](mailto: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.

## Upcoming Events Calendar

### 2023-24 CHAPTER EVENTS

#### DECEMBER

- Sat 9 Chapter Meeting at the Mt. Evans room at BJC, 6PM. OFFICER AND BOD ELECTIONS  
 Tue 12 Chapter 43 VMC Club, 6PM, live and virtual, contact [andresmith76@outlook.com](mailto:andresmith76@outlook.com)  
 Wed 20 Chapter 43 Builder's Club, 6PM, live and virtual, contact [andy@andymcrae.com](mailto:andy@andymcrae.com)  
 Thu 28 Chapter 43 IMC Club, 6:30PM, live and virtual, contact [llearnsh@gmail.com](mailto:llearnsh@gmail.com). May be cancelled or rescheduled due to the Christmas/New Year's Day holiday.

#### JANUARY

- Sat 20 Annual Banquet at FlyteCo Tower, 6:30-9:30 PM. More info coming soon.  
 Tue 9 Chapter 43 VMC Club, 6PM, live and virtual, contact [andresmith76@outlook.com](mailto:andresmith76@outlook.com)  
 Wed 17 Chapter 43 Builder's Club, 6PM, live and virtual, contact [andy@andymcrae.com](mailto:andy@andymcrae.com)  
 Thu 25 Chapter 43 IMC Club, 6:30PM, live and virtual, contact [llearnsh@gmail.com](mailto:llearnsh@gmail.com)

### 2023-24 AREA EVENTS

#### DECEMBER

- Sat 9 Composite Aircraft Showcase, Exploration of Flight\*, 10 AM-2 PM  
<https://wingsmuseum.org/events/composite-aircraft-showcase/>  
 Mon 11 Chapter 648 Meeting, 7 PM, see <https://chapters.eaa.org/ea648> for location  
 Fri 15 Chapter 301 Meeting, 7 PM (6:30 social) <https://www.eaa301.org/newsletters>  
 Sun 17 Grand Opening of the Updated Wright Brothers Exhibit, WOTR\*, 12-2 PM  
<https://wingsmuseum.org/events/wright-flyer-grand-opening/>  
 Wed 20 Chapter 1627 Meeting, 6 PM, see <https://chapters.eaa.org/ea1627/about-us>  
 Sat 30 Jump Into the New Year Showcase, Exploration of Flight\*, 10 AM-2 PM  
<https://wingsmuseum.org/events/jump-into-the-new-year-showcase/>

#### JANUARY

- Sat 6 Breakfast Fly-In, Exploration of Flight\*, 9:30 AM-12:30 PM  
<https://wingsmuseum.org/events/breakfast-fly-in-jan/>  
 Mon 8 Chapter 648 Meeting, 7 PM, see <https://chapters.eaa.org/ea648> for location  
 Thu 18 Adult Night Out: Connecting with the Cosmos, WOTR\*, 7-9 PM  
<https://wingsmuseum.org/events/adult-night-out-cosmos/>  
 Fri 19 Chapter 301 Meeting, 7 PM (6:30 social) <https://www.eaa301.org/newsletters>  
 Wed 17 Chapter 1627 Meeting, 6 PM, see <https://chapters.eaa.org/ea1627/about-us>

\*Most events at Wings Over the Rockies Air & Space and Exploration of Flight require museum ticket pre-purchase. That's not a bad thing, it keeps the museums running!

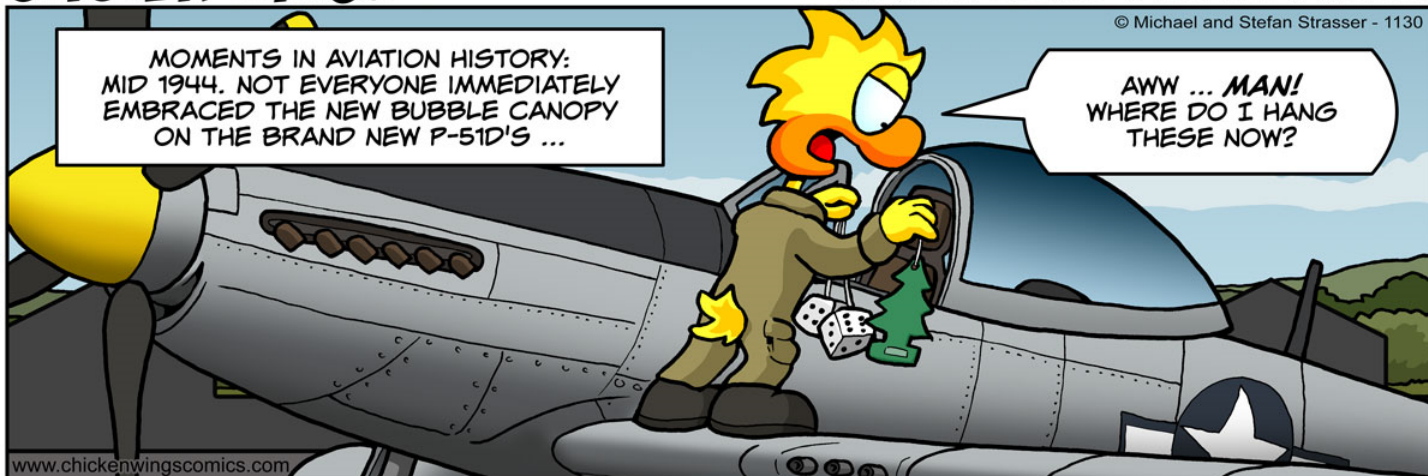
## CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER

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MOMENTS IN AVIATION HISTORY:  
 MID 1944. NOT EVERYONE IMMEDIATELY  
 EMBRACED THE NEW BUBBLE CANOPY  
 ON THE BRAND NEW P-51D'S ...

AWW ... MAN!  
 WHERE DO I HANG  
 THESE NOW?





I don't have anything for Young Eagles this month. But I need an Eagle mentor pilot for a 21 year old who is thinking about a career in aviation. I would like our chapter pilots who are Eagle pilots to contact me; I don't have a roster of Eagle pilots in our chapter. Happy Holidays!

Clifford Hasenbalg  
EAA Chapter 43 Young Eagles Coordinator  
303-359-2758 c

### Chapter Name Tags

Want an official chapter name tag? See Herrill Davenport. Payment to Herrill is requested before the tags are ordered - \$8.50 for a pin fastener or \$9.50 for a magnetic fastener. He'll have your name tag at the next meeting!



### Social Media Coordinator John Kellogg

John administers Chapter 43 accounts on Facebook, Instagram, and Twitter, but he needs content! Send Chapter announcements and project/flight/event pictures and stories to [johnkelloggflys@gmail.com](mailto:johnkelloggflys@gmail.com). Links to the Chapter Facebook and Twitter accounts have been added just under "Welcome to Chapter 43" on the Chapter's homepage at [www.eaa43.org](http://www.eaa43.org). If you select the Instagram logo in the same area, it will take you to [instagram.com](https://www.instagram.com/eaachapter43) where you can type in the handle @eaachapter43! If you use Facebook you can find the Chapter 43 accounts by searching for EAA Chapter 43 or @EAA43. If you use Twitter, search for @eaachapter43.

### From Membership Coordinator Mike Savino

December is membership renewal month; if you're not sure of your membership status, see me at the December meeting or email me at [ea43membership@eaa43.org](mailto:ea43membership@eaa43.org). You can renew at <https://chapters.eaa.org/ea43/join-or-renew> or bring a check made out to EAA Chapter 43 to the December meeting.

Periodically the chapter sends out emails from [ea43membership@eaa43.org](mailto:ea43membership@eaa43.org) to all members. To help prevent those emails from ending up in your spam folder, please add [ea43membership@eaa43.org](mailto:ea43membership@eaa43.org) to your email contact list. We can't control how e-mail is marked as spam. What we can do is add the contact and this will help.

### Scholarship

Scholars are busy trying to complete their high school exams and fly before it gets too windy. Finding a DPE (Designated Pilot Examiner) has been challenging; it's always best to call two months in advance as they are booked a month out at least. The 2024 scholarship application site closed on Nov 30, and interviews will take place in January for those seeking PPL scholarships or to attend Oshkosh's Camp Adventure.

Chapter 43 Scholarship Committee  
[mikesutton@gmail.com](mailto:mikesutton@gmail.com)  
[suttonjennym@gmail.com](mailto:suttonjennym@gmail.com)

### Elections Are Coming!

There are currently openings for 2 Directors/Alternate Directors. ALL Officers (President, VPs, Secretary, and Treasurer) are voted on annually, so if you have an interest in ANY office, contact one of the current officers or directors and let them know. Page 24 has them listed with (some) contact info. Can't make the December meeting? There's a ballot on page 12; print it, fill it out, snap a picture with your phone, and email it to Secretary Val Gregory at [newsletter@eaa43.org](mailto:newsletter@eaa43.org) no later than December 9 at 7:30pm, so we can finalize results during the meeting.

## Pilot Briefs

The following article was published in the Denver Post Aviation column on September 24, 2023.

### **Solutions to Leaded Fuel are Complicated**

Both Supply and Infrastructure Slow the Transition

By Brad Elliott and Cooper Anderson

An editorial earlier this summer (“Don’t let children near Colorado’s airports suffer the same fate as kids in Flint, Mich.” July 11, 2023) focused on an important issue, but grossly oversimplified the solution. The concern over the use of lead in aviation gas is understandable, and shared by the general aviation industry, which has been working diligently towards the development, production and distribution of an unleaded alternative that can be safely used in all aircraft.

But such a complex transition, with aviation safety at the center, cannot be done overnight.

The use of lead in aviation gas is a matter of safety. Low-lead aviation gas - known as 100LL avgas - is used in aircraft with piston engines, generally smaller, single engine aircraft because these high-compression engines require equally high-octane levels in their fuel to prevent detonation, which can result in catastrophic engine failure. This high-octane level has historically been attained by the addition of a lead-based additive.

Finding a safe alternative has proven to be an enormous technical challenge.

Lead-free formulas have been tested for decades, and only recently has there been some promising success. One company has produced a 94-octane unleaded fuel, which can safely be used in certain lower-compression piston engines, and just last fall the FAA finally granted preliminary approval for a 100-octane unleaded aviation gas formula, with final approval expected later this year.

However, this formula has not yet received the critical, industry standard ASTM (American Society for Testing and Materials) certification - without which no responsible airplane owner is able to use it.

As a result, to date no 100-octane aviation fuel has been refined, let alone distributed to any airports. But even as approvals are obtained and the distribution process started, it is not as simple as turning a valve.

Aviation gas accounts for roughly 1/3 of one percent (0.3%) of gasoline sold in the country, and it will take time for production to ramp up to meet demand.

Infrastructure is another limiting factor; leaded and unleaded aviation gasoline cannot be mixed in the same vessels. Therefore storage tanks and other fuel-handling equipment must be replaced at airports, FBOs and elsewhere.

Even with these improvements, distribution to the more than 5,000 public use airports in the country will take time.

Despite these challenges, Colorado’s aviation community has been pushing for Colorado to become one of the first states to make change happen.

Last October the EPA released a finding on lead air pollution that said “emissions from certain aircraft cause or contribute to lead pollution.” While we applaud the EPA for their finding, we note that the agency is several years behind the aviation industry in this matter.

A joint industry-FAA initiative called the Eliminate Aviation Gasoline Lead Emissions (EAGLE) coalition, has been championing a safe transition to unleaded aviation fuel for years.

But that replacement must be done thoughtfully, carefully, and prudently. In the meantime, it is not helpful to overstate the problem; for instance, aircraft are not “raining lead down on homes, schools, playgrounds, and businesses.”

And misleading studies commissioned by local entities with financial incentives to shut down a public airport are no substitute for hard empirical data.

General aviation in the state of Colorado generates more than \$50 billion annually, supports more than 35,000 jobs, and adds substantially to the quality of life, providing not only swift and convenient transportation, but vital services such as wildfire fighting, medical flights, and humanitarian relief.

Everything we do in aviation - from the regulations we follow, to the training and certifications we require, to the type of fuels we use - is centered on safety, and is usually born of lessons learned from a life lost.

As the aviation industry continues our transition to unleaded fuels, it is imperative that it be done in a manner that does not compromise aviation safety, but which benefits everyone.

*Brad Elliot is chairman of the board of directors for the Colorado Aviation Business Association. Cooper Anderson is president of the Colorado Airport Operators Association.*

In other news:



### Jefferson County Announces Departure of Airport Director

On Wednesday, Nov. 29, Jefferson County CFO Dr. Stephanie Corbo announced that Rocky Mountain Metropolitan Airport (RMMA) Director Paul Anslow will no longer serve as airport director, effective immediately.

"We are grateful for the work that Paul and his team have done to move the airport forward as a regional resource and are proud of the steps that RMMA has taken to expedite the airport's transition to unleaded fuel," Dr. Corbo said.

In the interim, Assistant Airport Directors Brandon Burns and Brian Bishop will continue to serve in their current capacity and report to Dr. Corbo.

"As we work to fill this vital role, we will continue to collaborate with the community and our regional partners," Dr. Corbo said. The county plans to quickly begin the recruitment process and we estimate that process will take approximately six months. There will be no significant changes in the day-to-day operations of the airport.

The regional airport, which was founded in 1960, is owned and operated as an enterprise fund by Jefferson County. The airport is run by a staff of approximately 25 Jeffco employees responsible for the administration, operation, and maintenance of the airfield.

For any questions related to this departure – please contact Jeffco Public Affairs Director, Cassie Pearce at [cpearce@jeffco.us](mailto:cpearce@jeffco.us). For routine airport affairs, please contact airport staff as usual.

**Rocky Mountain Metropolitan Airport**  
[www.flyrmma.com](http://www.flyrmma.com)



### Attention Aerobatic Pilots!

I recently received a phone call from a very nice and respectful elderly couple that lives in Hygiene - near your aerobatic practice area. They asked if I could please ask the aerobatic pilots to perform their low-level maneuvers within the practice area and not over their little town. Again - unlike some of the noise complainers we encounter - this couple could not have been kinder. They said that they understood the need to practice aerobatics but asked that we please not do low-level maneuvers over their town, outside the practice areas. Certainly not an unreasonable request. I've asked the president of the IAC to pass along a similar message. Thanks for the help folks - Jim Wood

# No Name Column by Cliff Goldstein

(Third article in a series of four)

## Check Ride

I think I spent two hours, or it seemed like that, learning the six errors of a magnetic compass. I was sure after all that study I probably would not be asked a single question...I mean, who the hell uses a magnetic compass in an aircraft, and it's not even on the minimum equipment list for the ASK21.

I'd heard stories about Elliot Crawford, my DAR for the check ride. Mostly fair, follows the standard test guide for gliders...to the letter. A Brit. And fair. Turns out, when I called Elliot, he reminded me. He was the guy that came by my office one day, and I'd made a gasket for his British Bulldog aircraft. His memory was a whole lot better than mine, but as soon as he said that, I knew exactly who he was. That didn't help matters; I still had this image of test guide, and fair. Oral test being weeks away, I did everything I could to pace myself and make the stuff stick.

I really stressed over the oral portion of the test. You could read this stuff, but if I hadn't seen it or could relate to what they were teaching, it just wasn't sticking. After about a week of pounding stuff in, I began to absorb stuff that wouldn't stick earlier. I'm not sure if it was the repetitiveness or the brain was finally turning on, but like the muscle memory working in the glider, the brain was doing the same thing. I'd read something I was unfamiliar with and I knew the subject, even though I may not have experienced it first hand.

On the day of the test, another student (Alex) had already passed and Elliot was doing a debriefing with him. It seemed to take forever. I kept looking at the clouds looming over the Divide and wondered what it would look like in 90 minutes or so, assuming I'd get that far.

Elliot was both warm and friendly. My entries in the IACRA form were, of course not correct and we had to fake some numbers on Solo, from my power pilot numbers. Plus my night hours were all messed up. He checked my ID etc. As I was cleaning things up, he took a walk through history looking at my old log book with Merlin Smith plastered over the first batch of pages, and the airports where I'd spent those beginning years.

We finally got down to business and Elliot was as described, direct and to the point, following the test standard and letting me know how things would proceed. What happened to that warm friendly guy. We finally got started on questions, and we hadn't gotten too far when he asked me the 6 errors of a magnetic compass. I told him I had to look them up as I could not regurgitate them from memory. He asked me a question regarding the compass. I gave him the answer and he moved on. I thought...2 hours of studying and that's it. We moved along quickly, and the review was more conversational rather than test-like. We reviewed a flight to Greeley and I discussed the weather. He asked about the airspace over Loveland Fort Collins (FNL) and I of course said D and that was of course wrong. I suspect he keeps that one in his pocket... you gotta get something wrong on a test. It's one of two class E airports with a control tower in the whole US... as my wife would say...Who knew. He asked an odd question regarding entering class B airspace, and thanks to Jeff, I had that, and he used this as a teaching moment regarding entering class C or D airspace and all that's required is that the tower acknowledge your call sign and you're free to enter. Not so in class B. Before it started it was over...I was happy it was over but realized it was an enjoyable experience, maybe because it was over but I was ready to fly.

When we got to the field, it was 50\50 whether we should go with a thunderstorm to the south heading away with some lightning. One of the requirements was a spot landing and the winds required a takeoff with a tail wind and a landing to the west. Two aspects I'd not had much experience with...I would have been much happier with winds from the north or east requiring a crosswind landing, something I've never minded. So I passed 'til the next day.

I was kicking myself for bailing, as this was my choice but when I got home, Jeff indicated it was a good call as storms moved in. Just as a side note, after my check ride Elliot agreed it a good choice as well.

The next day it was the same thing all over again...the weather wasn't ideal but winds were favorable so I was ready to go. I went through an extremely complete check list following each element in the POH ). Got Elliot strapped in. He said he'd hold the portable radio, but if I needed it, I'd have to make the call. He was serious.

Ok...strapped in, I gave our wing runner the thumbs up and with John Lewis in the tow plane we were off. No sooner had we broken ground I realized I'd left the window open. That noise was going to stay there 'til I was off tow. It wasn't going to take that long because at 500 feet, Elliot released the tow rope. That required some thought, should I make an abbreviated downwind pattern on 08 or land on 26? And to make matters worse I said that out loud. I took a look at the number 26 and turned inbound. Did a forward slip with spoilers and set her down nicely coming to stop by Mile-Hi. We ended up there only because of my unfamiliarity with how far down the runway to set her down. That made yesterday's choice in my mind correct. We talked briefly about the window and he said my ability to ignore the distraction was the correct solution to the problem. I thought that should take care of the required distraction on the flight. I'd created it on my own.

The second tow was a little less dramatic however, I'd decided a rope break at 200 feet would have put me at the L-shaped field as we started our initial roll by Mile-Hi. That would later come back in the form of a question from Elliot. Finally, boxing the wake. We were definitely in turbulent air and it took a bit longer to get to the correct location in the box. I caught a slight amount of wake on the right side, and commented out loud, but at completion that piece was over. Then...the dreaded slack line. Elliot set it up, and it was a big one; I waited to come in 'til I saw the rope moving in, I slid down just a couple of feet early, and had a slight secondary slack which I was able to deal with, without a jerk. I began to relax when John gave me a tail slap. Remembering Jeff's words, I checked the spoilers, and reported John, spoilers in.

Elliot indicated release at 8300 feet before we started. As I'd indicated we were having turbulence at 8000 and Elliot had asked John to use full power climb. Anyway, as we were approaching 8300 feet, John rocked his wings and I released the tow rope as required. I later found out from John, he was supposed to wing rock at 8000 but due to turbulence he held back. I think I said to Elliot, I believe we're about out of emergencies. He acknowledged. We went through min sink turns, a series of stalls, and finally 45 degree turns left and right at 55 knots ending up at a particular heading. Those arguably were fun.

The only thing left was the precision landing. I told Elliot we had altitude to lose, and he took the controls and showed me a maneuver for getting down rolling the aircraft into a 45 degree turn and letting go of the controls.

The landing was steep as usual with a good roll out. It was like my brain fell asleep, as the shack was coming up fast. I got on the brakes and stopped at our parking space, well within the spot landing distance.

When I got out of our craft, my leg was shaking a bit. Oh, I knew I'd completed all the elements successfully, it was just all the nerves unwinding at the same time. Elliot asked me a few other questions, but, we were effectively done. We did a debriefing regarding the stalls could have been a bit more complete. We talked about the decision to land 26 on the first flight, and he indicated, why complicate matters, there was a perfectly good runway off the nose. He asked me about my out-loud comment regarding an abbreviated pattern to runway 8. I told him, I'd considered it but knew I had the ability to get down without any trouble so took the easy choice. He indicated the easy choice is usually the correct choice.

Concluded in January!



## The Unnamed Column - Cliff Goldstein

### FLY IT LIKE YOU STOLE IT

Sorry for not keeping up the last couple of months but projects, work and happy to say, travel have simply got in the way. (Editor - No worries, Cliff, still working on your 4-part sailplane license article.)

N914YA took to the air for the first time on December 1<sup>st</sup>, at about 11:30 AM.

Most of us will never have the opportunity or privilege to take First Flight in an untested aircraft and engine combination. On Friday, Jeff Jones, Scott Serani, and I pulled 4YA of the hanger for its first test flight. Over the past couple of days, we'd corrected a shimmy steering problem and while the brakes were not perfect, the aircraft was stopping straight after its final taxi run. The steps leading up to first flight included procedures, flight time, monitoring of engine parameters, setting hard and fast limits regarding the engine temperatures, performance of the craft, and finally the condition of the pilot. I recall, well wait a minute, how did we get here.

Dave Shenk purchased Vans RV14A kit number 140021 several years past. He would be the 3<sup>rd</sup> owner. Dave had a friend help to complete some of the fuselage leading up to the expensive stuff like avionics and engine. The work was good to excellent and since the kit now laid idle for several years, Dave decided to sell it to the 3 of us to finish. A deal was struck and along with the Buckshot, a Dean Cochran solo seat aircraft, in pieces, we took 140021 back to Erie for what hopefully would be its final stop.

The idea was to have as many work sessions as possible with Young Aviators helping in the build. The Kids became a focal point as work sessions were established and assembly began. Scott and Jeff set up basic rules where younger members worked on assembly of the Buckshot and older ones worked on the 14. Jeff and Scott deserve 100 percent of the credit for putting these work sessions together taking many hours prior to the session for each hour the YA'ers worked on the bird. I saw parents getting involved with their sons and daughters in the process of moving things along. It was great fun with the kids. Dale and Carol Serani were always there to help in the build and take photos of the kids' build progress on both aircraft. The electronics and wiring were completely managed by Jeff and with a crew of YA'ers the harness was laid out and eventually went to Jeff's basement for final assembly. The Buckshot was more inventive as an entire tail section had to be constructed from foam and glass, where the 14 was more about following each build step precisely. I think the kids enjoyed pounding rivets into the wings the most. I thought the landing gear would never find a proper home...but they did finally seat into place.

As the build got closer to the end, it was work that was done without the YA'ers. Jeff focused on getting literally hundreds of wires terminated in the correct plugs, and Scott managing the mechanics with Dale and myself as his helpers.

I've never seen an engine go on the mounts quicker but between Scott, Dale and myself, we'd done enough on my plane, and Jeff's that this was a breeze.

Wing assembly day was one of the smoothest operations with wings practically jumping into place.

90% done, 50% to go, it seemed like each final step was one forward and two back but with diligence she began to take her final shape. There are so many fine details I could go on forever. I finally pulled

the trigger and had Dan from the FAA come out to inspect for the Airworthiness Certificate. Dan walked around and could see the quality of the build, the care in running wires and lines across the engine, and the clean rivet lines, and with little discussion began creating the sacred Certificate every builder covets. Given operating instructions for Phase One...we were off.

Final assembly was installing many inspection panels which also serve as structure for the build. We'd already run the engine so it was just a couple of steps away from flight.

Oh yes where was I... FLY IT LIKE YOU STOLE IT. Before leaving the hanger I went over my route and exactly what I was going to do on the flight. Runway 34 with calm winds today. Takeoff with a climb of 1.4xVs or about 85 to 90 knots, with a quick 30 degree turn to the right, climb to 5500 feet and then begin a shallow turn to left. Throttle firewalled and engine turning close to max 2700 RPM. Climb to 6500 feet with a slow retard on prop to 2500 RPM and begin a 1 hour circle around EIK watching oil temps, and cylinder head temperatures.

When I pushed the throttle in to the wall, she simply screamed down the runway, and when reaching 65 knots, I nudged the stick back and she leaped into the air climbing like a bat out of hell. I stayed focused on the numbers as my marks were coming up quickly. At 6500 feet I slowly pulled the prop back to 2500 RPM's.

The feeling of the air under the wings is simply unimaginable, like the first time you solo in a Cessna 172 and you're all alone with your craft climbing faster than ever before because the aircraft had never been that light. 4YA was performing flawlessly as I was quickly coming up on Jeffco's airspace. The CHT's were climbing in excess of 400F which required more fuel 'til I found the mark that would allow the engine to break in quickly. A new engine is flown this way to seat the rings as quickly as possible without scouring the cylinder walls. Hence, FLY IT LIKE YOU STOLE IT. Just imagine flying the pattern at EIK at 150 knots for an hour. On the second loop, I gave Jeffco a call and let them know what I was doing in case I slipped into their airspace. Frequent calls to the ground with engine readings as the hour began to march along. All too quickly my hour in the sky was coming to an end, it was time to set up for her first landing. This would be a no flap. Jeff and I had discussed an approach speed which worked well and as I approached and knew I had the runway made, I closed the throttle and waited for her to settle back to earth. It seemed to take forever as the runway was going by very quickly, but her legs touched down and we coasted straight down the runway till her nose wheel settled and with light braking action and a mile behind me we turned off the runway.

It's hard to describe the feelings one has on a First Flight, but it never goes away and is never less exciting even on the second.

No one builds an airplane alone; many people are involved and you have to have trust that they will complete each step as though you were completing it. It's a little sad that everyone couldn't join you on that first flight.

I hope all the YA'ers will have an opportunity to fly 4YA after she gets out of Phase One. For me, I want to thank Scott and Jeff for the privilege of being the first to fly her. Thank You!

## Road Trips in the Works - Chuck Kubin

One of the coolest aspects of doing the coolest thing you can do, flying, is going to cool places and doing cool stuff.

Just call me Captain Roadtrip. If flying in is an option, I'll check into it and provide details. Here's some ideas I'm working on:

\*Visit to Wings Over the Rockies — I have an "in" as a docent, so I'll try to get us a more detailed and longer tour than usual, plus a "behind the curtain" look at the restorations area. Hoping for some discussion about acquisitions and the actual work to meet museum vs. airworthy standards. Recent highlights: the second stage of a ULA rocket, the "Baby BOOM" 2/3 mockup of the next-generation supersonic transport, and a 1926 Eaglerock. A long shot, but since Harrison Ford is a huge backer, maybe we could do a Facebook interview with him from the museum theater. And Lowry Beer Garden and an ice cream stand in a rocket is right next door.

\*Visit BOOM — One of about 158 aerospace companies associated with KAPA, this is the company developing aircraft capable of traveling over land without blowing out your picture windows as we will hear a thump instead of a sonic BOOM. Planes are built in Alabama, so we'll be talking to developers about concepts and production.

\*Visit the towers at KAPA and/or KBJC — Over years I did both, and back then they toured small handfuls of visitors or a still relatively small group divided into shifts.

\*Flight for Life — All the details are pending what we can get, but the concept is to see the birds up close and talk to the pilots, planners and responders.

\*National Museum of WWII Aviation/Westpac Restoration — Smallish, intimate museum has 28 FLYING aircraft on display and 10 more in restoration, including B-25 "In the Mood," the only flying P-47, Dauntless dive bomber, one of six remaining F7-F Tigercats, P-38... Westpac, right next door, gets you right into the thick of the work. Located on the northern tip of KCOS.

\*Pueblo Weisbrod Aircraft Museum — WOW! Where to start! Nationally famous, dedicated to the B-24, but it doesn't have a B-24 (12 B-17s and -24s are rumored to be buried near Pueblo). It does have a small museum, two huge hangars and a big outdoors display with the B-29 "Peaches," a B-47, B-17, A-26, C-45, MiG 15 and -17, F-80, T-33, F-80, F-104, F-86, and even the Sikorsky Seabat 'copter that fished Alan Shepherd and Friendship 7 out of the drink in 1961. Located on KPUB.

\*Denver Air Route Traffic Control Center (ZDV), Longmont. See what it takes to coordinate a region's worth of air traffic.

\*Oshkosh, Neb.— sweet roll/donut humanitarian rescue mission. Repeating a favorite.

\*Space Command satellite operations — My aviation merit badge wingman was recently promoted from satellite driver to satellite driver supervisor at a Space Command detachment at Peterson AFB. He briefly mentioned a control room visit once, so I'll look into it. No, you don't get to see the classified stuff...even if you could tell what it is.

\*USAF Academy — Visitor center is free and the famous chapel (NOT built from spare airplane parts, as rumored) is open daily. The trip can continue into CS to get either the best barbecue or German food in Colorado. Or maybe one of three distilleries or several breweries.

\*Back to FlyteCo — In the wake of our 5-star rated banquet, several members are interested in going back as a group for some social time.

So that should keep us busy for awhile. Hit me at [dreamwoodck@yahoo.com](mailto:dreamwoodck@yahoo.com) with your ideas, and if you want to register high interest in any of what's here. I'll turn up the heat on what seems the most popular and from here I'll get with Jim and the VPs to target some dates.

## EAA Chapter 43 2023 Ballot

## President (choose 1)

Jim Wood

Write In

## Vice President (choose 2)

Andy McRae

Ayden Edgar

Write In

## Secretary (choose 1)

Val Gregory

Write In

## Treasurer (choose 1)

Will Heltzel

Write In

## Board of Directors - for 2024 only (choose 1)

Ricky Domenico

Stan Specht

Other Director Positions (2 **A**lternates and 1 **D**irector)


— Chuck Kubin

—

—

Write In

*Want Ads & articles for publication may be sent to the editor -  
[newsletter@eaa43.org](mailto:newsletter@eaa43.org)*



"Precision. Artistry. Technique.  
A perfect weld every time."

John Sell  
Owner

e: [John@apexweldfab.com](mailto:John@apexweldfab.com)  
t: 720.369.6888  
3000 Airport Drive #306  
Erie, Colorado 80516

NOTES:

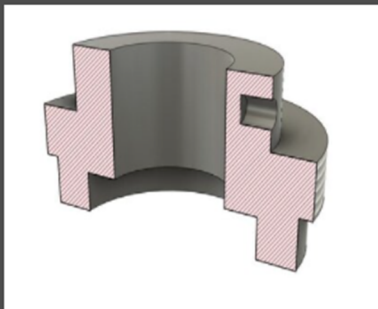
[www.apexweldfab.com](http://www.apexweldfab.com)  
[facebook.com/apexweldfab](https://facebook.com/apexweldfab)

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

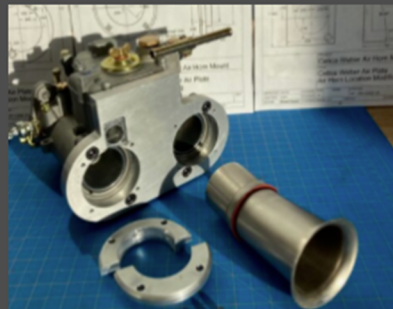


A small machine shop using a manual mill, lathe and surface grinder to offer custom machined parts to the advanced hobbyist or individual seeking support in product development or parts no longer available from a manufacturer. Shop rate is \$55 per hour, typically less than half what most shops charge. Specializing in very small quantities of parts, tools, etc. Turnaround time is one day to a couple of weeks, depending on the needs of the customer. Hansen Precision is your answer.

Contact Rich Hansen at [rlhansen@hansenprecision.net](mailto:rlhansen@hansenprecision.net) or 720-984-9293



Design



Prototype Development



Precision Parts



Freedom Avionics is located in Broomfield, Colorado at the Rocky Mountain Metro Airport (KBJC). Our roots go back 30 years! Let us impress you with our high quality of service and support for all of your avionics needs. Whether it be new digital glass or old legacy avionics, count on us to find solutions for you. We are certified dealers for every major brand and have been awarded by Garmin as being in the top 1/3 of all dealers in the world!

Services include: FAA-approved Part 145 Repair Station (Testing, Repairs, New Installs) IFR & VFR Certifications, Providing bi-annual transponder and static system certifications under FAR 91.411 and 91.413, usually in under 4 hours!  
(Is your aircraft up to date?)

Custom Panel Design and Fabrications

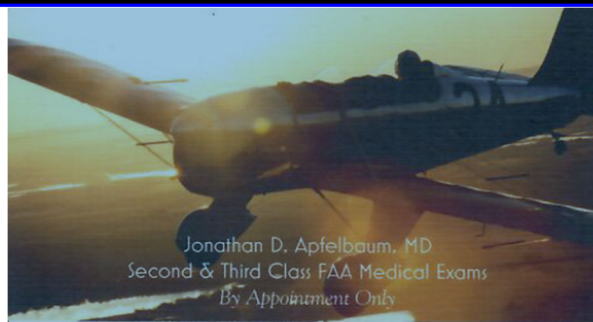
Located at 11905 Corporate Way, 303-469-5633, <https://freedomavionics.com/>

### Chuck Grow Flight Instruction

Basic Instruction, Check Rides, Bi-Annals  
Contact Chuck at 719-640-2905



No, not that Chuck!



Jonathan D. Apfelbaum, MD  
Aviation Medical Examiner  
.....  
Cell: 801-913-1211  
[jonathan.apfelbaum@gmail.com](mailto:jonathan.apfelbaum@gmail.com)

Second & Third Class FAA Medical Exams  
Vector Air FBO @ KEIK Erie Municipal Airport, Colorado

**Anthony Dela Fuente**  
President

-  Cell: 406-868-2975
-  [www.dcifoundation.com](http://www.dcifoundation.com)
-  [anthony@dentalcareinternational.com](mailto:anthony@dentalcareinternational.com)
-  Coram, New York



Scan to donate and make a difference



Together, we can create healthier smiles

Recommended by Roxie Juul

## Fisher Flying Products Horizon1 Kit For Sale

Almost ready to cover; includes the following:

- Continental A-80 Engine
- 2 Wing Tanks and 1 Header Tank (all pressure tested)
- Fiberglass Cowl
- Tachometer
- Oil temperature gauge
- Vertical Speed Indicator
- Air Speed Indicator
- Cylinder head temperature (CHT) with 4 station switch
- Matco brakes

Asking \$10,000 or best serious offer

Contact Greg Hall at [horizongreg@yahoo.com](mailto:horizongreg@yahoo.com) or 303-726-9109



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



## For Sale - RV14A

This is a rare opportunity to become part of the build team on an RV14 Kit.

Tri County Aviators LLC is in the process of building an RV-14A. We are the 3rd owners of this kit. The kit arrived with quick build wings completely open, the fuselage 40% complete, and with all flying surfaces complete.

We are a team of experienced builders, this being the 6th aircraft to pass through our hands. This is also the 3rd RV-14A that we've worked on. As builders, we have meticulously gone through every rivet on the aircraft to ensure the quality of the work from predecessors. As builders, our standards required us to ensure that every bolt was torqued properly and every seam near perfection. We started this project by going to the front of the build manual and ensuring each step had been completed per the plans, including any service bulletins that have occurred since the start of this project.

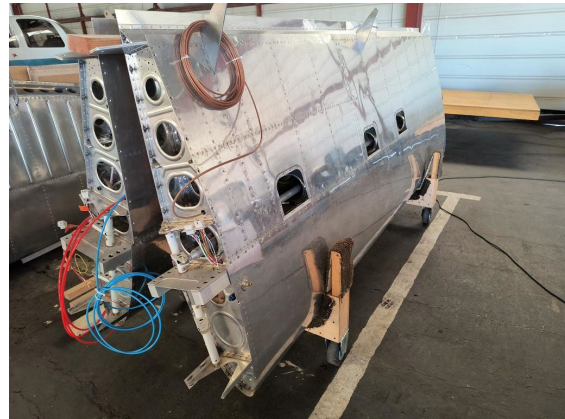
Our IO-390 Thunderbolt engine with P-Mags will be arriving shortly, so we'll have most of the components in house to move the project along.

Our team expects to fly off the hours when the aircraft is complete.

Coming into the project now allows a buyer to become a member of our team and become intimate with the aircraft, having a complete understanding of the build process. You would also understand all the systems involved in the RV-14.

The panel will be an all-GARMIN suite with dual G3X touch screens. GTN650 Navigator, autopilot, with auto trim. And a backup G5 to insure safe IFR operation of this aircraft. The aircraft is being built at KEIK and available for viewing upon request.

Please feel free to contact Cliff Goldstein for further information at 720-280-2916.





From: **MOONEY SPACE** <[lindaeljays@gmail.com](mailto:lindaeljays@gmail.com)>

Subject: RV 9A Kit and Caboodle for sale!

It pains me greatly to post this, but... life sometimes forces us to chart a new course. I am running out of time to finish my projects and I'm sure someone would love to jump on this one. I have assembled the core elements of a lovely flying machine and am offering it at replacement cost. The deal here is not the cost advantage, but the time advantage. I really would like to recoup my expenses if possible. The purchaser has the benefits of an advanced project with no wait line for pieces. I have the following for sale. (Prices edited 12-24-22)

Quickbuild fuselage -\$23,000

Mostly complete wings, -\$12,900

Empennage assembled - \$2,400

Finishing kit - \$11,750

IO-360 Superior (Brand New, and preserved) - \$34,300.00

Catto 3 Blade Prop (Red tips, White, and Nickel plated, with carbon fiber spinner, extensions - \$5800.00

I would be happy to send more detail if someone is genuinely interested.

I have some avionics that I could sell also. I was planning for 2 G3X touch, with an autopilot, 507, a GTN 650xi, GNC 255, 245BT Audio panel, and a G5. These are available right now, if you think you will need them before I do in my RV10 project. The way my time is going it is possible. These avionics have all the install kits and I have someone who could help with harnesses if needed.

2- G3X Touch - GDU™ 460, 10.6" Display \$4,495.00 ea

System LRU Kit with GSU 25C, GMU 11, GTP 59 and Configuration Module \$1,695.00

GSU25 C/D Connector Kit (1 required for each GSU 25 C/D) \$95.00

GMU 11 Installation Kit (1 required for each standard LRU kit) \$55.00

GDU 460/465 Installation Kit (1 required for each display of this type) \$77.00

DU 450/455 Installation Kit (1 required for each display of this type) \$77.00

G3X Sensor Kit, 6 Cylinder Lyc/Cont \$1,349.00

G5 Unit Only \$1420.00

G5 Installation Kit \$105.00

G5 Battery Pack \$235.00

Kit, GAD 13, GTP 59, Connection Kit \$495.00

GTN™ 650Xi 4.9" IFR GPS Navigator, VHF Navigator and Comm Radio \$12,200.00

GFC™ 507 Digital Autopilot \$1159.00

GMC 507 Install Rack (Optional) \$40.00

GMC 507 Connector Kit \$50.00

GSA 28 Servo (1 per axis, roll only, roll + pitch, or roll + pitch + yaw damper) \$845.00

3 -GSA 28 Servo Connector Kit (1 per servo) \$55.00 ea

GSA 28 Servo Installation Kit, RV-7/8/10 Roll \$105.00

GSA 28 Servo Installation Kit, RV-10 Pitch \$105.00

GSA 28 Servo Installation Kit, RV-10 Yaw \$560.00

GNC 255A Standard (Comm, Nav, 8.33 kHz spacing, 10 watt power)

GMA™ 245 BLUETOOTH Audio Panel with Installation Kit and Pilot's Guide

GTX™ 45R Remote Mount Transponder ADS-B In/Out Transponder

GSB 15, Vertical Connector (Back of Unit), Standard

GAD 27 Interface Adapter

GAD 27 Connector Kit

GAD 29 Interface Adapter

GAD 29 Connector Kit

GAP 26 Heated/Regulated

***But wait, there's more!***

New Lightspeed Zulu 3 \$600

Bose ProFlight 2 headset with Bluetooth Dual Plug \$650

DC PRO-X2 Hybrid ANR Headset w/ Bluetooth \$800

David Clark Pro X Bluetooth, Bose QC3's \$300

David Clark H10-13X ENC Headset \$300

DC Pro X 1st gen \$300

David Clark DC PRO-X2 Hybrid Electronic Noise-Cancelling Aviation Headset \$400

QT Halo (in ear) Headset \$250

BOSE A20 BLUETOOTH DUAL PLUG \$700

UFly Harmony pro bundle \$200

Clarity aloft headset \$400

Bose Aviation X Headset \$300

DC One-X Excellent Condition (with Bluetooth) \$700

I'm out of time :O , please email for the rest of the prices. All of the parts have been lovingly kept in a climate-controlled shop and are in excellent condition. I would really like to sell this as a complete kit if possible. Looking forward to meeting the new owner!

# Garmin GPSMap 496



Includes the following: AirGizmo Mount; Yoke Mount; Power Cable; Stub Antenna; GPS antenna with cable; XM Radio antenna; Owner's Manual; Pilot Quick Reference Guide. Owned since new.

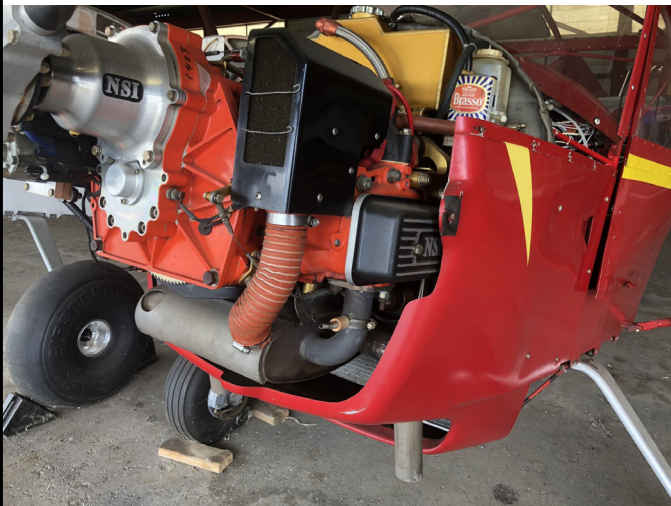
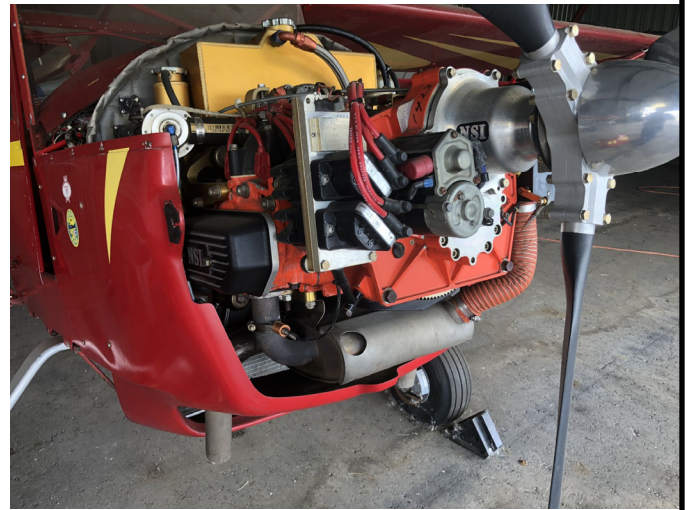


303pilot@gmail.com or call 303-604-0746

**\$500**

## For Sale

Subaru NSI firewall forward for Kitfox Model IV. EA81 engine (98hp) with reduction drive, 3 blade ground adjustable prop (and electric in-flight 3 blade (NSI??) of unknown condition). Engine has 400 hours. Will sell for \$3500. Call Lynn @ (720) 289-5378 or email [LVBDesign@msn.com](mailto:LVBDesign@msn.com). I haven't removed it yet but I'm very close to that. Installing a Rotax 912.



## MILE HIGH EAA Chapter 43 Minutes

October 14, 2023

President Jim Wood opened tonight's gathering at 6:02 PM. Before the program, he asked us to discuss the following question with our neighbors for 5 minutes: Who was the most impactful person who drove you to aviation?

Speakers and programs, VP Larry Earnshaw Coordinator:

November 11th – Greg Boom, Aircraft Maintenance

December 9th - Joe Kuberka, Mountain Flying

January 20th – Chapter Banquet, FlyteCo Tower (3 potential speakers, none confirmed)

February 10th – Steve Paschke, Build Deep-Dive

### TONIGHT'S PROGRAM – Greg Boom

Greg is the owner of Rocky Mountain Flight School and Boom Aviation, where they help us fix planes quickly!

Tonight's Topic - Unleaded fuels. 100LL is approved for most planes (STCs are available), though some can use automotive fuels (mogas). 100LL has no detonation issues, so it's safe. Originally the FAA had mandated 2017 as the year to get rid of leaded fuels, that's been moved out to 2030. 100UL is in development as is 94UL (100LL with the lead removed). But many aircraft in the fleet need 100 octane if their engine compression is greater than 8/1. 94UL is okay, but only for low-performing engines. RMMA is working 94UL more as a sop to lead complainers. There are lots of potential issues with UL fuels and airplane fuel bladder, sealants, seals, gaskets, valves, etc. and aircraft owners need to err on the side of safety. So that's what Greg has been talking about to the airport and FAA. 94UL is \$.50-1.00 more expensive due to shipping costs, though the price may be subsidized. Jeff Holdridge asked about fuel color - 100LL is blue and 94UL is clear/yellowish. This helps to prevent mixing or getting the wrong fuel.

GAMI (General Aviation Modifications, Inc.) has done research on 100UL formula as well as use in engines. 100LL is formulated according to milspec (actually, ASTM D910-11 is the current spec - Editor) and there are only 2 sources of the fuel, one in Texas and the other in Salt Lake. 100UL does not have an ASTM specification for general use, only for use in testing. There are no dedicated refineries for 100UL. Those issues need to be addressed, as well as a fleet of dedicated delivery trucks, storage tanks, and fueling trucks. 100UL can be safely mixed with 100LL, but 94UL can't. The FAA does have an STC for 100UL. So to use 100UL certified aircraft owners need to get the STC at a cost of ~\$1 per engine HP. RMMA is trying to get FAA funding to subsidize or pay for STCs, has already gotten help to purchase a new fuel truck, and is applying for help with storage tanks.

#### Questions

Jim Wood asked if GAMI testing is producing good results - Yes, no real issues. That includes high performance/boosted/turbo engines. If 100UL were available today at an equivalent price, Greg would switch his flight school fleet over, just to get Rock Creek/Superior off our backs.

Lynn Briggs asked why the FAA didn't just approve 100UL as equivalent to 100LL? They wanted to avoid liability.

Kirk Brennan asked how much 100LL RMMA consumes? Greg didn't know, but based on flight school use, ~21,500 gallons per month. (Editor - this aligns with the proposed 94UL tank size of 22,000 gallons.)

Cliff Hasenbalg asked about Swift 100R fuels? They still have a ways to go. But it doesn't make sense to have multiple fuel STCs on the planes, along with all the paperwork and placarding changes.

Any other questions on aircraft operating systems? Greg has a free system class monthly on various systems.

Jim Wood asked about lean to peak adjustments. On carbureted engines, lean for higher altitude, rich for lower. On fuel injected engines, set according to fuel flow. Lean to peak works well on some engines and not as well on others, but fuel mileage can be greatly improved. Just need to be at a lower power setting and monitor temperatures. But it's not for every plane or engine. It is better for fuel injected engines, but you don't want the engine to get too hot. Lynn Briggs noted that his Archer POH said the best fuel economy was at peak, though he did use lower power. Can anything be done for engines that don't run well at lean to peak? If carbureted, not much you can do, though there are tweaks to keep cylinders balanced. Lynn thanked Greg for keeping his prices down!

### VISITORS, NEW MEMBERS

Introduce Yourself.

How Did You Find Us?

Your Interests?

**FREE** 6-month Membership.

Don Briggs, Lynn Briggs brother from Albuquerque, former sailplane pilot.

**MEMBERSHIP – Michael Savino**

See Mike if you're not getting emails or to check membership status.

Need to add a picture?

Would you like online access to our roster? Just ask.

Check your status during the break or after the meeting.

Watch for an email in November to notify those who need to renew.

Use Zelle to pay your dues to Treasurer Will Heltzell (or cash, check, or PayPal) in person at the meeting or go to <https://chapters.eaa.org/eaa43/join-or-renew>

Send Money with Zelle®  
Scan in your banking app to pay.

Eaa Chapter 43  
william.heltzell@gmail.com



zelle®

## Current

<b>Current Members:</b>	121
<b>Expired Members:</b>	82
<b>New Members:</b>	18

## July

<b>Current Members:</b>	121
<b>Expired Members:</b>	81
<b>New Members:</b>	22

**BREAK**

General Meeting begins in 20 minutes or so

Desserts, Snacks & Coffee – **DONATIONS PLEASE!!!!**

Free membership sign-up in the front

After the break, the meeting opened at ~7:23 PM by President Jim Wood.

**WELCOME****CHAPTER MEMBER SURVEY****DECEMBER ELECTIONS**

Two OPEN Vice President positions (Currently have 2 candidates, more welcome - Editor))

Three OPEN Director positions (Have 1 candidate, need at least 2 more - Editor))

All Other Officers are on ballot (President, Secretary, and Treasurer)

**Please** contact any Officer or Board Member to include your name on the ballot

**THANK YOU NEW VOLUNTEERS!!!!**

- Sarah Winkler — Safety Counselor
- Victor Pate IV — IT Coordinator
- Andy McRae — Builder's Club Coordinator

## CHAPTER FINANCIALS

Down a bit, mostly from payouts to Scholars. Auditor said the books are very clean.

## AVIATION ADVOCACY

How Can We Take Action?

Community Noise Roundtable Meeting

- First Thursday of Each Month @ 6:00 p.m., Mt. Evans Room
- Hybrid Format
- Guests permitted 3-minutes to speak

Collaboration with CABA/CPA/Other Stakeholders

Jeff Cain noted that it's a Noise Roundtable, not a "listening" meeting - pilots are apparently doing HORRIBLE things. Complainers have organized; we haven't. Jeff is putting together a grassroots organization because Superior reps are putting together a state bill against the airport. Try not to suggest that they shouldn't have moved next to an airport, but ask them if they flew to see their grandkids or other family. Jim Wood got a form letter from the Attorney General's office in response to his email about the Superior AG meeting. Be good neighbors, but represent at meetings. Greg Boom plans to go to the next AG meeting on Monday November 13. Don Briggs worked to get Municipalities to zone for noise. Roxie Juul said in Broomfield there's zoning language to protect the airport, but that a Broomfield City Council member suggested complainers go to Flight Following to ID pilots for specific complaints. Kirk Brennan asked about more PR for Young Eagles, Young Aviators, etc. Michalea (another Chapter Scholar) is also going to the AG's meeting.

## REGULAR EVENTS

Young Eagles – Coordinator Cliff Hasenbalg - Next Rally: March 2024

Only had 50% of events due to weather and smoke, with a commensurate decrease in EAA National credit (\$5 per kid flown) used for Young Eagles and Scholarships.

2024 Improvement Ideas:

- Ground School
- Increase Pilot Volunteers!

VMC/IMC Clubs - Andre Smith VMC Coordinator, Larry Earnshaw IMC Coordinator

- VMC Meeting – 2<sup>nd</sup> Tuesday 6:00p. Next – November 14th
- IMC Meeting – 4<sup>th</sup> Thursday 6:00p. Next – November 30th
- WINGS Credits for attending
- Available live and on Zoom

INAUGURAL "BUILDER'S CLUB"

Third Wednesday of the Month

Location: Kirk Brennan's Shop, 2400 Industrial Lane, Broomfield

Coordinator: Andy McRae

First Meeting: November 15th at 6:00 pm

Our Chapter is doing this on our own - if it does well, will take it to National. Meeting topics will be advertised. Roxie Juul noted that we used to do this in monthly meetings.

## ANNUAL BANQUET

Save-the-Date! January 20 2024 at FlyteCo Tower. The tower is open, though an employee guide is required.

## SCHOLARSHIP UPDATE

Jenny Sutton said the website is open for applications until the end of November, interviews are planned for December and scholarships awarded in January/February. Current Cleon Biter Scholar Seth has been representing aviation at the Noise Roundtable and other community meetings. FlyteCo has partnered with a local Vodka supplier to donate, and there are past Scholars serving on the Scholarship committee. Need mentors to keep touch with the scholars, to provide encouragement. If you know a company looking to donate, let the Committee know!

## SAFETY CORNER - Sarah Winkler

Sarah introduced herself and noted that she's a helicopter pilot but has fixed wing experience. She also instructs and finds that with the usual Type A young officer, the best approach is to let them go until the flight is in trouble, then recover for them. She'll be

ATTENTION PILOTS

FOR NOISE ABATEMENT PURPOSES

Avoid disturbing surrounding residential areas if practical by:

- Climbing initially at Vy
- Reducing RPM when safe
- Flying standard (or higher) glide path
- Overflying major road corridors and/or open space when able
- Using 30R/12L for night pattern operations

FOLLOW ATC INSTRUCTIONS

SAFETY COMES FIRST!

talking about planning tonight. She was flying with a lieutenant in command, fuel for almost 3 hours, and 2 hours to a planned stop in Garden City, KS. That's not enough fuel. Sarah would park with the left skid on blocks for more fuel! Officially, the weather was good, but Sarah knew the weather around Limon had been iffy. She asked the lieutenant if he was flying VFR or IFR; he replied VFR. She asked what if conditions changed and he replied popup IFR. That was fine, until it wasn't. Clouds below 500' and above 7500' AGL forced a return to Buckley to file IFR and refuel. Jeff Holdridge asked about contingency if 1 of 2 engines fails - Sarah said the engines decouple and the running engine takes over for landing.

#### Share Your Safety Tools

- Apps
- Websites
- Tools
- Gadgets
- Rules-of-Thumb

EZWxBrief Weather Essentials for Pilots – 12-week course starting in January, weekly live webinar on Monday nights, set up a follow-up study group? We can get a group discount...

Jim Wood asked what tools attendees used for go/no go decisions? Air Sports Net (<https://www.usairnet.com/weather/>) has 2 day+ forecasts.

#### CHAPTER INITIATIVES BREAKOUT SECTIONS – Pick an initiative, group up with others, come up with a plan!

1. Draft Vision (How important?)
2. First Action Steps (What to do, 3 steps.)
3. Best Talent (But not Scott ;-).

Top Four Initiatives (in no particular order)

1. Community Outreach & Public Relations - Jim Wood and Jeff Cain, see Aviation Advocacy on previous page.
2. Monthly "Builder's Club" - done, see previous page
3. Chapter 43 Hangar Home - Tough nut to crack!
4. Organized "Fly Out" Events (Similar to the [Colorado Pilots Association](#))

Fundraising - Airport is excited about West Ramp use for pancake breakfast, food truck fly in.

#### SOCIAL MEDIA - John Kellogg, Coordinator

Send content to: John @ [johnkelloggflys@gmail.com](mailto:johnkelloggflys@gmail.com)

Jim @ [president@EAA43.org](mailto:president@EAA43.org)

Facebook - <https://www.facebook.com/EAA43/>

Instagram - <https://www.instagram.com/eachapter43/>

John Kellogg and Jim Wood plan to increase Chapter FaceBook posts - trying for something weekly at a minimum. Jeff Holdridge asked about content - Activities, Young Aviators, Scholarship

#### YOUNG AVIATORS - Scott Serani

The B-25 starts its westward journey with a December 6 sailing date; the exhibit opens in January.

#### GENERAL DISCUSSION

- Next Meeting Saturday December 9th, 2023
- Jim Wood, (720) 314-9663, [president@EAA43.org](mailto:president@EAA43.org), [drjamesmwood@gmail.com](mailto:drjamesmwood@gmail.com)
- Stan Specht - contribute to the airport; think about projects.
- Jeff Holdridge is starting to look for a hangar and asked for a show of hands for how many folks at RMMA and Erie.

Meeting closed at 8:31 pm

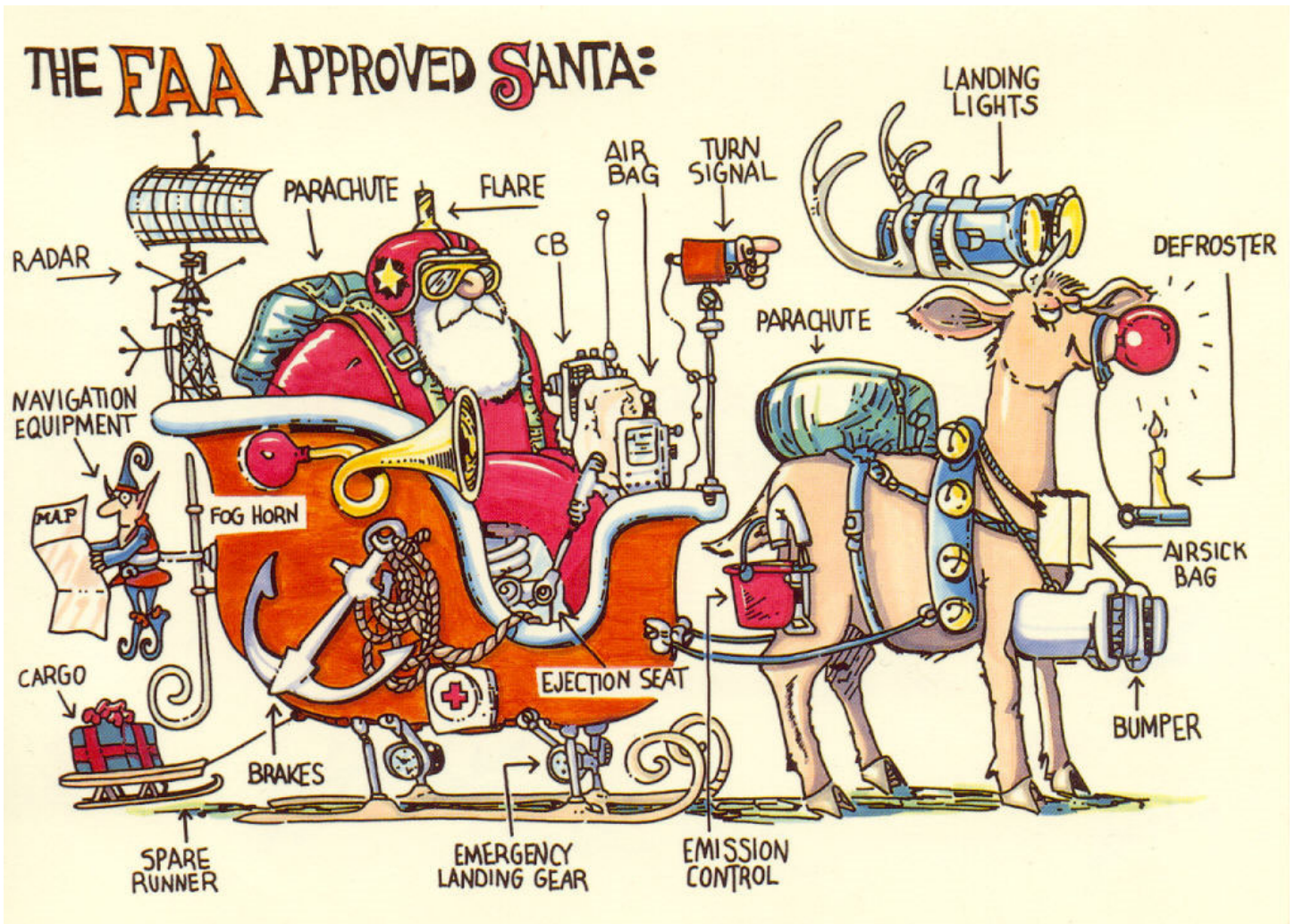
Respectfully Submitted,

Val Gregory

EAA Chapter 43 Secretary

## Parting Shot!

Thought of doing this as the title pic, but it really deserved a full page lest we all develop permanent vision damage! Merry Christmas, everyone, may all our holidays be joyful and blessed!



Yeah, the B-17 is much better suited to Santa's mission!





**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)	____.00
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.*

## **2023 Chapter Officers**

<b>President</b>	Jim Wood	720-314-9663
<b>Vice President</b>	Larry Earnshaw	720-425-7987
<b>Vice President</b>	<b>Position Open!</b>	
<b>Secretary</b>	Val Gregory	303-908-1252
<b>Treasurer</b>	Will Heltzel	303-345-5784

### **Board of Directors**

Jim Wood (Chair)

John Evens\*

Chuck Kubin\*

Pete Watkins\*\*

Alternate Directors

Ricky Domenico

Stan Specht

(Note: \*- 2 year terms expire end of 2023, \*\*- 2 year terms expire end of 2024)

### **Volunteer Officers**

<b>Technical Counselor</b>	Jim Sutton	303-598-4205
<b>Technical Counselor</b>	John Reuterskiold	303-881-3517
<b>Technical Counselor</b>	Will Heltzel	303-345-5784
<b>Flight Advisor</b>	Bill Mitchell	303-427-4025
<b>Newsletter Editor</b>	Val Gregory	303-908-1252
<b>Young Eagles Coordinator</b>	Cliff Hasenbalg	303-359-2758
<b>Young Aviators Coordinator</b>	Jeff Jones	303-809-3994
<b>Young Aviators Advisor</b>	Andy McRae	303-330-3825
<b>Young Aviators Advisor</b>	Scott Serani	303-358-2858
<b>Young Aviators Advisor</b>	Mike Sutton	303-515-5269
<b>Membership Chair</b>	Michael Savino	303-898-8456
<b>IT Coordinator</b>	Victor Pate	
<b>IT Coordinator Backup</b>	Lance Scott	650-889-8129
<b>Data Base Editor</b>	Tim Stansbury	719-494-7398
<b>Web Master</b>	Steve Paschke	720-236-7869
<b>Social Media Coordinator</b>	John Kellogg	720-300-0202
<b>Safety Officer</b>	Sarah Winkler	
<b>Refreshments</b>	John & Roxie Juul	720-626-7707
<b>Audio/Visual</b>	Ayden Edgar	
<b>Scholarship Chairs</b>	Mike & Jenny Sutton	720-515-5269
<b>IMC Club Coordinator</b>	Larry Earnshaw	720-425-7987
<b>VMC Club Coordinator</b>	Andre' Smith	720-270-5944

### **CFI's in Chapter 43**

Mark Davis	303-425-4080	Tom Shaw	303-275-0904
Chuck Grow	719-640-2905	Mike Sutton	303-515-5269
Jeff Hinkle	303-550-2291	Stephanie Wells	303-503-0147
Bill Mitchell	303-427-4025		

## Mile High EAA Chapter 43

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*Mile High Flyer*  
*EAA Chapter 43*  
*P.O. Box 1725*  
*Broomfield, CO 80038-1725*

**First Class**



**Gatherings are normally held on the second Saturday of each month at 6:00 PM—Location determined monthly. See Page 2 for details of the upcoming gathering.**