



## *Mile High Flyer*

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



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*November, 2021*

### **President's Corner - by Chapter President Cliff Goldstein**

Last month we had a planning committee meeting mapping out the direction of Chapter 43. My normal planning committee meetings usually deal with the future, but it's hard to look forward if a review of the past doesn't take place. Many good ideas did come out regarding possible changes in programs, format of the meetings, member growth. What I would call the usual topics for most planning meetings but with specifics toward our chapter. After our next meeting I'll publish the ideas for the chapter to "get involved" with the solution. During our planning meeting it became clear to me the reason we have such a hard time finding someone to become president of our chapter.

Bobbi and I took a trip to Chicago in the 14 last month. If you like flying with some IMC, TFRs, approaches, thunderstorms with 55 knot winds, restricted air spaces, and not to mention, seeing the kids and grandkids, this trip had it all. First, seeing the kids was the purpose but also reason to go. We stopped in Cedar Rapids to kill a couple of hours waiting for the TFR to be lifted over Chicago. Something regarding the President had commandeered all the Chicago air space. Had lunch with a friend of ours and had planned to spend the night, but a window in the thunderstorm activity sent us flying; we could always come back. We took off from Cedar Rapids entering a climb through clouds to 7000 feet which just happened to be in between layers, a very cool place to fly. The thunderstorms were sitting exactly where we wanted to go, so a smooth reduction in power to slow cruise, and 60 minutes later we could see the storms had moved north, and ceilings would allow a transition to 06C under the B airspace. It really was a fun ride.

The weekend was fun with the day before departure bringing tornado warnings in the area. You just got to love the Midwest.

Calling Chicago departure, getting a void time off and taking off with 300-foot ceilings was a couple hundred feet below my personal mins, but visibility was over 5 miles. I dialed in the alternate if we had a problem for an instrument approach and launched into the abyss. Pretty soon we were on top in bright sunshine west bound. We landed at Cozad, a little strip in Nebraska with a 30-knot head wind to land into. The 14 does well in winds, Bobbi was great. I fueled with the airplane heading into the wind with her tail toward the pumps. We climbed in and I picked up the phone, called FSS, refueled, and we were... on our way.

Normally with 55 knot winds I would put it on the ground, but it was straight off the wing, so very doable with only light to moderate turbulence. The thunderstorm over Akron caused a major deviation toward DEN but eventually the controller got his way and we turned NW to clear the flight paths for the big jets and set up for the final approach into EIK. Bobbi and I got to be those crazy (wo)men in their flying machines, and we call that...FUN

Val will have a better explanation in the newsletter, however, on the Webpage, there is a button to contribute for the Memorial Wall at OSH. If you would like to contribute to the chapter in general or for another specific purpose, please indicate to Myles Lee.

Cliff

***Next Gathering - Saturday, November 13, 2021, 6pm***

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

***Presentation for the November Membership Gathering***

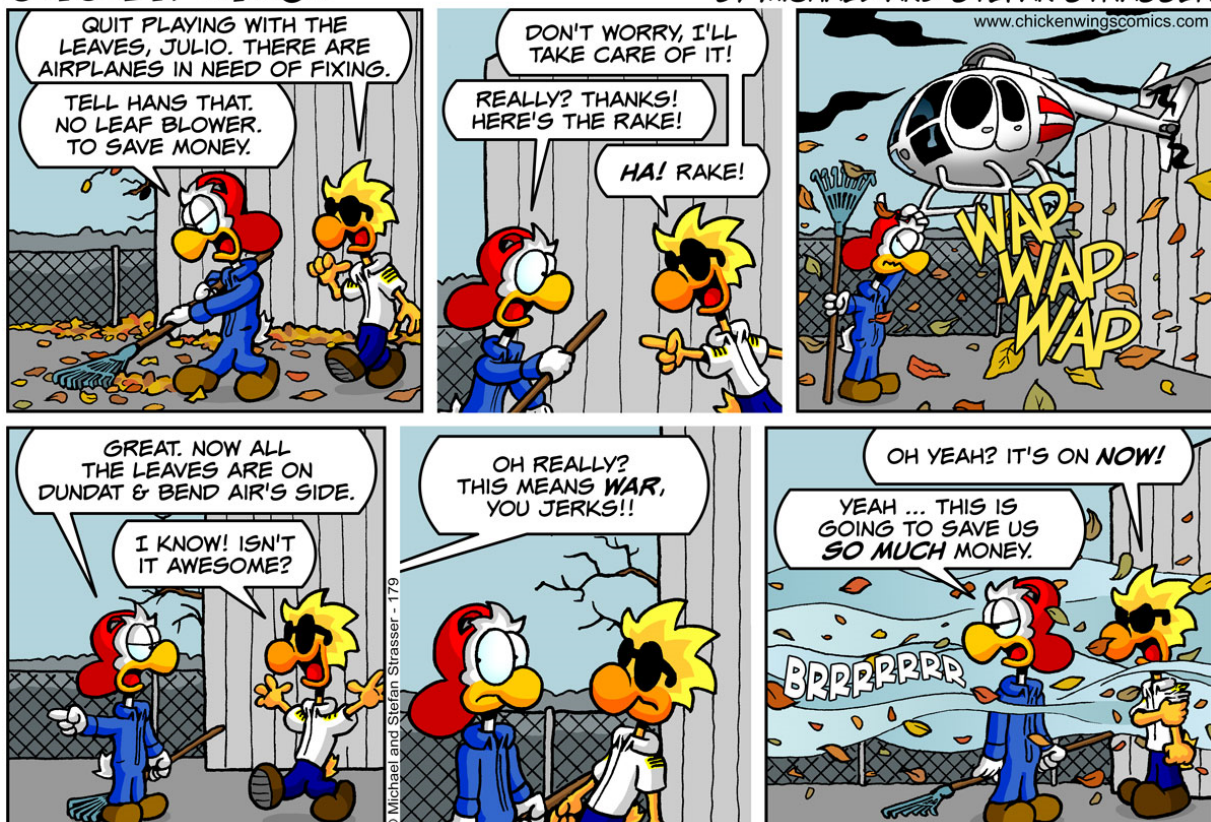
***Starting at 6pm, Tracy Perry will present "Humor in Aviation"***

**In this issue:**

- Title pic - Newsletter Contest! Ohio proudly rolled out a new license plate honoring the state's role as the "Birthplace of Aviation", but after about 50 plates had been picked up, someone found an error. Do you see it? First to email [newsletter@eaa43.org](mailto:newsletter@eaa43.org) with the correct answer gets cookies at the next meeting!
- It's that time of year, and this month's Chicken Wings really made me laugh! That'd never work at BJC!
- Mike Gugeler submitted an awesome travel report on page 5!
- 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](mailto:newsletter@eaa43.org). Then come to the next 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 hard-copy. Gmail limits attachments to 25MB, so if it's bigger than that, try multiple emails, Dropbox, Google Drive, etc.

**CHICKEN WINGS®**

BY MICHAEL AND STEFAN STRASSER



## *Upcoming Events Calendar*

### 2021 CHAPTER EVENTS

#### **NOVEMBER**

- Tue 9 Chapter 43 VMC Club, 6 PM, live and virtual, contact [andresmith76@outlook.com](mailto:andresmith76@outlook.com)  
 Sat 13 Chapter Meeting at the Mt. Evans room at BJC, 6 PM  
 Thu 28 Chapter 43 IMC Club, 6 PM, live and virtual, contact [llearnsh@gmail.com](mailto:llearnsh@gmail.com)

#### **DECEMBER**

- Sat 11 Chapter Meeting at the Mt. Evans room at BJC, 6 PM  
 Tue 13 Chapter 43 VMC Club, 6 PM, live and virtual, contact [andresmith76@outlook.com](mailto:andresmith76@outlook.com)  
 Thu 23 Chapter 43 IMC Club, **CANCELLED** due to the holidays - see you in January!

### 2021 AREA EVENTS

#### **NOVEMBER**

- Mon 8 Chapter 648 Meeting, 7 PM <https://chapters.eaa.org/ea648>  
 Wed 17 Chapter 1627 Meeting, <https://chapters.eaa.org/ea1627/about-us>  
 Fri 18 Chapter 301 Meeting, 7 PM (6:30 social) <https://www.eaa301.org/newsletters>

#### **DECEMBER**

- Sat 4 Breakfast Fly-In/Drive-In\*, Centennial Airport, 13005 Wings Way, Englewood CO, 8AM, <https://explorationofflight.org/event/breakfast-fly-in-dec/>  
 Wed 15 Chapter 1627 Meeting, <https://chapters.eaa.org/ea1627/about-us>  
 Fri 17 Chapter 301 Meeting, 7 PM (6:30 social) <https://www.eaa301.org/newsletters>

\* Events at Exploration of Flight now require ticket pre-purchase to meet social distancing regulations. That's not a bad thing, it keeps the museum running!

### ***ANNUAL AWARDS BANQUET*** - John Evens

The Chapter 43 Annual Awards Banquet will be held on Saturday, January 15, 2022 in the Mt. Evans room, upstairs in the terminal building at Rocky Mountain Metro (our normal monthly meeting room). Arrivals will begin at 5:30 PM with dinner to be served around 6:00 PM. It will be a buffet, catered by the Blue Sky Bistro. We are planning for something a little different this year, including musical entertainment, a streamlined awards presentation, and perhaps some other things. There will be a special awards presentation done by the Denver FSDO, in person, to some of our members who have achieved 50 years of active flying during their lifetime. They will be receiving the prestigious Wright Brothers Master Pilot Award

Based on past years, we hope and believe that there will be room for everyone who wishes to attend, but please note that there will be a limited number of seats and it would be prudent to sign-up as soon as possible... we will start that process at the December meeting, so watch your email and check December's newsletter for details about that.

There will be a choice of beef or chicken, starch, a variety of vegetables, dessert, coffee, iced tea, lemonade, and libations. Soft drinks will also be available. A vegetarian meal can be provided if requested during sign-up. The cost will be \$25 per attendee (members and spouses/guests), payable in advance. Recommended attire will be casual.

## **Pilatus Tours - Steve Beach**

On 10/12/21 the following people had a tour of the Broomfield Pilatus Facility. Mark Loos, our host, once again dispersed way more information about Pilatus than could be easily assimilated in such a short time. Great fun.

Glen Grove	James Wood
Bruce Kirkpatrick	Pete Kelley
Tom Powers	Lian Kelley



The last tour for 2021 will be in November and it is already booked. December is a tough month for tours due to the high volume that Pilatus tries to get out the door and to new owners before the end of the year. Tax write-offs is the primary driver. In the spring we may be able to start up the tours again if there is enough interest among the chapter members. Mark and I will also be looking at opportunities to get some of the Young Aviators and Young Eagles on tours before school is out.

Steve Beach

All visitors to Pilatus must be fully vaccinated for COVID.

## **It's Election Time!**

We've had a little candidate shuffling in the past month - Steve Paschke is stepping down from his VP office to run for Director/Alternate Director, and Stephanie Wells is relinquishing her Director position to run for the vacated VP slot. We'll be voting this month, but we still need nominees for President! Current President Cliff Goldstein will mentor and stand in if needed, so if you are willing to serve in that position or any of the other offices (Vice President, Treasurer, Secretary, Chapter Board of Directors), speak up before November 13 OR raise your hand at Saturday's meeting!. Contact someone on the Nominations Committee (John Evens, Cliff Goldstein, Cliff Hasenbalg, Pete Watkins) and let them know! AND, see page 10 for candidate bios!



No more events until March, so now is a great time for pilots to register at [youngeaglesday.org](http://youngeaglesday.org). More pilots will be needed for next year's events, and don't forget, the Chapter receives credits for each flight and pilots are recognized every year at the Banquet!

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!



## **Chapter Scholarship Applications Due Soon!**

See the flyer on page 14; applications are due November 30. More information at <https://chapters.eaa.org/ea43/scholarships>

## **Trip Report – Utah, Idaho** **By Mike Gugeler**

In mid-June 2020 my wife and I flew with friends to some back country landing strips in Utah and Idaho. I had heard of these places for years and it was an opportunity to have someone with prior knowledge show us the way. I bought the Fly Utah/Fly Idaho books a few weeks before and they are an interesting read even if you never go. Each set comes in two volumes; the first is the flying portion and each strip is described with photos, topographical view, hand drawn map, elevations, runway length/width/slope, surface condition, hazards, and advice on the ins and outs of the place. The author has developed a system that takes into account the surrounding terrain, runway environment, and approach/departure challenges, which yield a Relative Hazard Index number for reference. The numbers don't mean much until you've tried a few strips and find that maybe a (25) is not all that tough, so you seek out those for practice. But not all 25s are the same... an easy approach with a go-around option to a low elevation strip might add 8 points to the score but the soft, fluffy sand runway that eats anything not on tractor tires adds the other 17 points. A wide, long, smooth grass runway at the end of a steep approach into a high-altitude one-way death trap canyon might have the same score but be beyond your airplane's abilities. It's a reference, not a guarantee.

The second book of the set is the ground portion; what to do once you get there, describing hikes, fishing spots, local attractions, airstrip amenities, and history of the area. Some great stories of early settlers, prospectors, outlaws and pilots make fun reading. The author has a sense of humor, and you can just see Old Joe Swasey and Pete up in that tree trying to wrap a saddle blanket around a howling wildcat, or almost hear the gun when Deadshot Reed killed George Krassel in an argument over cows.

Our friends had gone a few days before to reposition their camper and Husky, so we flew our Husky to Price, Utah to meet up. We left Erie Airport about 6 AM and sailed over Corona Pass without a breath of wind to be found. Following the Colorado River to Rifle, we landed to pick up some fuel as we'd left with a light load to haul over the pass. My wife is used to our normal airport rest and fuel stops where we pull into a deserted airport miles from anywhere and shove the tumbleweeds away from the self-serve pumps to find the rickety wooden ladder so I can pump relatively cheap fuel out of a cracked hose and leaking nozzle while she tries to find an open hangar door that might lead to indoor plumbing. At Rifle we parked at Atlantic Aviation, an FBO that normal pilots use. She was amazed at the plushness of it all. A line guy chocked the plane and asked if we needed a ride to town. The fuel girl drove up and took our order. We went inside where they served us coffee and warm cookies. There was a basket of Father's Day cards so you could write a note, address the envelope, and they would mail it to Dad. The bathrooms were clean with shaving gear/toothbrush/paste/perfume/lotions. There was a pilot snooze room and flight planning center. My wife is now ruined. The fact that Wray, Colorado has a working soda machine and separate bathrooms is not going to impress her anymore.



*Moffet Railroad over Corona Pass*

Airborne again on the way to Price I realized we would be there by 10 am and weren't scheduled to meet until afternoon so we diverted to Sand Wash, Utah. This is a place about 75 miles from anyplace where raft trips launch to float the Green River through the Desolation/Gray canyons. We've launched our raft there many times but had never seen it from the air. Every bit as beautiful as its name suggests, it is where a tire-eating goat trail of a gravel road leads to a mud flat that ends at the water's edge. How could you not go? There is an airstrip on the mesa above where Redtail Aviation flies commercial rafting customers in so they avoid the half day drive. They hike about a mile down the hill to the waiting boats. This airstrip is in the book (Hazard Index 15) but there is absolutely no reason to go there other than to gain the opportunity to leave.

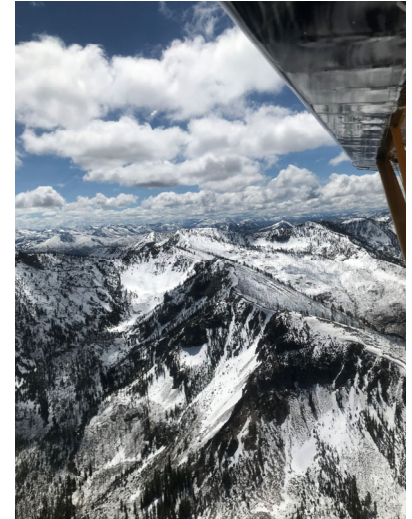
Then, on to Idaho. The wives drove the camper to McCall while Jack & I flew the Huskies. North of the Snake River we landed at a few mountain strips on the way. Atlanta (19), a 2500 foot one-way in/out strip a mile from a historic mining town with hot springs. Departure is downhill to a blind corner, then a right turnout down the Boise River (You knew the river was there because you checked out your escape route on the way in, right?) Next, Weatherby (20), 2200 feet with a mud hole in the middle. Good fishing, they say, and a nearby hot spring. It's right beside a road – we saw campers/4 wheelers, etc.



Atlanta Runway



Atlanta, ID... No go around after touchdown here!



Idaho Mountains

Then to Graham (20), 3000 feet long but the first third is overgrown, and the middle is muddy, so land on that other part. Site of an 1880s boom town but everything recognizable burned down 25 years ago. It's near a road but the bridge washed out 20 years ago. Now the only way in is by airplane or horse but to take either in there is to waste their time. Great place to camp if you want to be left alone. The last strip that day was Warm Springs Creek (9), a 3000-foot-long by 125-foot-wide strip of beautiful grass next to a USFS campground with a fresh water well and toilets. It's a short hike to the springs through woods full of Morel mushrooms so famous the local Forest Service office issues picking permits.



Warm Springs Creek

After an overnight in McCall the four of us headed out for a day of exploring. First stop was Krassel (22), 1500 feet long at 4000 feet elevation. It is a USFS helitack base in summer so no camping here. Helicopters, firefighters, and smoke jumpers base here and when not fighting fires they maintain the runway like a lawn. In 1918 George Krassel decided he was tired of his neighbor's cows grazing on his ranch here and rode his horse six miles to our next stop, Reed Ranch (19), 2200 feet of grass and gravel at 4200 feet elevation. The rancher, William "Deadshot" Reed had killed his schoolteacher at twelve years old, escaped to South America, later returned and became a Texas Ranger, rode in a Wild West show, and was an occasional fugitive from the law. He finally homesteaded this back



Krassel

country Idaho ranch to leave his violent past behind and raise 14 children with his wife. Then came the day that neighbor George Krassel decided to pick a fight with a guy named Deadshot. George is buried just down the road from the airstrip, and Reed figured he might as well file a claim on the now vacant ranch down river, so Krassel Ranch became part of Reed Ranch. Nowadays picnic tables, a toilet, and fire rings make camping easy at this strip. I wouldn't mention cows.

Last strip of the day was the famous Johnson Creek (14), a luxurious 3500 feet of manicured grass at about 5000 feet elevation. This place is an RV park for airplanes complete with phone charging stations, hot showers, toilets, and loaner vans to drive 5 miles to the bars, restaurants, and general store in Yellow Pine. There are campsites with firewood and an axe to split it, bunkhouses for non-tenters, fresh water, and a horseshoe pit. There were also about 30 planes parked on the sides of the runway when we were there. Everything from tricked-out monster-tired Super Cubs to a Lake Amphibian, Stinson 108, various Cessnas of nose and tail draggability, even some RV nose wheelers with wheel pants on. To say you flew the back country by going to Johnson Creek is like saying you climbed a 14er by driving up Mount Evans Road. For contrast, the baddest strip in the book is Mile Hi (50) at 6000 feet elevation with less than 600 feet of eroded pasture on a 17 percent uphill grade with lots of airplane parts lying around. We didn't go. I am quite content with the mid 20s.



*Johnson Creek Ground*



*Johnson Creek Runway*

It was time for my wife and me to head back toward Colorado, so we left our friends at Johnson and headed downstream. South of the mountains and north of the Snake River in the afternoon, it doesn't matter if you are flying over or driving on the lava fields. It is damned rough. Hit your head on the roof, bruise your hips on the seat belt kind of rough. We landed at Blackfoot for fuel and a break but weren't

quite ready to quit for the day. An hour later saw us in Soda Springs, a stop on the Oregon Trail 35 miles from the Husky's birthplace of Afton, Wyoming. I knew of this place from a ferry flight years ago. Flying a Cessna amphibian from Sitka to Longmont I'd had landing gear issues at the previous fuel stop so I chose Soda Springs for an overnight because they have an airport and a lake in town, offering options. Today we landed the Husky and tied down, the only airplane to be seen on the airport. The courtesy car was an old Ford Explorer with low tires, an illuminated oil light, and a worn-out seat. I stopped at the auto parts store for a couple quarts of oil and joked to the Napa guy that we should charge it to the city as it was the airport courtesy car. He said, "I didn't know we had one". Turned out he meant the car; he recalled having seen the airport, although I have seen it the other way in some little towns.

Soda Springs is a delight. The Caribou Lodge is rustic and friendly. A mile or so out of town is Hooper Springs, where the Oregon-bound emigrants stopped to partake of the fizzy water. There



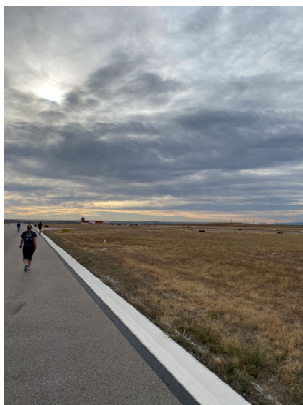
*Phosphorus Lava at Monsanto mine near Soda Springs*

are wagon ruts through the municipal golf course in town. Monsanto mines phosphorus nearby and about 5 times an hour dumps red-hot glowing lava that flows down the ever-growing mountain of slag, an impressive sight during the day and even more so at night. In town is a geyser that has been capped; a valve opens every hour on the hour to spray 70 feet into the air for a few minutes. At the geyser is an Aircraft Warning Service observation tower where volunteers watched for enemy aircraft during World War II. Soda Springs is one of my favorite stops on a western cross-country flight.

The next day consisted of plodding eastward across the oil fields, uranium mines, and sand dunes of southern Wyoming with about 30 knots of tailwind. At Rawlins if you've ever suffered through a landing behind that hill with a strong west wind you will appreciate that a new FBO has opened there. Nicely remodeled air-conditioned office, free soda fountain drinks, bottled water, and a huge hangar if you ever get stranded in weather. After Rawlins the tailwind continued, and the pounding began as soon as we flew downwind of Elk Mountain. That lasted until we descended into the wind shadow along the Front Range near Fort Collins. Then, smooth sailing back home to Erie, ending a fun trip of about 22 hours of flying.

## ***Angel Flight West "Run for the Angels" 5K***

Angel Flight West organizes volunteer flights for medical treatment, reuniting disaster victims, transporting medical supplies, and other needs when distance, isolation, or financial circumstances make these prohibitively difficult. Headquartered in Santa Monica CA, Angel Flight West is a member of the Air Care Alliance and covers 13 western states, including Alaska and Hawai'i. Once a year they hold a fundraiser 5K run/walk at BJC. Last year's 5K was held virtually, but this year we were able to participate again on runway 12R/30L and the south taxiway! October 23 dawned cool and cloudy, but there was still a respectable turnout (even though the pictures don't show it!) Interested in supporting or volunteering for Angel Flight West? Check them out at [www.angelflightwest.org](http://www.angelflightwest.org)! Hope to see more 43 members at next year's 5K!



*On the eastward leg, all the way up 12R/30L (9000 ft)*



*FlyteCo provided pre- and post-race libations, including coffee and gluten-free beer. That's Chapter 43's (and FlyteCo co-owner) Eric Serani on the left!*



*Chapter 43's Ricky Domenico crossing the finish line.*



*Ricky and friend Mark Bellio enjoying their just rewards!*



## Chapter Elections will be held at the November meeting!

### Candidate Profiles



Mike Gilbert is running for Director. Mike has been involved with EAA to varying degrees since 2001 when he joined the Flight Simulator team at Microsoft. Mike has participated in several AirVentures as an exhibitor and has been a judge for Wild Blue Wonders competitions. Mike earned his private pilot license in 2000 flying a 1946 J-3 Cub, owned a Maule for several years, and is currently working on a Van's RV-10.



Steve Paschke - The Chapter Webmaster, Steve is stepping down from Vice President to run for Director since he hasn't done that yet. He ran for VP last year primarily because a second candidate was needed. He's finishing up his first project (Adventure) and is planning to do another. Steve is an IT professional by trade.

John Reading - Currently flying a 1976P Cessna 182 with three other partners. I started flying hang-gliders in New England in 1973. Obtained private SEL in Taunton, MA (KTAN) in 1988. Obtained Instrument rating in 2019. Lots of memorable flights but none better than single pilot 10,000' over New York City at night in a Warrior. Never in the military or a professional pilot but love to hang around the 'pros' to feed my knowledge and passion for flying. Professional life spent primarily in the tech industry. Semi-professional life as a musician with stints with various show girls. Being as I finally have time and money together I can spend both assets in the aviation world. I really enjoy taking Young Eagles for their first flights because of very fond memories of my own first flight. (John is running for Director)



Pete Watkins is a long-time Chapter member and regular volunteer for the annual Picnic and Pizza Party. He's also a good mechanic, and has helped with a number of builds of aircraft and other vehicles. Pete is a past Director and wants to serve another term.



Stephanie Wells has been a member of Chapter 43 since 2006. She has held positions of director twice and has been a chapter safety officer continuously for the last 10 years. She is also the CFII for the IMC club and volunteers to give Flight Reviews and IPC's to chapter members. She is a part owner of an RV-7 and a Cessna 182. Stephanie is interested in running for Vice President of the chapter as she would like to move to an advanced leadership position.

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

## Want Ads

Jean-Pierre Verdier has sold his plane but still has a few items that others might be interested in:

Magnetos synchroniser \$30

Brake pad rivet tool kit \$15

Outdoor protective thread for the wing \$15

Compression kit \$40

Tube for an RV7 front wheel, brand new \$10

Contact Jean-Pierre at [eaglecliff1994@gmail.com](mailto:eaglecliff1994@gmail.com) or 303-670-5259

### 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! The Gregorys had her embroider their tail art and N-number on their plane's seat cushion covers!



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#### NOTES:

[www.apexweldfab.com](http://www.apexweldfab.com)  
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John was recommended to do some work on Herrill Davenport's 182 fairing, and wants to do more airplane work.



### Fisher Horizon1 Kit For Sale

Ready to cover,  
Continental A80 engine included.

Contact Gregory Hall  
[flyingdog.gh@gmail.com](mailto: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/>

## Looking for a Project?

James Taylor (not the singer) has a seriously ill hangar partner at Front Range (KFCO) who owns a 1957 Tri-Pacer that needs a full-up restoration. If you have an interest (in buying, partnering, wrenching, etc.), James can be contacted at Bald Eagle Aviation LLC, 303-748-0231 or [baldeagleaviationllc@gmail.com](mailto:baldeagleaviationllc@gmail.com).

If you enjoyed Col Rich Graham's program on the SR-71 in May, you might also be interested in his books on the Blackbird. Below are five that he has for sale on eBay. If you would like him to autograph them for you go to the eBay search and put 'sr-71pilot1974-1981' in the expanded 'Seller's ID' search. That will take you directly to his books.



Our thanks to Col Graham and Gen Pat Halloran for the informative and fun presentation on the SR-71 in May!

## Chuck Grow Flight Instruction

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



No, not that Chuck!

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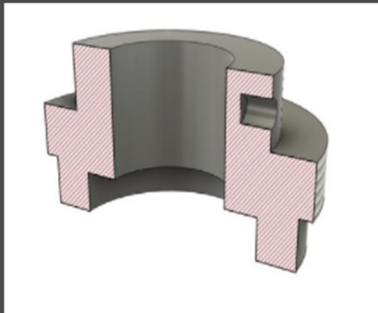
Jonathan D. Apfelbaum, MD  
Aviation Medical Examiner  
.....  
Cell: 801-913-1211  
[jonathan.apfelbaum@gmail.com](mailto:jonathan.apfelbaum@gmail.com)

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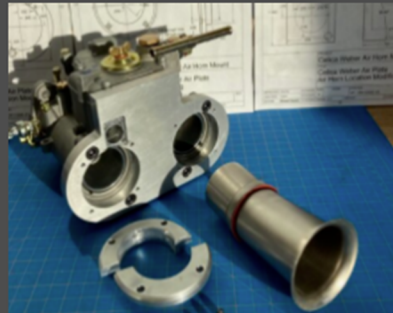


A small machine shop using a manual mill, lathe and surface grinder to offer custom machined parts to the advanced hobbyist or individual seeking support in product development or parts no longer available from a manufacturer. Shop rate is \$55 per hour, typically less than half what most shops charge. 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 720-984-8293



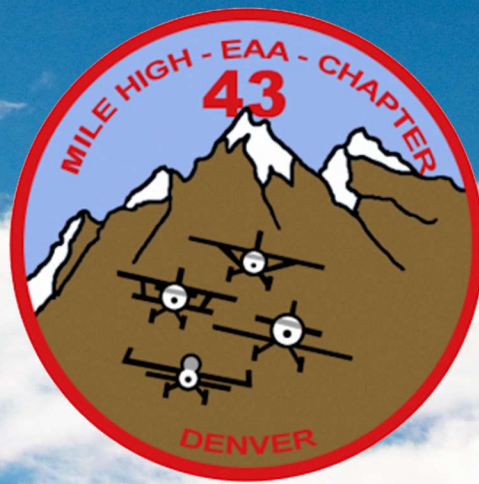
Design



Prototype Development



Precision Parts



# **EAA Chapter 43 Scholarships**

**for flying lessons, aviation trade schools, college tuition,  
or EAA Youth Summer Camp**

**Cash scholarships from \$1,500 to \$5,000**

**Apply by November 30th!**

**<https://chapters.eaa.org/ea43/scholarships>**

**The Chapter is looking for applicants who:**

- Have a passion for aviation**
- Show tenacity**
- Demonstrate a dedication to aviation**
- Live in the Colorado Front Range Area**

**Questions? Email us at: [ea43scholarships@gmail.com](mailto:ea43scholarships@gmail.com)**

Minutes for EAA Chapter 43 Meeting  
October 9, 2021

TONIGHT'S PROGRAM started at 6:02, introduced by Vice President Larry Earnshaw

Tonight's speaker is one of our own, a long time member of Chapter 43.

STEPHANIE WELLS, age 68:

By profession, Stephanie Wells is a pilot, having flown in the Air Force, for NASA, and the FAA. She retired in 2012 and has been doing a lot of traveling since then – both as a volunteer and as a tourist and visitor. She has a partnership in several small planes that she flies, an RV-7, and a Cessna 182, which she flew to Guatemala in 2019 to do conservation flights. She spent 5 months in Latin America in 2018, including 3 months in Guatemala. She is passionate about the environment, climate change and the outdoors. She volunteers at Foothills Animal Shelter, as a member of the All Veteran's Honor Guard, and as a volunteer pilot for LightHawk. She is a member of the Colorado 99s and the Experimental Aircraft Association. She loves skiing, hiking and backpacking in Colorado. She lives in Arvada, and has one son - Quill (Bradley).

**Aviation Safari in South Africa, September 3-20, 2021**

A long-time (40 years!) friend, Art Rogers (a fellow pilot in the Air Force as well as a United pilot), has wanted to do an air safari for years and was planning to go this year with another friend who developed a hernia and couldn't go. Cost per person is usually \$15,000 to \$20,000, but Stephanie was able to fill the emptied spot for \$4000. She quickly handed off the 99s Poker Run and flew as Art's companion on his United pass. On Sept. 1 she flew to Arizona to meet Art, then they headed to Newark but had to divert to Boston due to Ida flooding in NYC. Spent the night in the airport, then flew to Newark the next day to catch a packed flight to Johannesburg. They arrived 15 hours later, only to find their luggage was still at Newark, and they had to wear the same clothes for a total of 5 days! Stephanie pointed out a lesson learned - always pack a change of clothes (especially underwear!) in your carryon bag. Art had to do a checkride to get a 30 day endorsement; not to show expertise but to learn the area.

South Africa is 1/7 the size of the US (2 times the size of Texas) and was apartheid from the 50's through the 90's. Approximately 40 languages are spoken, though most speak English too. Current population is around 60 million, 76% Black, 9.1% White, 8.9% Colored/mixed race, and 2.5% Indian. It was originally colonized by the Dutch; the British took over 50 years later in the Boer Wars.

Stephanie showed their route map out of Johannesburg. Ordinarily the safaris are routed through Botswana and Zimbabwe but COVID rules and costs are excessive so they stayed in South Africa. The trip took 10 days.

Art flies for the Civil Air Patrol with beefed up avionics so he didn't have an iPad. They used ForeFlight on Stephanie's, which has good satellite mapping with airports identified (no paper charts are available!) They landed at small dirt strips located by waypoints in various longitude/latitude formats. They flew with Hank's Aircraft Tours; COVID has caused much confusion with the owners in New York. The company provided a 1966 Cessna 182ZS-ERO with a 78 gallon tank, 130 mph/110 kts cruise, good engine, and a Garmin. The steam gauges were missing oil temp, and the engine monitor gauge had issues. The cabin heat was stuck on! The "Easy Cockpit" version of ForeFlight shows airspace and ATC but no weather. Johannesburg is at approximately 5000' elevation and VFR flight is allowed between 6000-7000' with helicopters lower. Once out of the Johannesburg air space, higher flight is allowed. Planes must report full position reports, so it's noisy, but they never really saw other planes. No ATIS, no AWAS. Had to look up forecasts for nearby cities. Stephanie asked why no AWAS - they tried, but the units got stolen! They were in Johannesburg for a couple of days, so they toured the town with a guide who spoke about 10 languages. On September 8 they toured the Cradle of Humanity Museum and the Hartbeespoort Dam Elephant Sanctuary 40km north of Johannesburg. Larry Earnshaw asked if elephants are still poached -

yes, though rhinos are worse. Stephanie had a video of the elephants feeding, but was unable to get it going in the meeting. September 9, they flew from Johannesburg to the Kimberley Diamond Mine, staying at a hotel on the edge of the mine. Got gas at Kimberley, utilizing an interesting tank hose support. 100LL was about \$5 per gallon. September 10 they flew from Kimberley to Au-grabies Falls National Park at the Dundi Lodge - good food, very nice. September 12 they did an out & back to Tutwa Camp near Namibia. September 13 they flew from Dundi to Madikwe Game Reserve, with giraffes off the end of the 3000' dirt runway! So many strips, it's easy to get them confused without coordinates. Didn't really see much from the air; mainly transport. They stayed September 14-15 at the Bush House Lodge in Madikwe with a man-made waterhole, separated from the lodge by a ditch and electric fence. Lots of elephants; the reserve is overpopulated. Also cape buffalo, impala, lions, and leopards. First they watched a solo female elephant at the hole, then she was joined by an interested male, then the whole herd showed up! There were white rhinos and lots of lions - the tour groups could get close in vehicles. They also saw a rare black rhino, and were warned not to post socially about it for 10 days due to poachers. They saw a leopard in a tree to avoid two lionesses. Stephanie showed more photos of the waterhole; a male lion roaring, zebras, and an old man water buffalo in the mud. Elephant poop! African wild dogs in groups of about 40, very successful hunters. A rare white owl with his rodent lunch; the guide shot photos through his binoculars. They refueled at Madikwe with a jerry can - not easy! Used a 2 liter Coke bottle as a funnel. Stephanie showed an aerial photo of the lodge with a hide by the waterhole (accessible via a tunnel).

September 16, Madikwe to Koko Moya Camp, Krueger National Park via Petersburg. Rough air due to thermals. They saw the fuel gauges nearing zero, so diverted to Petersburg for a good lunch and inexpensive fuel. But it was windy and in the mountains with clouds - VFR on top of clouds is illegal in South Africa - but found a hole and could see room under the clouds, so spiraled down. The runway was rated as 1000', but was actually 1000m, and had a windsock pole but no windsock! Their guide was waiting for them. Accommodations were tented camping (glamping)! They were up at 6am the next morning for coffee, Land Cruiser touring until 9:30am followed by breakfast, a nap, and lunch, back out at 2pm until about 7pm, then a big dinner! Lions posing, the guide showing them rhino poop (used to mark territory), waterbucks, and a few hyenas. Lots of kudu (had kudu steak back in Johannesburg, it was good). A few warthogs and baboons, spider monkeys in the dining room at the lodge. They saw hippos in the water, a 5-foot-long monitor lizard in a tree, and 30-40 vultures munching a zebra.

September 19 back to Johannesburg. September 20, toured the Sling factory south of Johannesburg and explained the plane numbers (N-number equivalent) that indicated whether a plane is certified or experimental. Sling is in close competition with Vans, although the planes are a little slower. Composite or composite/aluminum mix construction. They attended a final banquet from Hanks Aero - drink prices were a little lower than the US, though imported drinks were quite expensive.

Question - How was the weather? It was their springtime, to pretty nice. Larry asked about IFR flight; Art and Stephanie weren't rated for that in South Africa. John Garvin asked if Stephanie was carrying - no, only the guides (and poachers). Dave Shenk asked how busy the attractions were - due to COVID, most visitors were from South Africa. Kirk Brennan asked about incongruities; Stephanie said upside-down airspace - lower down was uncontrolled. Stephanie was asked about a repeat; she said she'd organize it on her own. Was there electricity at the camps? Yes, powerlines or solar, no generators. Most camps were close to small towns. Larry Earnshaw thanked Stephanie for the program.

After break, the meeting was opened at 7:24 by Larry Earnshaw

### **ANECDOTE**

This year's Stella Awards first place was a woman who bought a new 32' Winnebago, set the cruise at 70mph, got out of the driver's seat and went to the bathroom! After the inevitable crash, she sued Winnebago and won \$1.7 million and a new RV! (That's a recreational vehicle, not a Van's.) ;-)

**VISITORS, NEW MEMBERS** - Please introduce yourself and sign the clipboard if you're joining us with your email, phone # & if you're already an EAA member, your member number, and get a six-month trial Chapter 43 membership! (FREE!)

John Garvin is recently retired from the Air Force after 30 years. He was a B-52 pilot and trainer who taught for 10 years. He's getting his A&P from Spartan and is on the list for an RV-8 quick build (16 months out), but is planning to purchase a Champion. He's looking for a fabric class.

Andy McRae is interested with aircraft design and helping with Young Aviators.

**MEETING DEDICATION** – Cliff Goldstein

Thank you Herrill for getting Name Badges for all that requested and of course the audio visual for this program.

John Evens has been busting his butt for winter Banquet. John has secured our dinner at the Terminal at BJC.

Our Greatest asset are the People that make Chapter 43 what it is today. 😊

**TRIP REPORTS** - Where have you been or better is there a direction you're going?

Dave Shenk has a friend with an interest in windmills, he and Dave went to Shattuck OK for a trade show (including Aero scale models). Shattuck is located near the corner of the Texas and Oklahoma pan-handles. There was plenty of room in the Woodward Oklahoma hangar and \$20 included a rental car!

**PROJECT REPORTS** - What project are you working on? Do you own a cell Phone? If so please submit a pictures of your progress. Includes repairs or upcoming projects. (Send Val PROJECT pictures for the newsletter at [newsletter@eaa.43.org](mailto:newsletter@eaa.43.org))

No reports.

**SAFETY REPORT** – Icing and CO detectors? Stephanie and Bill do you have something to add?

Stephanie noted that we've had 2 weeks of perfect flying weather, until 39kt winds today - be prepared!

Larry Earnshaw noted that good CO detectors are a must! He passed out once in a Mooney and crashed with (thankfully) minor injuries. Someone else related that he saw his detector nearing the red and used his pulse oximeter to check his levels - then read later that CO improves pulse ox, so don't depend on that!

**YOUNG EAGLES** – Cliff Hasenbalg

Next Rally: Our final Rally for the year is October 16th with 36 kids

Full house - only 3 pilots (including Herrill Davenport and Phil Brown) An average of 10 kids drop out, but... Young Eagle events will start up again in March.

Herrill noted that the printer is giving the ground crew fits! Cliff plans to upgrade to a new printer and hook up his computer to print certificates onsite. Herrill has 43 flights this year; 13 away from a lifetime total of 500! Stan Specht is only a couple away from his 500 and is trying to get mistaken Eagle flight forms corrected.

**YOUNG AVIATORS** – Pat Miller/Scott Serani/Jeff Jones

Jeff has been heading up an exciting program leading up to RV12.

Andy McRae gave the report - currently working on small balsa models, planning to get bigger. Microsoft Flight Simulator landings are humbling! Larry Earnshaw has small balsa models, and asked about structural mods for larger models.



## SCHOLARSHIP – Jenny and Mike Sutton

Destiny West - She soloed on May 26, and scored 97% on the written exam, completed her long solo cross country (Pueblo->La Junta->KAPA), her final night flight was OCT 7th. The stage check will be on OCT 11th and checkride on OCT 18th! She has flown around 65 hours and is ready to go!

Bennett Dugas has 18.9 hours so far. He soloed on Sept 22! And is continually making progress to the next milestone in his Ray Aviation Foundation Scholarship. He submitted a request to earn a Lightspeed headset, and we hope to hear next week if he will receive one. Lightspeed Aviation Foundation awards the first 90 Ray Scholars a headset, after they solo and commit to posting photos of themselves with their new headset on Instagram social media. Also watch our Chapter 43 Instagram account (<https://www.instagram.com/eaachapter43/>) for more postings from our Scholars!

Stephanie Olson has 30.6 hours so far. She is performing well on her take-offs, improving on her landings, and has recovered from a few stalls and was pretty proud of those moments!

Edward Gibson is searching for a flight instructor again at a few local schools. He's on a waiting list for Rocky Mountain Flight School. He is ready to start his training!

The website is open to receive Scholarship applications until Nov 30, and we look forward to meeting the new pilots to-be! (See the Scholarship Flyer on page 14!)

## VMC/IMC UPDATE

1. Progress report, anyone present give a recap of the meetings events.  
VMC - 6-7 live attendees and 2-3 on Zoom every month. Meetings are planned for ~1 hour length, Bill Mitchell would like to see more participant involvement.
2. Meeting times announcement  
VMC - 6pm Tuesday (October 12) at 2400 Industrial Ln. and Zoom  
IMC - 6:30 pm Thursday October 28 at 170 Cessna and Zoom

## NEW/OLD BUSINESS

- √ Elections are coming up in November, we have NO candidates for President. Cliff Goldstein has threatened Harry Carry if someone doesn't step forward. But is willing to stay involved. Larry is too busy to step up...
- √ Would the chapter like to put on a Saturday morning Pancake Breakfast at Erie???
- √ Remember you folks with cell phones. You know who you are. ... Please submit Pictures of your ongoing project to [newsletter@eaa43.org](mailto:newsletter@eaa43.org).
- √ Lynn Miller has been working on a welding workshop, and we have a couple of potential instructors, How many in the room would be interested in a welding class??? About 6!
- √ If you have 50+ years of flying (from first solo), there is still time to submit your application to the FAA for the wright Brothers award. Question, do we need to subtract gaps? Probably!

## ANYTHING ELSE?

Steve Beach - Pilatus Tour Oct 12, another in November has 2 slots left!

Respectfully Submitted,  
Val Gregory  
EAA Chapter 43 Secretary



**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.*

## **2020 Chapter Officers**

<b>President</b>	Cliff Goldstein	720-280-2916
<b>Vice President</b>	Larry Earnshaw	720-425-7987
<b>Vice President</b>	Steve Paschke	720-236-7869
<b>Secretary</b>	Val Gregory	303-908-1252
<b>Treasurer</b>	Myles Lee	720-295-8778

### **Board of Directors**

Cliff Goldstein (Chair)  
 John Evens\*  
 Stan Specht\*  
 Kirk Brennan\*\*  
 Stephanie Wells\*\*

(Note: \*- 2 year terms expire end of 2021, \*\*- 2 year terms expire end of 2022)

### **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>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	303-744-8180
<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	720-236-7869
<b>Facebook Admin</b>	Lance Boehmer	<a href="mailto:ljboehmer@gmail.com">ljboehmer@gmail.com</a>
<b>Safety Officer</b>	Stephanie Wells	303-503-0147
<b>Refreshments</b>	John & Roxie Juul	720-626-7707
<b>Audio/Visual</b>	Herrill Davenport	303-460-7789
<b>Scholarship Chairs</b>	Mike & Jenny Sutton	720-515-5269
<b>Scholarship Fundraising</b>	<b>(Volunteer Needed)</b>	
<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**

Phil Brown	303-506-3886
Mark Davis	303-425-4080
Chuck Grow	719-640-2905
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 2 for details of the upcoming gathering.**