



## *Mile High Flyer*

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



*Volume 46 Issue 8*

*On the web @ [www.eaa43.org](http://www.eaa43.org)*

*August, 2019*

### **CONTACT!**

Phew! I just washed my hands up past my elbows, trying to wash off the sunblocker and the airshow. I'm at Red's Pizza on Oregon Street in Oshkosh, and it's just after the Thursday airshow. I have taken just one afternoon off from helping kids build "real" wooden wing ribs. I love coming to Oshkosh, though I have the right to be burnt out on it after forty-two years. As I sat on the grass on the flightline this afternoon, I remembered back to my first year, a new private pilot, coming up with my wife-to-be Susan. I was totally awed by the airshow, especially the Red Devils, and how they could dance and throw their Pitts through the air. I was to see lots more over the years.

But I do know why I keep coming back. Partly it's my EAA family, and I'm meeting two Indy friends for spaghetti this evening. I love too working with Chapter 43 friends at the booth. To a great degree I come back to give my love of aviation to the next and now the second next generation. Flying has been a thread that has run through my life since I asked my Grandma why planes never stop in the air. Flying was sometimes what I did, but it was often what I dreamed. And flying has been my greatest teacher — if I really want to do something, I can do it. I can learn to fly. I can even build an airplane. And to the kids that come to the wing rib booth, I try to leave the feeling that they too can do what they want, if they're dedicated if they work at it.

I come to Oshkosh to give back, to pass it forward. It's what I believe in, and it's good. It has become my pilgrimage.

Safe landings, Phil

### **Next Gathering - [Saturday, August 10, 2019](#)**

***6 PM @ the Mt. Evans Room in the Terminal Building @ Metro Airport (BJC)***

#### ***Presentation for the August Membership Gathering***

Stacey Elsner of Backcountry Aviation Adventures will speak on Backcountry Survival for Pilots. Stacey has "started her own company teaching backcountry survival to pilots, mainly single engine or twins, so that they are better trained to deal with the aftermath of surviving a forced landing or crash in backcountry terrain. Since most of those occurrences are weather related, Search and Rescue (SAR) can take 72+ hours to get to the site; so, Stacey teaches survival psychology, priorities and how to build shelter, identify markers for water, deal with injuries and how to make themselves more visible to SAR."

## Upcoming Events Calendar

### 2019 CHAPTER EVENTS

#### **AUGUST**

- Sat 10 EAA Chapter 43 Membership Gathering, 6 PM  
 Sat 17 EAA Chapter 43 Young Eagles Rally, EIK 7:45 AM

#### **SEPTEMBER**

- Sat 14 EAA Chapter 43 Membership Gathering, 6 PM Pizza Party and B-25 mission flying!  
 Serani/Davenport hangar at EIK  
 Sat 21 EAA Chapter 43 Young Eagles Rally, EIK 7:45 AM

### 2019 AREA EVENTS

#### **AUGUST**

- 2-4 Park City Utah Fly-in, Herbert Valley Airport (KHCR), Heber UT. Registration required.  
[https://coloradopilots.org/content.aspx?page\\_id=4002&club\\_id=612720&item\\_id=947926](https://coloradopilots.org/content.aspx?page_id=4002&club_id=612720&item_id=947926)  
 Mon 12 EAA Chapter 648 Membership Gathering, LMO, 7 PM  
 Tue 13 EAA Chapter 1627 Membership Gathering, 6 PM  
 Sat 24 Southern Colorado Free Fly-in Pancake Breakfast, KPUB, Pueblo, CO. Hosted by  
 Southern Colorado Flight Professionals LLC, EAA Chapter 808, and the Ninety-Nines.  
 RSVPs recommended at [www.socoflightpros.com](http://www.socoflightpros.com)

#### **SEPTEMBER**

- Sat 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  
 27-29 New Mexico Pilots Assoc. Mountain Flying Clinic, KASF Santa Fe, NM. Registration  
 required. <https://tinyurl.com/y6kj99j7>

In this issue:

- It's always fun to root for the home team, especially when they impress more than their own fans. Colorado's own Rocky Mountain Renegades debuted their formation flying at AirVenture at the Monday airshow, and were asked to repeat on Wednesday. The Renegades fly out of RMMA in a collection of RVs and one Giles G-202 as shown in the title picture on page 1.
- A little reference to this year's AirVenture in Chicken Wings on page 4.
- Apologies for the lack of content this month, AirVenture and family obligations have taken their toll. As stated below, I'm always happy to add YOUR contribution to the newsletter!

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](mailto: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 [newslet-ter@eaa43.org](mailto:newslet-ter@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.



# Join the fun at the 4th Annual Poker Run! Saturday, September 14, 2019



## How to Play

- ♣ Fly to the Poker Run airport stops below in any order between 9:00am and 12:30pm.
- ♥ Purchase a score sheet for \$20 at your first airport stop. Feel free to play multiple hands.
- ♠ Pick up playing cards at each airport stop to form your poker hand.
- ♦ No penalty if you skip a stop, just pick up extra cards at the terminus.
- ♠ Arrive by 1:00pm and turn in your hands at the terminus—KGXY.
- ♦ Get lunch at the café while hands are tallied.
- ♣ At 1:30pm the winning hands are announced and prizes awarded.
- ♥ Bring a friend and play for fun and great prizes!

## Poker Run Stops

- ➔ KBDU (Journeys Aviation)
- ➔ KBJC (Terminal Building)
- ➔ KFMM (Scott Aviation)
- ➔ KFNL (jetCenter)
- ➔ KGXY (Terminal Building)

Sign up today at [Colorado99s.org](http://Colorado99s.org)

All proceeds support the Colorado 99s Scholarship Fund

[www.Colorado99s.org](http://www.Colorado99s.org)

Questions? [chairman@colorado99s.org](mailto:chairman@colorado99s.org)



# CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



*Want Ads & articles for publication may be sent to the editor - [newsletter@ea43.org](mailto:newsletter@ea43.org)*

## Want Ads



**Custom Embroidery**  
**Valerie Wait**  
 720-352-2630  
 1705 Flemming Drive  
 Longmont, CO 80501  
 email: [valandjimw@yahoo.com](mailto: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, July 13, 2019**

Gathering opened at 6:00 by President Phil Brown.

**MEMORIAL FOR MARY**

Phil remembered Mary as a very active member, and noted the large chapter presence at her funeral. We had a moment of silence for her. Bill thanked all of us who came, and remembered Mary as a very good friend.

**ANECDOTE: Scott Serani**

Scott showed a series of short jokes.

**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!)

Bill Schmanski is Glenn Hetchler's neighbor at Parkland and owns a Luscombe.

Larry Brewster is also from Parkland, flies a 182 and is about half done with an RV-14 build. He noted that Parkland is hosting an October chili event.

**MEETING DEDICATION - Jacob Hansen Ellehammer**

He invented the radial engine and the coaxial helicopter. Pil followed with a short video of rotary engine start and propping.

**TRIP REPORTS**

No reports this month.

**PROJECT REPORTS**

Larry Brewster noted that his biggest challenge is finding time, and small errors are hard on confidence and motivation.

**SAFETY REPORT**

No reports this month.

**YOUNG EAGLES - Cliff Hasenbalg**

The July Young Eagles event was held earlier today. 19 signed up and 14 flew. Cliff brought newspaper clippings covering the Fort Morgan and Limon Rural Outreach events. The Fort Morgan event had 35 signups within 24 hours! The Limon event had 22 kids. The Limon Leader ad-

vertised the event ahead of time and had a follow up article with pictures from the Young Eagles Facebook page. The kids were so appreciative, see the comments on the Facebook event pages - the Rural Outreach events had 400+ comments/looks and the Erie events average around 180. There were 5 planes at each Rural Outreach event and Fort Morgan could support 1 or 2 more. Cliff is looking at other sites, taking the distance for driving ground equipment into account. Walden is a possibility, and Cliff is open to other suggestions. Scott Serani noted that the 5 back-to-back events (Rural Outreach, Erie, Jewish summer camps) were difficult to support, need to space them out more. Noted the wonderful reception at Limon. Cliff wants to continue Rural Outreach, and the next event is scheduled for August 17 at Erie.

### **YOUNG AVIATORS**

The B-25 simulator first appeared at AirVenture 5 years ago! It was finished JUST before departure. This year work on the major upgrade was finished 5 days earlier, and the B-25 and crew of Young Aviators and adults will depart on Wednesday (July 17).

### **SCHOLARSHIP -**

Talked to Trevor DeLong about applying for EAA Nation Ray Aviation Scholarship - very impressive.

### **AIRVENTURE AND KIDVENTURE**

B-25 and rib building always need volunteers - see Scott Serani or Phil Brown (or both!)

### **NEW/OLD BUSINESS**

- √ September Pizza Party at Scott Serani's hangar, full details in the September newsletter (also see Calendar)
- √ Nominations for new officers coming - please step up! The Chapter only runs on what we put in it!
- √ Scholarship committee has reformed.
- √ Model Planes GALORE! From Don Smith's collection, 200 or more, a lot are antique, balsa, etc. Need to find something to do with them - some suggestions are:
  - 1) Give them to kids at Young Eagles events, especially younger kids who don't get to fly (age appropriate)
  - 2) Sell them at Chapter events - but there's a lot to truck around.
  - 3) Let some chapter member sell them on eBay and split the proceeds. One kit had an eBay receipt for \$16 from a decade ago.
  - 4) Roxie Juul works with a children's group, maybe they could use some.
  - 5) Bill Mitchell suggested the collection be catalogued, priced, and advertised to area chapters. (Val can communicate to the other chapters).

Phil Brown invited members to take home the models he brought to the meeting.

### **ANYTHING ELSE?**

Phil thanked Val and Herrill for efforts supporting chapter.

Respectfully submitted,

Val Gregory

## **TONIGHT'S PROGRAM - Jeff Jones, EAA Chapter 43 (!!)** RV-14 Build

Jeff Jones will talk about his RV-14 Build in general, from inception to completion, and how he managed the project. He will introduce some of the new builder ideas he's come up with, some of the problems managing multiple helpers, and the time element involved in throwing it all together.

Jeff credited Dale & Scott Serani for their help, and Cliff Goldstein for providing hangar space to build - lights, AC/heat, bathroom, no wifely complaints. The kit was started with the goal of finishing it in one year. Currently all major components are done except for engine work and cowling. The engine, originally scheduled for delivery in late 2018, was delivered one week ago. Advertised build time is 1000-1300 hours; Jeff's log indicates 1700 and he estimates more like 2000, even though the build team has full machine shop access and Cliff's identical completed RV-14 in the hangar. The original plan was to work every afternoon for a total of 67 hours/week or 270 hours/month. Actual time spent is about 142 hours/month. Jeff showed a chart of actual build time per kit (empennage, fuselage, finish, wing and wiring, engine and cowl), including delays for some kits, especially the engine.

### Challenges:

- Keep moving
- Tracking multiple project plans
- Kit delays - from Vans, Lycoming, Garmin, EFII
- Keeping it fun
- Remembering that every mistake CAN be fixed

### Typical Build Day:

- 1) Jeff goes through plans for projected work
- 2) Crew assignment
- 3) Do the work

### Mistakes:

The control column which connects the control sticks was received with a manufacturing error - one tab was off center. Vans promised a 2 day turnaround, actual delivery was 10 days. In the interim, the team worked on the fuselage sides, since Jeff remembered from his RV-7 build that the control column could be installed after fuselage sides. Not the case for the RV-14. Options for the control column installation were to cut and repair supporting structure, or cut and patch a hole in the side of the fuselage. Since the wing attaches in that area, a hole was cut in the fuselage side where the wing will hide it after installation.

Other mistakes included extraneous holes, dimples, and mistakes clecoing parts together and riveting - may have been due to Vans instruction's wireframe graphics. Is that part coming out of the paper to the left or in to the right?

Garmin wiring harness - source of the funniest error and the happiest day. The first was a tape roll used to shepherd the large wire bundle that had to be cut off after the bundle was terminated. The happiest day was when the Garmin device list showed ALL elements with a green check, after 3 days of troubleshooting.



The EFII System 32 required that the Lycoming engine be delivered without magnetos, carbs, and other parts, meaning a custom engine. The EFII kit was short several items, including half of the wiring.

Jeff showed a sped-up video of hanging the Lycoming 390 engine - arrival, uncrating, installing equipment at the back of the engine. (Scott's comment was "I could for in NASCAR!") Weight removal and debate over installation process - the first two bolts went in easily, but not the second two. Problem with the bottom bolts, tightened the top two and achieved success after several iterations.

Installing fuel injectors - oil return lines were in the way. The oil return line end fittings were tapped an additional 3/16" deep, and the oil return lines rebent. Jeff showed a video of the work, and Wayne Gibson commented "that's where the warranty was voided." Dale did the fitting tapping.

Still to do:

- Firewall forward - 130 hours.
  - Engine instrumentation
  - Propeller and EFII
- Cowling - 130 hours
- Final assembly and test - 100 hours.

Cliff Goldstein had Jeff go back to an earlier slide showing his plane without the engine, which had to be sent back to Lycoming for new cylinders, part of an engine recall which drove a big part of the backup at Lycoming delaying Jeff's engine.

A question was asked about angle valves or straight and why - the engine has angle valves, boosting horsepower by 15% and providing a 9.2 to 1 compression ratio.

Glenn Grove asked why Jeff chose the RV-14? Jeff has an RV-7 and loves it, but the nose gear is weak and the RV-14 has a better wing. The RV-7 has very little cargo capacity and cabin room.

Ricky Domenico asked about plans for the RV-7 - Jeff and the other co-owner are selling it.

Dave Shenk noted that there's aftermarket fixes to the access issues for the RV-6, 7 & 9. Is there something similar for the RV-14? It allows for use of legs instead of upper body for easy exit. Cliff Goldstein answered that the control rod structure serves that purpose in the RV-14, similar to the Thorp T-18.

Vans has a new nose gear/engine mount part to resolve the weak nose gear issue on the RV-6, 7 & 9.

Kurt asked how time was entered - spreadsheet update or time clock?

Neil Johnson asked if the engine mods are approved by Lycoming. Cliff Goldstein answered that Lycoming is working with EFII and the FAA to simplify approval of modification certifications. Jeff said he will be testing to get comfortable with the mods. There was a question about shavings from the oil return fitting mod. The EFII instructions are lacking. Vetterman exhaust used. There was another question on tuning the EFI, Cliff Goldstein explained since he's done it on his plane (a little too complex for Val to follow!) but he talked about lean vs. rich tuning, to get to a 13:1 air to fuel ratio, which allows for 0-20K altitude without adjustment. Data collection provided by the Garmin avionics system. Scott Serani questioned the reliability of O<sub>2</sub> sensors, and Cliff stated that the engine should be started BEFORE the O<sub>2</sub> so it's operating at higher temperatures, not getting gooped with lead. Dave Shenk asked about the engine recall. Superior built the engines, and had 3 fail crankshafts due to lean tuning. 110 engines were recalled to verify their crankshafts, but ALL the IO 390 engines were condemned. Is Superior doing anything else for the crankshafts? Cliff Goldstein said that failures should be at the jug, etc., instead of the crankshaft. Superior is trying to determine the cause, and has stood up to the failure and compensated engine owners.



**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**

<b>President</b>	Phil Brown	303-506-3886
<b>Vice President</b>	Cliff Goldstein	720-280-2916
<b>Vice President</b>	Scott McEwen	303-895-5058
<b>Secretary</b>	Val Gregory	303-908-1252
<b>Treasurer</b>	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**

<b>Technical Counselor</b>	Jim Sutton	303-598-4205
<b>Technical Counselor</b>	John Reuterskiold	303-881-3517
<b>Technical Counselor</b>	Phil Brown (fabric, wood & tube)	303-506-3886
<b>Technical Counselor</b>	Stewart Bergner	303-229-7799
<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	303-744-8180
<b>Young Aviators Advisor</b>	Pat Miller	303-666-8233
<b>Young Aviators Advisor</b>	Scott Serani	303-358-2858
<b>Data Base Editor</b>	Tim Stansbury	719-494-7398
<b>Web Master</b>	Steve Paschke	303-451-8490
<b>Safety Officer</b>	Stephanie Wells	303-503-0147
<b>Refreshments</b>	John & Roxie Juul	303-466-2600
<b>Audio/Visual</b>	Herrill Davenport	303-460-7789
<b>Scholarship Co-Chairs</b>	Roxie Juul	303-466-2600
	Zach Malone	443-610-3469
<b>Scholarship Fundraising</b>	<b>(Volunteer Needed)</b>	

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

**First Class**



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