



Mile High Flyer

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



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On the web @ www.eaa43.org

March, 2023

President's Corner - by Chapter President John Reading

I hate February. It's cold, short, dark and flying is limited by weather and motivation. So what to do? Schedule your annual inspection, read magazines, work on your build, watch flying videos and attend webinars. Keep the mental and current knowledge aspect of flying front and center. Of course this can fuel the desire to get out there and actually fly!

I had planned to go to the AOPA fly-in at Buckeye, AZ and then continue on to California to see a friend. The RV7 was getting its annual done and I had hoped that would be completed so I had a fresh inspection and a clean bill of health for the trip. Launch was planned for two days after the annual.

Enter judgement day. The hangar was unheated, temps inside were in the 40's and the A&P/IA was busy and wasn't sure he could get it completed in the time requested. We had taken the airplane apart to minimize the charge from the mechanics. The annual would be rushed at best and then we would have to put the plane back together and get a post-maintenance flight or two in. Combine that with sketchy weather, winds and turbulence forecasts along with some reasonably good weather prog charts that had a come hither bent to them and the 'judgement' factor entered in hard. My own brain was fighting it out on the go no-go decision. Yes, I wanted very much to go. But...

Over the years I have found that if I have to talk myself into going my inner self has already made the decision. I just need to listen to it. A friend of mine says if he ever uses the word 'probably' in decision making it is a no-go. There were wise words from a friend and my wife so I listened to all the voices and the decision was made. Trip cancelled.

There will be other trips and I will make the most of them under favorable conditions. Nothing like being on the ground wishing you were flying rather than being in the air wishing you were on the ground!

Kudos to Jenny and Mike Sutton and the entire scholarship committee. They have received word from EAA HQ that Chapter 43 Ray Aviation Scholarship has been approved in the amount of \$11,000.00. Great job all!

Our chapter continues to grow. Our current roster shows:

Current Members:	80
Expired Members:	112
New Members:	18*

* New Member is anyone with a join date within the last 365 days and active.

If you have already paid your dues Thank You! Your record on the EAA Chapter roster has been updated. If you have yet to pay please do so at your earliest opportunity.

Blue Skies and Tailwinds in both directions to you all.

John

[Next Gathering - Saturday, March 11, 2023, 6 PM](#)

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

Program will be Mark Zubrin, Founder and President of The Mars Society

This month's speaker, Robert Zubrin, will discuss an air launched balloon system flight along with the Mars Direct Proposal - examining the most practical and cost effective way to implement a mission to Mars.

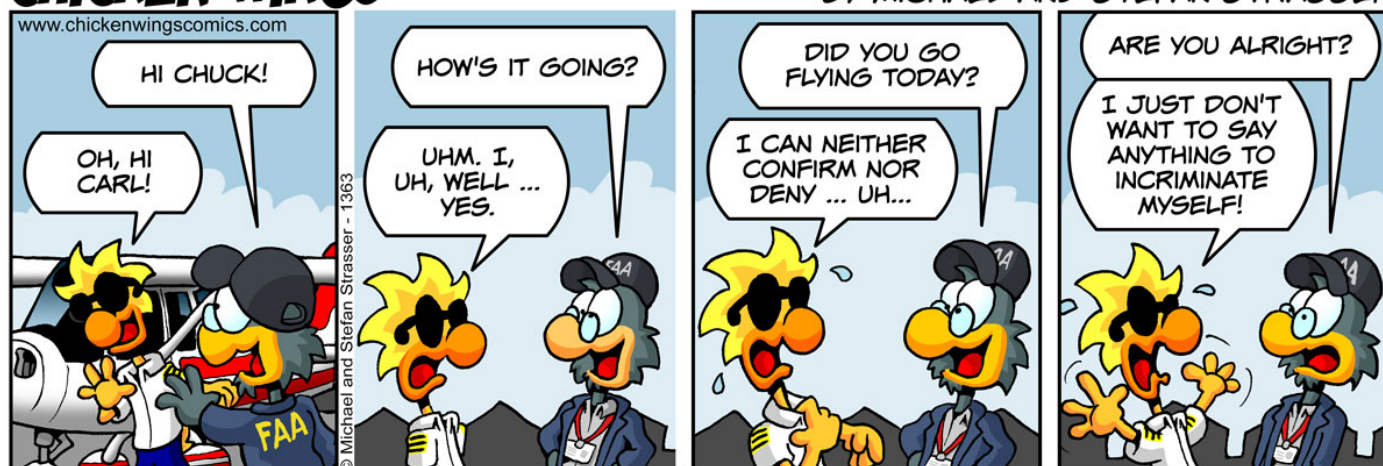
Robert Zubrin is a highly educated Aerospace and Astronautics Engineer advocate for human exploration of Mars and has written over 17 books on the subject. Zubrin holds a B.A. in Mathematics from the University of Rochester (1974); he was a science teacher for 7 years before becoming an engineer. He earned a M.S. in Nuclear Engineering (1984), a M.S. in Aeronautics and Astronautics (1986) and a Ph.D. in Nuclear Engineering (1994) - 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.

In this issue:

- Title pic - As of the newsletter's publication on March 6, we'll only be 2 weeks from the first day of Spring! After a LONG COLD winter, it can't come soon enough! We will of course still be getting snow off and on for the next 3 months, but we can always use the moisture, right?
- This month's Chicken Wings is for Chapter VP Jim Wood, who's been dealing with getting Chapter, VMC & IMC meetings approved for FAAST credits. 'Nuff said.
- Save the Date(s)! There's a notice on page 3 for the April program. 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.
- Newsletter quiz! See the space filler on page 7? First one to email newsletter@eaa43.org with the correct aerobatic maneuver it depicts gets cookies at the next meeting!
- This month's Parting Shot is the cover of a book available on the Chicken Wings website at <https://www.chickenwingscomics.com/shop/aviation-comics-cartoons/>. Just need to do a conversion from euros to USD...
- 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.

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



Upcoming Events Calendar

2023 CHAPTER EVENTS

MARCH

- Sat 11 Chapter Meeting at the Mt. Evans room at BJC, 6 PM
 Tue 14 Chapter 43 VMC Club, 6 PM, live and virtual, contact andresmith76@outlook.com
 Wed 15 Private Young Eagles Rally, contact Cliff Hasenbalg (see pg 20) or youngeaglesday.org for more info.
 Sat 18 EAA Chapter 43 Young Eagles Rally (First of 2023!), EIK, 7:45 AM
 Thu 23 Chapter 43 IMC Club, 6:30 PM, live and virtual, contact llearnsh@gmail.com

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

2023 AREA EVENTS

MARCH

- Wed 8 Emily Warner & Women Airline Pilots Day, Emily Warner Field Aviation Museum,
https://grandcountyhistory.org/event/emily-warner-women-airline-pilots-day/?instance_id=616
 Fri 10 Book Signing & Inspiring Talk with Col. Eileen Collins, WOTR Air & Space Museum*, 4-6 PM
<https://wingsmuseum.org/events/book-signing-eileen-collins/>
 Sat 11 Breakfast Fly-In, Exploration of Flight*, 13005 Wings Way, Englewood CO, 9:30 AM-12:30 PM
<https://wingsmuseum.org/events/breakfast-fly-in-march/>
 Sat 11 Speaker Series | Bessie Coleman: One Woman Show, WOTR Air & Space Museum*, 2-3 PM
<https://wingsmuseum.org/events/speaker-series-bessie-coleman/>
 Mon 13 Chapter 648 Meeting, 7 PM <https://chapters.eaa.org/ea648>
 Fri 17 Chapter 301 Meeting, 7 PM (6:30 social) <https://www.eaa301.org/newsletters>
 18-19 Kearney Nebraska Sandhill Crane Fly-in with the Colorado Pilots Association, Kearney NE (EAR)
https://coloradopilots.org/content.aspx?page_id=4002&club_id=612720&item_id=1885543&event_date_id=255
 Wed 22 Chapter 1627 Meeting, <https://chapters.eaa.org/ea1627/about-us>

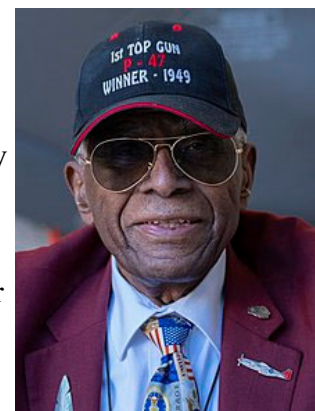
APRIL

- Wed 5 Antique Airplane Association of Colorado Meeting, 7-9 PM
<https://aaaofcolorado.org/news-and-events/>
 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://wingsmuseum.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>
 Wed 26 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 pre-purchase to meet social distancing regulations. That's not a bad thing, it keeps the museums running!

Coming in April to Chapter 43's monthly meeting!

Lt. Col. James H. Harvey III 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. Harvey was also the first African American jet fighter pilot to fly in the Korean War. 100-year-old Lt. Col. Harvey will be our meeting program at 6PM on April 8. The Chapter is providing an honorarium to be supplemented by attendee contributions to donation jars (so bring some cash, people!) Proceeds go to Tuskegee Airmen Inc., a 501(c)3 which promotes STEM education and youth initiatives in honor of the Airmen. This is an opportunity to hear from one of the last surviving Tuskegee Airmen, who has flown an amazing array of aircraft in his military career.





Young Eagles

We have a private event Wednesday March 15 for approximately 20 kids with 3 Pilots signed up so far. I'm waiting for the parents on this event to sign their kids up. 6 so far. Our regular Rally is Saturday March 18th and we have a full house with 35 kids and 4 Pilots signed up. The registration for April 15 opens on March 20th. I'll send a call out to Pilots and Ground volunteers on March 20 or 21st. 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 johnkelloggflys@gmail.com. Links to the Chapter Facebook and Twitter accounts have been added just under "Welcome to Chapter 43" on the Chapter's homepage at www.eaa43.org. 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 February Meeting Minutes on page 18 to see this year's winning Scholars!

Chapter 43 Scholarship Committee

mikesutton@gmail.com

suttonjennym@gmail.com

Just a(nother) Reminder

See the President's Corner paragraph about membership? See that there's over 100 expired members? Chapter dues are now due, along with membership updates (new contact info? finished that build? got a new plane in the hangar? never liked or never had your profile picture in the roster?) See the membership application on page 20 to update, and check your PayPal history or checkbook to see when you last paid.

Interview with Trevor DeLong, former Ray Scholar and Current President of Chapter 1342 in Grand Forks, North Dakota

Interviewed and written by Auston Froid



What made you interested in aviation?

Trevor's passion for aviation began because his mother was a flight attendant for United Airlines and grew up in the aviation environment. He states that his mom knows more than he does and that he loves that there is the ability to travel for free. Seeing the ins and outs of operations through his mother sparked that inspiration.

When did you start flight training?

Trevor started flight training when he was about 13, looking for flight schools, and was just dipping his toes into flying by taking a lesson about once every month. He was four years away from being able to solo but still wanted to fly and get an understanding and jump start on what he would need to learn. He didn't want to spend that much money but found a newspaper ad and was one of the first customers at Colorado Air and Space Port.

When did you start associating with the EAA, and what was your experience with them?

He first went to Oshkosh in 2016 and rented a camper to stay there. He said it was one of the coolest things he had ever seen in his life. "Seeing fighter jets buzz the campground was amazing; it doesn't get better than that," says Trevor. Oshkosh was his first exposure, but after that, he decided to take a Young Eagles flight in Erie with Chapter 43. That was his first flight in a small airplane. He then did another Young Eagles

flight a few weeks later through his Boy Scout group. He wasn't able to be as involved in the chapter as much as he would have liked until later when he started to train consistently when he turned 17. At this point, he was selected to be a Ray Scholar and finished his flight training.

Is there anything you would do differently if you could go back?

He wished he'd gotten involved in the EAA more as a kid. He was busy in his youth, but he wished he had made more time for the youth group. During his training, some stipulations were supposed to be met, and he, unfortunately, was not able to meet those in their entirety. Still, he feels that he is making it up to the EAA by being the president of a chapter now.

What are your goals in aviation?

His short-term goals are to get his instrument rating at the University of Northern Dakota within this next semester. His medium-term goal is to go back home to Denver and instruct or find a FAR part 135 gig - go down to the Caribbean or Hawaii and fly Caravans. For his long-term goal, he is in the United Airlines Aviate Program, so he will hopefully end up at United.

Do you have any advice to give people in flight training or thinking about going into flight training?

Trevor says if you are young, don't go hard into flight training and spend a bunch of money. Wait and do Young Eagles flights and try to build up some hours with the members of the EAA or friends. You have to make connections and be open to different types of people. Save the money and effort until you are close to 17. Trevor ended with a quote that I believe every pilot should take to heart: "Make sure you take your experiences other places, don't just fast track. Give yourself time to look out the cockpit and enjoy what you are doing."

No Name Column by Cliff Goldstein

Recent Travels

I'd been planning to go to Buckeye, Arizona for the AOPA fly in. February any year is tough but it looked like the weather was going to finally align for a trip to the West. I never really worry about getting back as long as I've got a comfortable place to stay on the other end. Like Jamaica. ☺ Departing on a Friday, weather was severe clear with almost NO head wind on the way to Arizona. It would be an easy ride, and gusty winds on the other side were well within my limits. I hadn't camped out for over a year and a half by missing OSH last year so I was happy to spend a night in the desert. The 14 was packed with survival gear in case of an off-airport landing in the mountains. The trip was great with beautiful snowcapped mountains all the way down. The valleys were open and with only one high mountain crossing at Monarch, the trip was a breeze. The O2 concentrator has taken every bit of fatigue out of my mountain flying.

The winds were of course gusting when I arrived having chased a guy from Boulder all the way down. He ended up parking next to me in his Turbo Cirrus 22. Setting up camp in blowing winds was a bit of a challenge, but with camp set up and over half the day left, I set out to see the show. For those anxious for a day trip out this was perfect. I got to see everything in a couple of hours. There was an airshow at the end of the day, heading into twilight. Having learned many Acro maneuvers, I've got a whole lot more appreciation for what's going on. The SubSonex flown by Tom Larson, an acquaintance, was a pleasure to watch. I saw this aircraft just as it was being completed and small would be an understatement. Here's a short Bio on Tom. He's had quite the career.



Mini Jet Airshow

Tom caught the flying bug from his father, who became a pilot shortly after Tom was born. While in high school, Tom started flying radio control airplane models and then at the age of 19, he earned his pilot's license in only 62 days! After he received his pilot's license Tom joined the military and flew different types of aircraft. Over the years Tom has logged over 10,000 flying hours in 57 types of aircraft.

The SubSonex is only 16 feet long and 18 feet wide. It weighs under 500 pounds and yet has a top speed of 300 miles per hour!

Sitting around a fire in the evening swapping stories was a delight on the desert floor.

The next morning was an easy decision. Pack up and head west. Spent some time with my son Doug and my sister and her husband in Vista, CA. The weather in Colorado was already turning with a cold front zooming in from the NW so I decided to head back Monday instead of Tuesday. A great choice.

Not much of a push but again flying high, I felt I'd do no stops on the way home. As usual, from the Continental Divide East, there was building clouds obscuring the mountains below. I was on an IFR flight plan and hoped to cross the MTNS at 14k VFR, but that was not going to happen. I re-opened my flight plan and started the climb to 17K and finally 18K with only a few minutes in the clouds. I'm not a fan of IMC in the mountains but the Front Range was open. This time of year, turbulence with the onslaught of the cold front was kicking butt. I planned to descend at between 100 and 115 knots indicated giving plenty of gap to maneuvering speed. The aircraft was light with only about 18 gallons of fuel left and solo pilot.

The airspeed was the ticket going down, I got bounced around a bit and when the controller pushed for me to descend a bit quicker, I let them know this was the best they were going to get. He was completely understanding and cleared the space for me to make the slow slog.

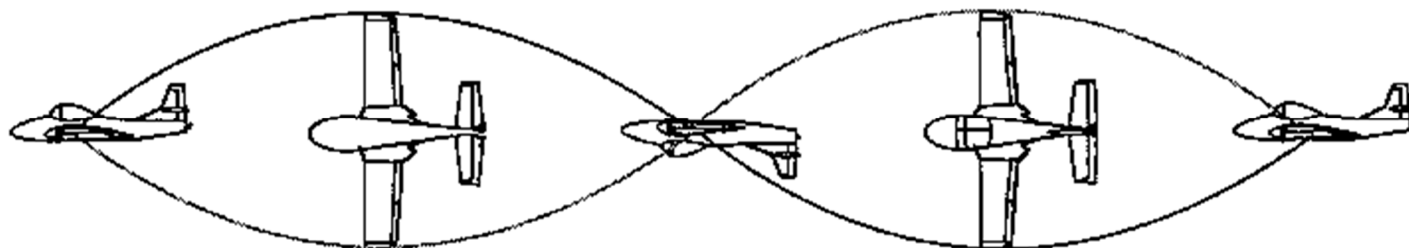
BJC was reporting 20 gusting 30 out of the Northwest. Erie was just below 20 knots with a 60 degree component. I'm not sure if I was more nervous about Rime Ice in the clouds or the descent into the turbulence.

Just some notes: I always had a clear out back to the West with lower ceilings and the valleys were scattered. Plenty of fuel so while I wasn't comfortable, I made sure of a way around any icing. As for the turbulence. I had a plan and worked it. I checked the log on the G loadings and never got above 1.5 which is well within the limits of the aircraft.


Bobbi wasn't with me on this trip. Her low limit on camping is the Holiday Inn. I probably would have stopped in Salida 'til things settled down if she'd been along.

I won't be back to Buckeye for another fly in, but camping in the desert is definitely a fun choice. When I arrived, Bobbi had the hanger door open. It was a nice way to end a great trip.

Cliff



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!



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Erie, Colorado 80516

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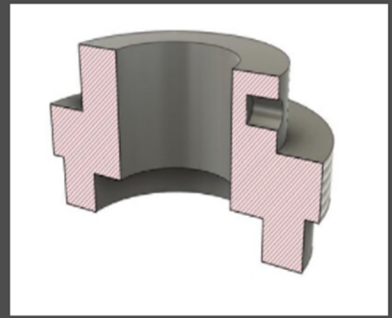
John was recommended to do some work on Herrill Davenport's 182 fairing, and wants to do more airplane work.



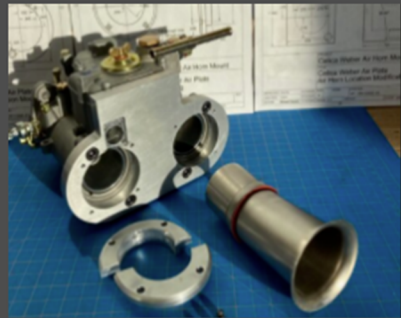
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Design



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 $\frac{1}{4} \times \frac{1}{4}$ 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!



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jonathan.apfelbaum@gmail.com

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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.

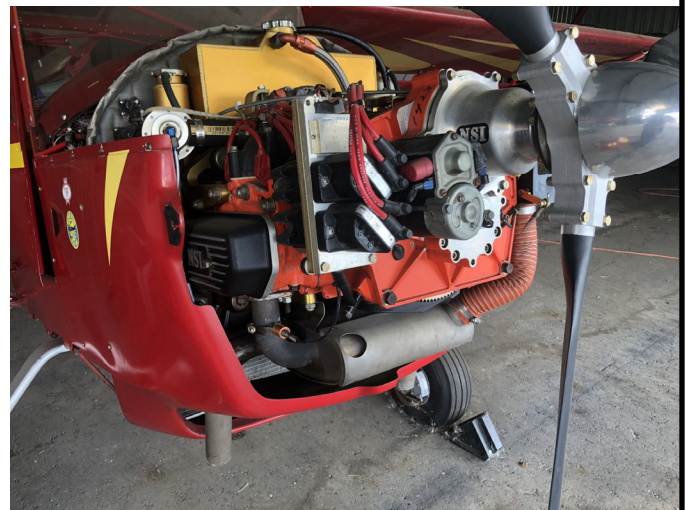


303pilot@gmail.com or call 303-604-0746

\$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

February 11, 2023

President John Reading opened tonight's gathering at 6:02 PM, thanking former President Cliff Goldstein for 3 years of service. Also, many thanks to Ayden Edgar (Scholarship winner, see below) for filling in for Herrill at the AV desk!

WELCOME AND QUICK UPDATES

- Election Results
 - President – John Reading
 - VP – Larry Earnshaw
 - VP – James Wood (replacing Stephanie Wells)
 - Secretary – Val Gregory
 - Treasurer – Will Heltzel (replacing Miles Lee after 10 years of service)
- FlyteCo Banquet - was fabulous! 151 in attendance. John thanked the Seranis, FlyteCo, and the Banquet Committee
- Dues are Due! Pay Will Heltzel by check in person, or go to <https://chapters.eaa.org/ea43/join-or-renew> for other options.
- First Board Meeting of the year
 - Discussed Priorities
 - New VP backfill – Jim Wood
 - New Volunteer Officer – IT Coordinator – Mike Gilbert
 - Two (maybe 3) volunteer positions available; see Help Wanted Classifieds later in Minutes.

TONIGHT'S PROGRAM – John Stewart.

Larry Earnshaw introduced John and congratulated him on surviving his day of black diamond skiing at Vail with fellow former Air Force pilots.

Call Sign: Warman

Air Force Pilot, Flight Commander, Executive officer, Flight Examiner, ADO, DO, TFG CC, TFW CV...before bailing out of the Air Force. 737 Captain with Southwest Airlines, Air Attack Pilot US Forest Service, Check Airman and Instructor, American East Airways, DBA Houston Air, Instructor in Alpha Jet, Mig-15/17, T-33, L-39 and a partridge in a pear tree. The rest is classified. ;-)

John has flown Air Force F100s, A7s, and A10s in Vietnam as well as F16s. But tonight he's going to talk about flying with his dad in North Africa growing up. Luck plays a factor!

John asked for a show of hands from those who had paid taxes between 1967 and 2016, and thanked us for paying his salary. He also asked what an F22 gets for shooting down a balloon!

John's dad was born in 1911 and lived through the Depression. He skipped school to see Charles Lindberg at Hatfield Field in Muskogee, Oklahoma. During WWII he was part of a B26 crew as an observer, assessing bomb damage and scouting for further missions. After the war he figured out a deal with a CFI to get a Cessna 120 cheap. From Billings, MT he flew his family of four to Muskogee and back. Overweight and with the CG far back, landings were tricky! One-way distance of 980 miles with three stops; on one leg the plane ran out of gas during the landing!

John's dad was in North Africa with USAID, surveying in a Super Cub with tandem wheels - 4 mains and a tail. He landed in a deserted WWII airfield in Libya, and had numerous mishaps and repairs on various trips.

In Yemen, he was developing water sources for villages; there were ~5 miles of paved road in the country, and no garbage removal. The Yemeni King had 2 planes to spray bugs; one pilot died and John's dad offered to spray in return for using the plane for water survey. He told villages he could help more if they'd build an airstrip. John showed a photo that was used in a New York Times article.

John's dad maintained the Super Cub, but had to go to Nairobi for its "annual". No radio, only a compass for navigation - John showed the map his dad used to explain the trip afterward. With 36 gallons of fuel and John as a passenger, the plane had to be over gross. Leg 1 was Taiz, Yemen to Ethiopia, 214 miles. Next leg was 388 miles, 4.3 hours and 34.5 gallons of fuel. The next day he flew the remaining 1249 miles with the third leg to the next landable field burning 33 gallons; the fourth leg to near Mt. Kenya was 297 miles and 33 gallons and the next two legs were flown together. They spent a week in Nairobi visiting other pilots, including Beryl Markham, author of "West With the Night" (the first person to fly non-stop solo from England to North America, against prevailing winds - Editor).

The commercial airline shop where the annual was performed had a magnetic particle inspection system used to find cracks in metallic parts and welds, which messed up the Super Cub's compass. On the first leg back, Mt. Kenya wasn't visible where it was supposed to be. They were lost, and followed a river to an airstrip at a primitive village, whose leader demanded to be flown elsewhere; John's dad negotiated to a bribe for whatever fuel could be found, and filtered it through a chamois. This was in the 1960s, Africa was not all that safe!

John's experiences include flying an Alpha jet from Arlington, VA to Abuja, Nigeria in 29 hours. He showed side-by-side photos of an F100 Super Sabre in Vietnam and at a veteran's event - on one of his landing attempts the chute detached and the brakes were shot! Barely cleared the trees at the end of the runway.

John's first experimental plane was a Bushby Mustang II with a 100hp Lycoming engine. It was running rough, and teardown exposed a sump full of metal! It has a skin wrinkle caused by a snap roll to the left while turning right - You need to go through a test program with new-to-you planes! His second experimental plane had issues with water in the outer tank which required shaking the wing to drain and caused three engine shutdowns!

Dave Shenk asked why John's dad didn't fly for 40 years - he didn't want to buy a plane once back in the States in Boulder.

Stephanie Wells asked about the Abuji flight.

Chuck Kubin asked about John's MiG flying - John took MiG-15 and MiG-17 ground school and because both planes are single seat, flew a 2-seat trainer until his check ride.

Kirk Brennan asked if the MiGs are crude compared to American planes. Yes, they're good at speed but stall speed is 123kt and the plane lands at 125kt!

John Reading thanked John and said that next month's presenter will be Bob Zubrin, founder and President of The Mars Society. John R. got a call from Bob looking for a plane, and launched a balloon (?!) from John's 182.

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.

John Estes is a Rutan fan from Denver.

Chris Giker is a pilot at BJC.

Nick Hernandez is back after 18 years away.

Brad Reeves grew up as an airport brat, got his PPL in 2020, and has a 182 at Erie.

After the break, the meeting opened at 7:12 PM by John Reading.

Help Wanted Classifieds - Activity = Success

- Membership Coordinator to replace Jim Wood. Not a difficult job but essential, working with IT Coordinator Mike Gilbert
- Activities Coordinator - Museum visits, fly-ins, TRACON, pancake breakfasts, etc. Chuck Kubin volunteered
- Videographer (YouTube channel) - added to Mike's load as IT Coordinator. He'd also like to stream the meetings.

Membership and Dues

- Should be a current member of EAA National
- All chapter memberships expire on 12/31
- Payment of Dues – First month of the year
 - On-line at eaa43.org
 - Check to EAA Chapter 43 at a meeting (no cash please)
 - Snail Mail check to EAA43 PO Box 1725 Broomfield, CO 80038
- Membership types
 - Regular – 1 Year \$25.00
 - 5 Years \$100.00

ANECDOTE – Scott Serani noted that he’s careful NOT to use religion or politics.

Subject : Just who is Jack Schitt?

For some time many of us have wondered just who is Jack Schitt?

We find ourselves at a loss when someone says, “You don’t know Jack Schitt!”

Well, thanks to my genealogy efforts, you can now respond in an intellectual way.

Jack Schitt is the only son of Awe Schitt. Awe Schitt, the fertilizer magnate, married O. Schitt, the owner of Needeep N. Schitt. They had one son, Jack. In turn, Jack married Noe Schitt. The deeply religious couple produced six children, Holie Schitt, Giva Schitt, Fulla Schitt, Bull Schitt, and the twins Deap Schitt and Dip Schitt. Against her parents’ wishes, Deap Schitt married Dumb Schitt, a high school dropout. After being married 15 years, Jack and Noe Schitt divorced. Noe Schitt later married Ted Sherlock, and because her kids were living with them, she wanted to keep her previous name. She was then known as Noe Schitt Sherlock. Meanwhile, Dip Schitt married Loda Schitt, and they produced a son with a rather nervous disposition named Chicken Schitt.

Two of the other six children, Fulla Schitt and Giva Schitt, were inseparable throughout childhood and subsequently married the Happens brothers in a dual ceremony. The wedding announcement in the newspaper announced the Schitt-Happens nuptials. The Schitt-Happens children were Dawg, Byrd, and Hoarse.

Bull Schitt, the prodigal son, left home to tour the world. He recently returned from Italy with his new Italian bride, Pisa Schitt.

Now when someone says, “You don’t know Jack Schitt,” you can correct them.

Sincerely,
Crock O. Schitt



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

Do you know this famous airport? It’s OSH in the winter!

John Stewart flew to Mojave 2 weeks ago to make a run with aircraft through “Star Wars Canyon” west of Death Valley. Formation training and picture flights in four L-39s, a new F-5, and a MiG-15, all experimental.



L-39



F-5



MiG-15

John Reading - the Buckeye Arizona AOPA fly-in is next week, then John has President training in April at OSH.

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

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

Stephanie and son Quill flying in the RV7, doing runup with Stephanie in the left seat and Quill in the right. Quill noted engine roughness and vibration in the cockpit floor. Stephanie had her heels off the floor and A&R headset canceling the engine sound; she now pulls one side loose during runup. The plane was probably running rich.

YOUNG EAGLES & Eagle Flights – Cliff Hasenbalg

- Next Rally: March 18th
- Private event March 15 – Weekday, 10-20 kids
- Pilots who fly 30 youths before 7/31/23 will be awarded a commemorative polo shirt celebrating the 30th anniversary of Young Eagles
- First Time Young Eagles Pilot Drawings for monthly Lightspeed Zulu 3 headset
- Double Young Eagles Credits for EAA Chapters (\$10.00) through July
- Request from ACE STEM for Eagle flights on 7/19 or 7/22; right before AirVenture. The requestor works at TRACON
- If you weren't at the banquet, see Cliff H. for certificates
- All 2023 events are on youngeaglesday.org, including private events - go sign up!
- John Reading says more Young Eagles pilots are needed! Kids have gone from Young Eagles to aviation careers!

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

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

RV15 engine delivery scheduled for 4/20/2023! First engine startup a month later. Wings are closed, wiring is close, landing gear installation in 2 weeks. Big events are held for Young Aviator attendance. The Buckshot foam parts to be glassed soon. Next week is a TRACON visit. The RV14 will be sold; buy it before paint and have a say in the design!

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 Biesemeier 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	

Last year's Mary Mitchell and Ray Scholar winner, Edward Gibson, had his checkride on January 15; he thanked the Committee and everyone in the Chapter.

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

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

IMC Meeting – 4th Thursday 6:30p. Next Feb 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!

Social Media - John Kellogg – Coordinator

Send content to John @ johnkellogflies@gmail.com

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

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

NEW/OLD BUSINESS

Next Meeting Saturday March 11th, 2023

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

ANYTHING ELSE? Applebees after the meeting!

Meeting closed at 8:21

Respectfully submitted,
Val Gregory
EAA Chapter 43 Secretary

Parting Shot!



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	Jim Wood	720-314-9663
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
Scholarship Fundraising	(Volunteer Needed)	
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		



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.

Mile High EAA Chapter 43

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

First Class



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