



Mile High Flyer

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



Saturday IKEA launched FLIKEA Airlines!

Volume 50 Issue 4

On the web @ www.eaa43.org

April, 2023

President's Corner - by Chapter President John Reading

Safety is overrated! Sometimes I feel bombarded by 'Safety this, safety that, safety somewhere else.' 'Safety is our number one priority', blah, blah, blah.

I want reminders of how fun and personally rewarding flying is and how wonderful the communities of aviation folks are.

It's not that I don't care about flying safely. I just don't want to be constantly reminded that flying can be fatal. I already know that. How many ways can I kill myself or others today? Every day activities can be fatal as well. We all know that. And we know that there are a multitude of ways and acronyms to help remind us how vulnerable we can be.

I boil it down to a couple of things to make life and flying easier on the angst. For me the number one enemy of safety is stupidity. Here, hold my beer. Maybe you come out on the lucky side, maybe not.

Number two is complacency. Last summer I was flying along on a beautiful calm day feeling good, competent and secure with my skills as a pilot. That led to my brain to say 'maybe some additional training should be in your near term future'. I recognized the significance of a complacent thought and although it didn't diminish my flying pleasure it was a gentle reminder to self-assess and be truthful with myself.

Some of you have thousands of hours and professional training. Others are newly minted pilots and then there are all of us in between. I've analyzed my own flight/training hours and show 19% of ~700 total hours as training. That surprised me. Maintenance hours of our C182 to flying hours were similar. So I figure pilot maintenance and airplane maintenance go hand in hand. Both pilot and plane should be in good flying condition with almost the same amount of time dedicated to both. Skills are perishable. Training usually doesn't hurt.

My number one friend of flying is listening. Listen to the inner voice, experienced authoritative advice, and get to know the normal mechanical noises. They are all early warning devices that will tell you something before they demand you listen.

And...don't do stupid stuff if you can help it. Enjoy the gift of flight and keep on keepin' on.

John

PS: As I write this I am planning the flight to California that I scrubbed last month. I'll have an update at the meeting in April. See you there.

Next Gathering - Saturday, April 8, 2023, 6 PM

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

Program will be Lieutenant Colonel James H. Harvey III

He was a pilot with the 332nd Fighter Group, known as the Tuskegee Airmen. He later piloted on the team that won the military's first 'Top Gun' contest in 1949. Following Colonel Harvey's success in the gunnery competition, he was the first African American pilot to fly on combat over Korea, where he flew 140 missions.

His 22-year career spanned assignments as a flight commander, command pilot, group operations and safety officer, test pilot and instrument flight instructor. His final assignment was the 30th NORAD Region headquarters at Truax Field, Wisconsin where he served as a weapons director staff officer and later as battle staff training officer for the commander and staff. Air Medal with 10 oak leaf clusters, and he proudly wears the Congressional Gold Medal awarded to the Tuskegee Airmen in 2006.



It is likely that his talk will generate great word of mouth interest and result in many additional non-member attendees. Chapter members have already expressed interest in bringing friends and family. The Mt. Evans room has a capacity of 100 seats. There is a lobby area just outside the room that can act as an overflow area and will have a loud speaker to broadcast his talk.

As a chapter we are dedicated to serving our active members. With this in mind the board of EAA Chapter 43 has established a priority seating policy for this event:

- Active members +1 guest priority access to the Mt. Evans room seating first by 5:50pm. First come, first served.
- Available open seating of any unfilled seats will be allowed beginning at 5:50pm

The board has also approved a Chapter 43 donation to Tuskegee Airmen, Inc. Wings of Pride Campaign. A donation box will be available and we encourage you to join Chapter 43 in supporting this organization.

Thank you for your understanding and cooperation.

In this issue:

- Title pic - It's from 2017, but my favorite among the aviation-themed April Fools Day images. Rest assured there WILL be Swedish Meatballs for the in-flight meal!
- Save the Date(s)! The Annual Chapter Picnic is scheduled for Saturday June 10, location and specific time TBD but generally setup is at 9:30AM and food served starting at 11:30AM. The annual OSH/AirVenture Debrief Pizza Party is scheduled for Saturday September 9, probably at 6PM, location TBD.
- This month's Chicken Wings illustrates how our technology can get the better of us!
- Page 6, the Blue Angels photo isn't from the 2023 Sun'n'Fun, but illustrates why hubby prefers them to the Thunderbirds. Nobody does close formation better, even if the perspective emphasizes it!
- Thanks, Chuck Kubin, for this month's Parting Shot.
- Since I don't have a second set of eyes to review the newsletter, I'd like to ask all of you to help find my boo-boos for cookies! Let me know at newsletter@eaa43.org. Then come to the next 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 air-plane or chapter related, don't be shy. You can email newsletter@eaa43.org with anything ya got in electronic format, or hand me a hardcopy. Gmail limits attachments to 25MB, so if it's bigger than that, try multiple emails, Dropbox, Google Drive, etc.

Upcoming Events Calendar

2023 CHAPTER EVENTS

APRIL

- Sat 8 Chapter Meeting at the Mt. Evans room at BJC, 6 PM
 Tue 10 Chapter 43 VMC Club, 6 PM, live and virtual, contact andresmith76@outlook.com
 Sat 15 EAA Chapter 43 Young Eagles Rally EIK, 7:45 AM
 Thu 27 Chapter 43 IMC Club, 6:30 PM, live and virtual, contact llearnsh@gmail.com

MAY

- Tue 9 Chapter 43 VMC Club, 6 PM, live and virtual, contact andresmith76@outlook.com
 Sat 13 Chapter Meeting at the Mt. Evans room at BJC, 6 PM
 Sat 20 EAA Chapter 43 Young Eagles Rally, EIK, 7:45 AM
 Thu 25 Chapter 43 IMC Club, 6:30 PM, live and virtual, contact llearnsh@gmail.com

2023 AREA EVENTS

APRIL

- Wed 5 Antique Airplane Association of Colorado Meeting, 7-9 PM
<https://aaaofcolorado.org/news-and-events/>
 Thu 6 RMPBS - Great Colorado Women: Emily Howell Warner: pushing Frontiers in the Sky, 7:30-8:30 PM
 (watch it from home on TV Channel 6!)
 Sat 8 Breakfast Fly-In/Drive-In*, Centennial Airport, 13005 Wings Way, Englewood CO, 9:30AM-12:30PM
<https://wingmuseum.org/events/breakfast-fly-in-april/>
 Sat 8 Private Pilot Ground School Begins, Exploration of Flight*, 13005 Wings Way, Englewood CO, 9:30AM-1PM, continuing 8 weeks through May 27,
<https://wingmuseum.org/events/private-pilot-ground-school-begins/>
 Mon 10 Chapter 648 Meeting, 7 PM <https://chapters.eaa.org/ea648>
 Fri 14 Chapter 301 Meeting, 7 PM (6:30 social) <https://www.eaa301.org/newsletters>
 Sat 15 KPUB - Annual Wings & Wheels 2022, Weisbrod Aircraft Museum, 31001 Magnuson Ave, Pueblo, CO 9AM-3PM,
<https://pwam.org/2023/02/24/annual-wings-wheels-car-show/> (Flyer on page 8)
 Wed 19 Chapter 1627 Meeting, <https://chapters.eaa.org/ea1627/about-us>
 Sat 22 Chicks Fly! Showcase, Exploration of Flight*, 13005 Wings Way, Englewood CO, 10AM-2PM
<https://wingmuseum.org/events/chicks-fly-showcase/> Features Col. Kim "Killer Chick" Campbell!
 Sat 29 Mountain Flying Class, Greeley Weld County Airport Conference Room, 600 Airport Rd, Greeley CO
 Registration Required but no cost for CPA members
https://coloradopilots.org/content.aspx?page_id=4002&club_id=612720&item_id=1938669

MAY

- Wed 3 Antique Airplane Association of Colorado Meeting, 7-9 PM
<https://aaaofcolorado.org/news-and-events/>
 Sat 6 Breakfast Fly-In, Exploration of Flight*, 13005 Wings Way, Englewood CO, 9:30 AM-12:30 PM
<https://wingmuseum.org/events/breakfast-fly-in-may/>
 Mon 8 Chapter 648 Meeting, 7 PM <https://chapters.eaa.org/ea648>
 Fri 12 Chapter 301 Meeting, 7 PM (6:30 social) <https://www.eaa301.org/newsletters>
 Wed 17 Chapter 1627 Meeting, <https://chapters.eaa.org/ea1627/about-us>

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

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



Young Eagles

Chapter 43 flew 29 kidson March 20th. Our next regular Rally is Saturday April 15th and we have a full house with 35 kids. Registration for May 20 opens on April 17th. Registrations have filled up in less than 5 hours after opening. PILOTS and GROUND CREW, sign up and make sure you're up to date with youth protection training at youngeaglesday.org!

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

Chapter Name Tags

Want an official chapter name tag? See Herrill Davenport (the guy behind the laptop running the meeting A/V system). Payment to Herrill is requested before the tags are ordered - \$8.00 for a pin fastener or \$9.00 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 him at johnkelloggflays@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. If you select the Instagram logo in the same area, it will take you to [instagram.com](https://www.instagram.com/eachapter43) where you can type in the handle @eachapter43! 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 @eachapter43.

2023 EAA Chapter 43 Scholarships

See the March Meeting Minutes on page 19 to see this year's winning Scholars AND the Call to Action for committee volunteers!

Chapter 43 Scholarship Committee
mikesutton@gmail.com
suttonjennym@gmail.com

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 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 Larry, Jim, and John and target some dates.

No Name Column by Cliff Goldstein

Finally took the first real vacation since COVID started. Family had been talking about having us come to Clearwater since before COVID, and I'd wanted to return to Sun and Fun after many years when Roxy and John Juul, Bobbi and I flew down in the Bonanza. Going commercial turned out to be an excellent choice as we would have gotten pretty beat up with storm systems and tornados moving through our flight path.

For those that have not been, Sun and Fun is a mini OSH. We were lucky that the weather was mid 80's with low (really) humidity. I met a fellow 14 builder whom I'd been talking to for years on the phone, and of course, the many vendors who I'd become friends with over the years.

Since the 14 was built, I'd gravitated to more technology as opposed to "what's it going to take to finish this." I'm always interested in alternative power plants to keep our birds in the air... One especially interesting Turbo Prop was an RV7A. It was bolted into place at roughly 250 pounds and about 6 inches forward of the CG. At 200 HP it was about 1 year from start. The engine took exhaust gas and recirculated it via a cooler into the intake to be reburned. The power can be pulled back to make the fuel burn around 12 GPH at altitude, and the claim is it will perform with about the same performance as an IO360 but could continue to climb into the 25,000 foot level. You'll be burning 25 GPH to get to altitude, but you'll get there in a hurry, and then pull the power lever back to a more manageable level. We'll be watching that beast.



I'm sure many have seen this, but it was a water injected IO520 in a Cessna 180 using 91 Octane or MOGAS. The water is injected at the throttle body and is controlled by manifold pressure hence horsepower to insure the engine doesn't knock or have detonation. This bird is flying. A water injection tank is in the back with an ECU driving the amount of water based on the amount of power the engine is putting out.

I bought a movable plastic sun shield for the canopy. The shield has a film with pores in it so that you press it onto the canopy and the pores open up and suction the film to the plexy... We'll see how that goes over. Bobbi and I had been down the film stick on route and while functional it was always a bit of a pain moving it around. This should be interesting.. More about this after some trials in flight.

I either missed it, or it was absent – where were all the EVTOL aircraft? I did not see one electric moving prop in my wanderings. That's not saying they weren't there. I just never saw any.

The Blue Angels were the star performers, along with a couple of F35's screaming around the place. We didn't really stay for much of the airshows as the temperature was rising and legs were getting weary.

For those that need an early spring break from the cold, this was great fun, and seeing old friends is the best.



Two days of hanger talk should take care of me for a while. Bobbi came the first day, and my cousin the second. They were good at indulging me in my pastime.

I definitely recommend the show. It doesn't have the depth of going to OSH, I don't think there will ever be anything close, but it was great fun, an enjoyable venue, and lots of planes.

Whenever we visit an area, I enjoy going to the local airport. We stopped in at KCLW, a 4000 foot runway right next to St. Pete\Clearwater airport.

A lot like Boulder airport. I'm always surprised when no one from the FBO says a word as you walk through their terminal space onto the ramp. The only folks we spoke to were a couple of very friendly guys who were heading back to Milwaukee after a week of Sun and Fun. I did see a Light Sport I'd never heard of before. I think it'd be fun to take a week and fly a bunch of 65 HP engines at sea level.

This airport was tucked between trees on both ends but plenty of runway for this altitude. It just looked fun.

Eric Serani and I took my 14 up for some practice approaches and he took his newly minted Commercial Rating up from the left seat. His hours in their RV10 made flying the 14 a walk in the park.

More next month, hopefully with a bit more 14 time. It's getting into spring so keeping those feet active close to the ground is especially important with the winds we've all come to love.

Bye from Clearwater Florida,
Cliff



*Pueblo Weisbrod Aircraft Museum
presents:*

**NEW FOR 2023:
WARBIRD RIDES**

WINGS *and* WHEELS *Car Show*



**2023 CAR SHOW & FLY-IN
WARBIRD FLIGHTS & DISPLAYS
FOOD TRUCKS ♦ VENDORS ♦ LIVE MUSIC
9:00AM-3:00PM**

**SATURDAY
APRIL 15**

HANGAR PARKING BY INVITATION ONLY, EARLY REGISTER BY APRIL 8

EARLY VEHICLE REGISTRATION FEE \$20.00, AFTER APRIL 8, \$30.00

REGISTRATION INCLUDES ADMISSION FOR 2 TO MUSEUM

(719) 948-9219 ♦ WWW.PWAM.ORG ♦ 31001 MAGNUSON AVE. PUEBLO, CO 81001



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

Custom Embroidery Valerie Wait



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

Bill Mitchell reports that Valerie can embroider a couple of different sizes of our chapter logo on jackets, shirts, etc. Bill showed some examples at one of our gatherings, and they were beautifully done! The Gregorys had her embroider their tail art and N-number on their plane's seat cushion covers!



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

John Sell
Owner

e: John@apexweldfab.com
t: 720.369.6888
3000 Airport Drive #306
Erie, Colorado 80516

NOTES:

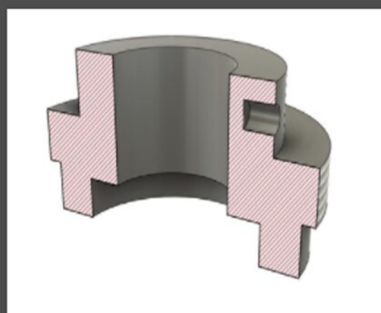
www.apexweldfab.com
facebook.com/apexweldfab

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

**HANSEN
PRECISION, LLC**
*Quality Machining at an
Affordable Price*

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 or 720-984-9293



Design



Prototype Development



Precision Parts

From: **MOONEY SPACE** <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)

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!

KOLB MARK III CLASSIC FOR SALE



Pristine Kolb for sale by original builder/owner, Rotax 912ULS, engine preheat system, 566 hours TT on airframe/engine, 16 gal fuel tank, BRS good thru 6/2024, TRIG ADS-B out (FAA flight test approved), Merlin ADS-B receiver and Apple mini IPAD included for ADS-B install, logbooks including builder's log, always hangered in dry Colorado air. Plane located at Erie Airport, CO 80516 United States • \$24,000 • Cash or when check clears. Contact Bill Elder at 720-339-4196.

KidVenture Rib Building

Most of the Chapter 43 membership are aware of the Rib Building booth at KidVenture that the Mile High Chapter developed and has manned since 2009. Some of you may remember Roger Standard. It was Roger who originally started the whole rib building idea for the Rocky Mountain Regional Fly-In and for other aviation events in this area. The KidVenture booth was getting harder to man each year and this year it was decided to close that chapter in 43's history.

Luckily a chapter in Kansas has stepped up to keep the rib building as a part of the youth experience at AirVenture/KidVenture. Scott Serani brought all the leftover rib pieces and various pieces of equipment back after this year's event. The group out of Kansas has their own rib design so will not need any of what we have in storage. There were enough pieces to make up fifty kits out of what was in the boxes and the chapter will offer it to anyone who might have a youth group that would want to use them for a project. Everything that you would need to run a rib building experience is here. Rib pieces, jigs, glue, staple guns, sander, and vacuum are included. If someone wants to get ambitious there are a few 4' sticks of $\frac{1}{4}$ x $\frac{1}{4}$ cap strip stock left over that could be cut into additional kits.

If anyone knows of a good way to use these rib kits, please give Steve Beach a call or text at 303-547-0100 to start a conversation on how to pick them up.



Chuck Grow Flight Instruction

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



No, not that Chuck!



Jonathan D. Apfelbaum, MD
Second & Third Class FAA Medical Exams
By Appointment Only



Jonathan D. Apfelbaum, MD
Aviation Medical Examiner

Cell: 801-913-1211
jonathan.apfelbaum@gmail.com

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

BRADLEY "QUILL" MAURER – LOOKING TO BUILD TIME...

I AM LOOKING FOR A PLANE TO FLY!

Do you need someone to:

Maintain your aircraft?

Fly your aircraft?

Fly with YOU in your aircraft?

Current Class 3 medical, BFR, tailwheel endorsement/currency.

Can fix anything.

Total time - 145 hours

Age – 28 years

Occupation – mechanical engineer but studying to be a high school teacher

(I am especially interested in flying tailwheel planes!)

PLEASE CONTACT ME IF interested:

303-524-4479 kbradley11@msn.com



Fisher Horizon1 Kit For Sale

Ready to cover,
Continental A80 engine included.

Contact Gregory Hall

flyingdog.gh@gmail.com

303-726-9109

Light weight STOL-capable two-seat tandem
with folding wings.

Additional aircraft specifications at

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



Shown in completed form, from
<https://fisherflying.com/horizon1/>

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.

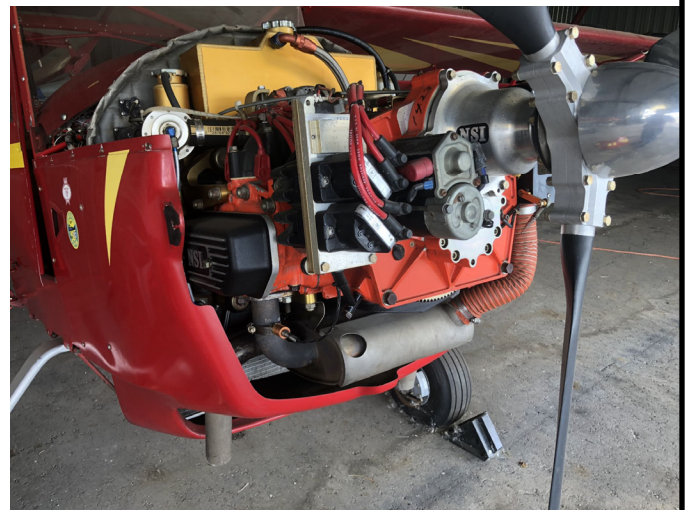


303pilot@gmail.com or call 303-604-0746

\$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. I haven't removed it yet but I'm very close to that. Installing a Rotax 912.



MILE HIGH EAA Chapter 43 Minutes

March 11, 2023

President John Reading opened tonight's gathering at 6:04 PM.

Current Members:	83
Expired Members:	109
New Members:	17

WELCOME AND QUICK UPDATES – “YEAR OF THE BALLOON”

- MEMBERSHIP
 - Unsure of your status? See John Reading
 - Need to add a picture? See Cliff Goldstein (or Mike Savino)
 - Would you like online access to our roster?
 - Check in during the break or after the meeting.
- SCAMS - in Ads? Turns out the RV tool set ad provided to the March newsletter was a scam! Probably a good idea in the future to verify authenticity before publication, but Snopes doesn't cover this sort of thing!

Current Member Definition

- Active Status
- Member Types
 - Regular
 - Family
 - Lifetime
 - Honorary
 - Student
- Expired Date field is after today

TONIGHT'S PROGRAM – Dr. Robert Zubrin, President of The Mars Society and President/Owner of Pioneer Astronautics

Larry Earnshaw' Introduction - Robert Zubrin is a highly educated Aerospace and Astronautics Engineer advocate for human exploration of Mars and has written over 17 books on the subject. Zubrin holds a B.A.

in Mathematics from the University of Rochester (1974); he was a science teacher for 7 years before becoming an engineer. He earned a M.S. in Nuclear Engineering (1984), a M.S. in Aeronautics and Astronautics (1986), and a Ph.D. in Nuclear Engineering (1992) — all from the University of Washington. He was a senior engineer with the Martin Marietta Astronautics company, working on the development of concepts for interplanetary missions.

Robert is currently working on balloons for survey missions on Mars, combining capabilities of balloons and aircraft. Launching from the ground results in difficulties reaching a desired location, but an air launch is more predictable. Air launch balloons need to be VERY simple - a black balloon that when heated by sunlight acts like a hot air balloon. He did a test launch from a hydrogen balloon carrier at 65K'; the survey balloon dropped about 20K' to the point where buoyancy balanced with atmospheric pressure. He tried to work with the Air National Guard for an airplane launch but they were too concerned with perceived risks. He then thought of the EAA, figured a group that sponsored experimental and even homebuilt aircraft might be willing to work with him, and came to John Reading for an air launch on January 23rd from 12K'. The balloon sank to about 1000', then lifted higher and flew east/southeast through the eastern tip of the Texas Panhandle into Oklahoma before landing after dark (8PM CST). Solar hot air balloons are very simple, and could be stationary. They could be used for communications as well as survey; satellites tend to move (unless geostationary - Publisher). Balloon material cost is only about \$2k, but staff, facilities, etc. also have to be factored in.

MARS - Robert wrote The Case for Mars (endorsed by Elon Musk, who Robert finds smart but difficult) and The Case for Nukes (Yay, Big Bang! - Publisher). He thinks we could get humans to Mars in 10 years, rather than the 20 currently predicted, noting that the American cultural/political system moves on for projects longer than 10 years. We don't need giant ion drives powered by nuclear generators. We don't need to train on the Moon - the Arctic is available at 1/1000th the cost. Just need a heavy lift vehicle - Saturn V, SLS, or SpaceX Starlifter.

Mars Direct Mission Sequence - Year 1, a single unmanned launch, 8 month flight, using an inflated aeroshell and chute to land. This is the mission return vehicle with minimal fuel - 6 tons of hydrogen. A 100kw reactor is positioned about 200m away by an autonomous truck. Hydrogen and Mars' CO₂ atmosphere interact to make methane and water - 95% of the return fuel comes from Mars! This system makes excess fuel that can be used for ground vehicles.

Year 3 (26 months later) - two more launches. One with a habitation and a crew of four, and a later unmanned as above. The habitation has two levels, the bottom is storage and the top is quarters, lab, galley/lounge/library, with the center being a solar storm (10⁶ volts) shelter with walls sandwiching a 5" layer of water to shield the crew for a few hours during a flare. Cosmic rays (10⁹ volts) are NOT from the sun, and would require 5m of water to shield, but the dose is only 50rem/year in space. Mars has the materials to shield once on the surface. 50rem increases statistical risk for cancer by 1% for 35 year old women; 35 year old men would need 80rem for the same increase. Space station astronauts and cosmonauts have received comparable doses with no cancer thus far. The real health risk is zero G! A 2 hour workout per day is required to maintain conditioning. One solution would be to tether the habitat to its launcher, 1RPM gives you Mars gravity. Robert showed a photo of astronaut Shannon Lucid, who spent 6 months on the Russian Mir Space Station in 1996 and was able to stand and walk off the return shuttle, one of the few long-term space

travelers to do so - because she did the 2hr/day workouts! The Year 3 manned launch is timed for a 6 month trajectory which allows a 2 year return to Earth. Faster propulsion systems don't shorten the time, they just allow for more payload. The manned mission lands at the Year 1 landing site near the return vehicle. We can do pretty good guidance, but if the landing site is missed, the Year 3 manned mission includes a land vehicle with a 600km range. If the landing site is missed by more than that, the following Year 3 unmanned mission can be redirected to the manned landing site. Or the crew can hang out on Mars for 3 years for the Year 5 unmanned launch. If not needed in the above scenario, Year 3 unmanned lands at a second landing site 600km away from the first landing site. Repeat Year 3 in Year 5.

Mars Station description - a return vehicle, nuclear generator, truck, habitat, land vehicle, and green house. Mission on planet time is 18 months - it could be one month but why? 18 months means ~60% of the full mission time is on planet. So what will they do?

Search for life! Mars has LOTS of features indicating surface water in the past, and liquid water for the first billion years of Mars' existence. Mars cooled before Earth, and their early histories are very similar - nitrogen/carbon dioxide atmospheres with fossils of microbial life on Earth during that period. Plants made Earth's oxygen. If Earth's life is an anomaly, we're alone. If it's common, we're not. If there are signs of life on Mars, life is common in the universe. The water table on Mars is about 1km down (per ground penetrating radar) and there could be living microbes in that water. Earth life is all made up of carbon and water with an RNA/DNA informational system. We can discover the probability and chance for variability in life on Mars.

John Reading noted that the balloon launch from his 182 met FAR regulations and the FAA was notified.

VISITORS, NEW MEMBERS

Grab the mic and introduce yourself (Flying/Building experience). How did you find out about us? Where are you from? Why you are here tonight (Just visiting? New to the area?) Get a free 6 month membership to EAA National and this chapter.

Chad Pierce moved here in 2020, has 100 hours, tail wheel and other certifications, and is looking for a plane.

??? Fisher - graduated with an engineering degree from CU, worked for Northrup, went to law school and is now a patent attorney. He moved back to the area 2 years ago and flies locally.

Margaret, Bill Mitchell's new wife, comes from a pilot family.

Rex owns a Citabria and is a retired engineer.

Olivia and her dad are members and OSH fanatics (every year!) They're looking for a plane. Olivia is a science/space nut!

Another visitor and wife Loretta - he had his first flight in 1945! He's a retired teacher and was on the planning commission for Front Range. He turned 84 last month and discovered that doubled his flight insurance from Globe! He's insuring for \$120K and now has a \$3000+ premium. Noted that AVEMCO requires an annual physical and flight review.

After the break, the meeting opened at 7:30 PM by John Reading.

ANECDOTE – Scott Serani: Remember all the Y2K compliancy stuff 23 years ago?

Subject: Millennium Year Application Software System

This memo is to announce the development of a new software system which will be Year 2000 compliant. This program is known as "Millennium Year Application Software System" (MYASS).

Next Monday there will be a meeting in which I will show MYASS to everyone.

We will hold demonstrations throughout the month so that all employees will have an opportunity to get a good look at MYASS. We have not addressed networking aspects yet, so currently only one person at a time can use MYASS. This restriction will be removed after MYASS expands.

Some employees have begun using the program already. This morning I walked into a subordinate's office and was not surprised to find that he had his nose buried in MYASS. Some of the less technical people may be somewhat afraid of MYASS. Last week my secretary said to me, "I'm a little nervous, I never put anything in MYASS before." I helped her through the first time and afterward she admitted that it was relatively painless and she was actually looking forward to doing it again, and it helped her so much, she was even ready to kiss MYASS.

There have been concerns over the virus that was found in MYASS upon initial installation, but the virus has been eliminated and we were able to save MYASS. In the future, however, protection will be required prior to entering MYASS. This database will encompass all information associated with the business.

As you begin using the program, feel free to put anything you want in MYASS. As MYASS grows larger, we envision a time when it will be commonplace for a supervisor to hand work to an employee and say, "here, stick this in MYASS."

It will be a great day when we need data quickly and our employees can respond, "Here it is, I just pulled it out of MYASS."

PROJECT REPORTS - What are we building? (Send Val PROJECT pictures for the newsletter at newsletter@eaa.43.org)

Tim Stansbury	RV10	Mike Gugeler	'41 J4 Cub Coupe (ground-up restoration)
Bill Kendall	RV10 (beautiful, flying this summer)	Thomas Schibli	Kitfox Series 7
Young Aviators	RV14	Mike Gilbert	RV10
Mike Savino	RV14A	Mike Litchko	RV8
Brian Garrett	SlingTsi	Wayne Gibson	Zenith 650
Cliff Hasenbalg with Ed Clint	COMP AIR 7 Turbine		
Steve Paschke	Adventurer 333 (amphibian)	Others?	
Nick Hernandez	RV10		

Mike Savino's RV14A is coming along, he's working on wheel pants and sticks. Mike Litchko is working on his RV8 tail and lighting, avionics are next and eventually it'll be out of his garage. Cliff Hasenbalg is helping with a COMP AIR 7, installing the engine and waiting on the throttle control quadrant (which has been on order for a year), but bouncing to other projects as needed. The plane has a fully reversible prop, but the brakes still need work. Thom Schibli is hoping for an Erie hangar and is 5 years into his Kitfox build. John Reading is doing the annual on the RV7 he co-owns with Stephanie Wells.

YOUNG AVIATORS – Jeff Jones/Scott Serani/Andy McRae Coordinators & Mentors

Report on current projects. What's up with YA?

The RV14A is on its legs and the tail is on. YA has a field trip to Army Search and Rescue at Buckley on 4/8, may have openings. Currently have 20 Young Aviators.

YOUNG EAGLES & Eagle Flights – Cliff Hasenbalg

- Private Rally: Wed March 15th
- Next Rally: Sat Mar 18th
- Pilots who fly 30 youths before 7/31/23, will be awarded a commemorative polo shirt.
- First Time Young Eagles Pilot Drawings for monthly Lightspeed Zulu 3 headset
- Double Young Eagles Credits for EAA Chapters (\$10.00)

SAFETY REPORT – Stephanie Wells. Words of Wisdom from our Experts.

It's the windy time of year! What speed to fly in turbulence? Look to your airplane's POH (Pilot's Operating Handbook) and the following airspeed limitations:

Va - Maneuvering Speed - the fastest you can go, make full course change, and stall before breaking the plane.

Vb - Turbulence Penetration Speed - the maximum speed you should fly (not usually listed for small planes).

Vno - Maximum Structural Cruising Speed (Yellow Arc of the airspeed indicator) - the highest speed you can safely fly in smooth air.

TRIP REPORTS - Where have you been? Where are you going?

Stephanie - flew the 182 on a long cross country from BJC to Centennial and back through the mountains on Monday. The Vice Presidential TFR clipped BJC so Stephanie went just to the east over downtown. Then a call came in from a police chopper to turn east because the TFR was MOVING. Quill looked down and said "The motorcade's right under us!" But they were under direction from the BJC tower and police, so they were okay.

Cliff Goldstein - Did a trip down to Buckeye and then west to California; flying conditions were great until back to the Front Range.

SCHOLARSHIP – Mike and Jenny Sutton, Committee Chairs

The Board unanimously approved the 2023 plan presented by Mike and Jenny. Thanks to them and all the committee members!

22 applications received. 9 in-person interviews. Award proposal total \$24k. Six flight training and one A&P scholarship

Delaney Shafer	\$10,000*	Ray Scholar (*In the event Ray not awarded, \$5k from EAA43)
Seth Dykstra	\$5,000	Cleon Biter Scholar
Jayden Reed	\$5,000	David and Lyne Bieseemeier Scholar
Emily Sheffield	\$4,000	FlyteCo Scholar
Dylan Henckel	\$4000	Spartan for A&P
Ayden Edgar	\$3,000	Starting in mid-late March
Justin Mercer	\$3,000	

Mike Sutton showed the Scholarship Committee Mission Statement and shared success stories. Over 20 years, Chapter 43 and the Scholarship Committee have awarded over \$95K and 17 scholarship recipients have earned their PPL. Major donations from the Biter and Bieseemeier families (the Biter donation is in lieu of an aircraft donation) and a corporate donation from FlyteCo. The Ray Foundation provides up to \$11K because the Chapter has a good record for scholars obtaining their PPL. Jenny said the Ray Scholarship has a 1 year time limit to get PPL! She recognized the scholar mentors - Stephanie Wells, the Seranis, Mitchell Johnson, and John Kellogg. Scholarships will be awarded at the Chapter Picnic in June.

Call to Action

- Volunteer for the committee
 - Need help following up with past scholars
 - * Present at chapter meeting
 - * Write a story in our newsletter or Sport Aviation
 - Fundraising!
- Largest donations are from chapter members posthumously
 - Wouldn't it be cool to see the fruit of your donation before you kick the bucket?
 - Named scholarships
 - * FlyteCo!! - Marketing opportunity for businesses
 - Anonymous scholarships

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

VMC Meeting – 2nd Tuesday 6:00p. Next Mar 14

IMC Meeting – 4th Thursday 6:30p. Next Mar 23

FAAST Credits for attending, available live and on Zoom. Thanks to Jim Wood, Credits are also available for attending membership meetings, but you must sign up!

EVENTS OF NOTE

- Chapter Picnic – June 10th
 - We need a venue, tables & chairs
- Post Oshkosh Pizza Party – Sep 9th
- What's up Chuck? Col. Harvey in April! Roadtrips! Wings Over the Rockies tour of restoration area. Boom Supersonic at Centennial. Weisbrod Aircraft Museum and National WWII Museum in Pueblo. FAA Comm Center. Young Aviators at Exploration of Flight for drones. There's an Eaglerock on display at Wings Over the Rockies. Let Chuck know if you have ideas for other trips! (Check page 5 for more... - Publisher)

Social Media - John Kellogg – Coordinator

Send content to John @ johnkellogflies@gmail.com

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

Instagram - <https://www.instagram.com/eaachapter43/>

Help Wanted Classifieds

- Membership Coordinator - Cliff Goldstein interim, Mike Savino agreed tonight to take the role.
- Activities Coordinator - Chuck Kubin
- Videographer (YouTube channel) - Mike Gilbert

NEW/OLD BUSINESS

Next Meeting Saturday April 8th, 2023

Is there something you would like to see on the slides? Email President@eaa43.org

ANYTHING ELSE?

Stan Specht checked his ELT during his annual, reinstalled it and it wasn't working. He called the company, but they weren't much help. He left the hangar for lunch and got a call from Panama City, FL which he discounted as spam. Then his daughter got a call from the Air Force who thought Stan had crashed!

Applebees after the meeting!

Meeting closed at 8:20

Respectfully submitted,
Val Gregory
EAA Chapter 43 Secretary

Parting Shot! Homebuilders Special Advice!



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.

2023 Chapter Officers

President	John Reading	720-250-7991
Vice President	Larry Earnshaw	720-425-7987
Vice President	Jim Wood	720-314-9663
Secretary	Val Gregory	303-908-1252
Treasurer	Will Heltzel	303-345-5784

Board of Directors

John Reading (Chair)

John Evens*

Chuck Kubin*

Mike Gilbert**

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

Technical Counselor	Jim Sutton	303-598-4205
Technical Counselor	John Reuterskiold	303-881-3517
Technical Counselor	Will Heltzel	303-345-5784
Flight Advisor	Bill Mitchell	303-427-4025
Newsletter Editor	Val Gregory	303-908-1252
Young Eagles Coordinator	Cliff Hasenbalg	303-359-2758
Young Aviators Coordinator	Jeff Jones	303-809-3994
Young Aviators Advisor	Andy McRae	303-330-3825
Young Aviators Advisor	Scott Serani	303-358-2858
Young Aviators Advisor	Mike Sutton	303-515-5269
Membership Chair	Michael Savino	303-898-8456
IT Coordinator	Mike Gilbert	303-808-6472
IT Coordinator Backup	Lance Scott	650-889-8129
Data Base Editor	Tim Stansbury	719-494-7398
Web Master	Steve Paschke	720-236-7869
Social Media Coordinator	John Kellogg	720-300-0202
Safety Officer	Stephanie Wells	303-503-0147
Refreshments	John & Roxie Juul	720-626-7707
Audio/Visual	Herrill Davenport	303-460-7789
Scholarship Chairs	Mike & Jenny Sutton	720-515-5269
IMC Club Coordinator	Larry Earnshaw	720-425-7987
VMC Club Coordinator	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

Disclaimer

Be aware that as always, in past, present, and future, any communications issued by Experimental Aircraft Association Chapter 43, regardless of format, and/or media used, which includes, but is not limited to, this newsletter and audio/visual recordings, is presented only in the context of a clearing house of ideas, opinion, and personal experience accounts. Anyone using ideas, opinions, information, etc., does so at their own risk. Therefore, no liability is expressed or implied by the Experimental Aircraft Association, Chapter 43, or any of its members. Any event announced and/or listed herein, except as noted, is done as a matter of information and does not constitute approval, sponsorship, control, or endorsement of said event.

This newsletter is published by Chapter 43 of the Experimental Aircraft Association for the use, education, and enjoyment of the members and others to whom it is provided. No claim is made for technical accuracy of material presented. Editorial content is the opinion of the contributor and does not reflect the position of Chapter 43 or the Experimental Aircraft Association. The submission of articles, comments, or inquiries for publication in the newsletter is encouraged - email to newsletter@eaa43.org.

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.