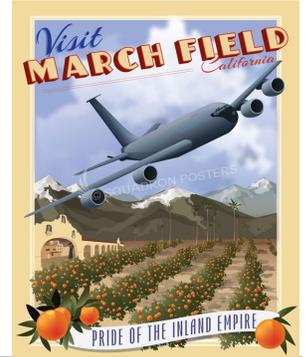




Mile High Flyer

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



Volume 45 Issue 3 On the web @ www.eaa43.org

March, 2018

President's Message

EAA National late last year asked Chapter 43 to host a proposed upcoming Bootcamp for chapter leaders in our area. It seemed both imposition and gift as we had to do all the arranging. Members stepped up to arrange the room (our regular meeting room), audio-visual services, and the morning donuts and coffee. National provided the attendees (many of them us) and a fine lunch. Best of all, EAA National provide three speakers and a well developed program. Some was news, some was thoughts and ideas, some was exchange of good spirit. The focus was building a more successful chapter.

A big upcoming change, developed and funded by the folks at Oshkosh, is the new chapter management software named Flightsquid. The Board has since elected to migrate to it. It will, as I understand it: Manage our roster of members, be they current, expired, honorary, junior, and lots more categories. And it will do billing and reminders and payment. It will also manage a chapter website that allows news items and posting of photos and videos, and a calendar that will delete events as the date passes. It's quite comprehensive and will present a nice public face. And we have to learn how to use it.

With the change in roster location from a local database to a nationally supported one, John Reutherskiold, who has managed the roster for about a decade, would like to pass this role on to a new volunteer. PLEASE consider stepping up. I'll bring this up at the meeting. Many thanks to John.

We had our first chapter "outing". I'll do a few photos on this at the chapter meeting, which is, of course, SATURDAY, MARCH 10 AT OUR USUAL MEETING LOCATION. Please be sure our meeting is on your schedule.

Cliff Goldstein and Scott McEwen (VPs) have a great guest speaker lined up. Gina Moretto from THE FAA is an expert in keeping airplanes, especially old ones and homebuilts, safe. With a 58 year old bird, I'll sure be listening closely!

And this month's "Cross-Pollinating" chapter member will be Cliff Hasenbalg. That classy mustache fits so well with the another side of Cliff that we will learn about.

So be there! Please. Everybody is important. We are the synergistic sum of our members.

Oh - one more thing. Please keep an eye and an ear open for opportunities to find our chapter a hangar to call "home". I'll speak more on this at the meeting.

-Phil Brown

Next Meeting - Saturday, March 10, 2018

7 PM @ the Mt. Evans Room in the Terminal Bldg. @ Metro Airport (BJC)

Presentation for the March Membership Meeting

Gina Moretto is the FAA Safety Team Program Manager for Wyoming and Colorado. Her experience is in aviation maintenance, both military and civil in rotor and fixed wing, spanning Heavy Birds but including GA in metal and composite of various sizes and operations. She has 14 yeas of working experience repairing/replacing aircraft parts that were designed to NEVER fail. Gina has been an IA for over 26 years. She has instructed at the FAA academy for over 8 years and has trained over 3500 safety inspectors. Gina will be talking about maintaining our old birds and ways to avoid the pitfalls while building new birds.

In general, if you want to share photos or video of a recent flight, trip, build progress, etc., just load it on a USB, hand it to Herrill Davenport (the chapter Audio/Visual expert) when you arrive and let him know what segment of the meeting it supports.

Upcoming Events Calendar

Submitted by *Don Smith*

2018 EVENTS

MARCH

Sat	10	EAA Chapter 43 Membership meeting, BJC, 7:00 pm
Mon	12	EAA Chapter 648 Membership meeting, LMO, 7:00 pm
Fri	16	EAA Chapter 301 Membership meeting, 7:00 pm (http://www.eaa301.org/meeting-location)
Sat	17	EAA Chapter 43 Young Eagles Rally, EIK 7:30 a.m.
Sat	24	EAA Chapter 301 Young Eagles Rally, FTG 8:00 a.m.

APRIL

Mon	9	EAA Chapter 648 Membership meeting, LMO, 7:00 pm
	10-15	Sun 'n Fun 2018 International Fly-in and Expo, Lakeland FL (LAL) (http://www.flysnf.org/)
Sat	14	EAA Chapter 43 Membership meeting, BJC, 7:00 pm
Fri	20	EAA Chapter 301 Membership meeting, 7:00 pm (http://www.eaa301.org/meeting-location)
Sat	21	EAA Chapter 43 Young Eagles Rally, EIK 7:30 am
Sat	28	EAA Chapter 301 Young Eagles Rally, FTG 7:45 am

In this issue:

- This month's title picture is a vintage poster of a KC-135 from the March Field Air Museum in Riverside, CA. The museum's fleet spans WWI through to present day and includes nearly 80 aircraft. Check them out at <https://www.marchfield.org/>
- VICTORY (for now) as ATC Privatization is no longer part of an FAA reauthorization bill in the House.
- Steve Beach passed on an article written for Chapter 648's (Boulder/Longmont) newsletter, with permission from the writer to publish here. I don't agree with all the article's points, but think it will generate some discussion that would be interesting. Now I'm really sorry I can't make Applebee's after the meeting (due to the time change and an early Sunday morning commitment).

Since I currently don't have a second set of eyes to review the newsletter, I'd like to ask all of you to help find my boo-boos for cookies! I haven't heard from any of you since the last meeting, but YOU still have a chance for cookies in March if you find something in this newsletter. Let me know at newsletter@eaa43.org.

And since I have a new cookie recipe I want to try this month, here's a Newsletter Quiz. Cookies for the first person to answer correctly the following question: What's with all the racket in the northeast part of the Denver metroplex the weekend of March 3-4? I could hear it all the way down in the Ken Caryl area! Email me at newsletter@eaa43.org.

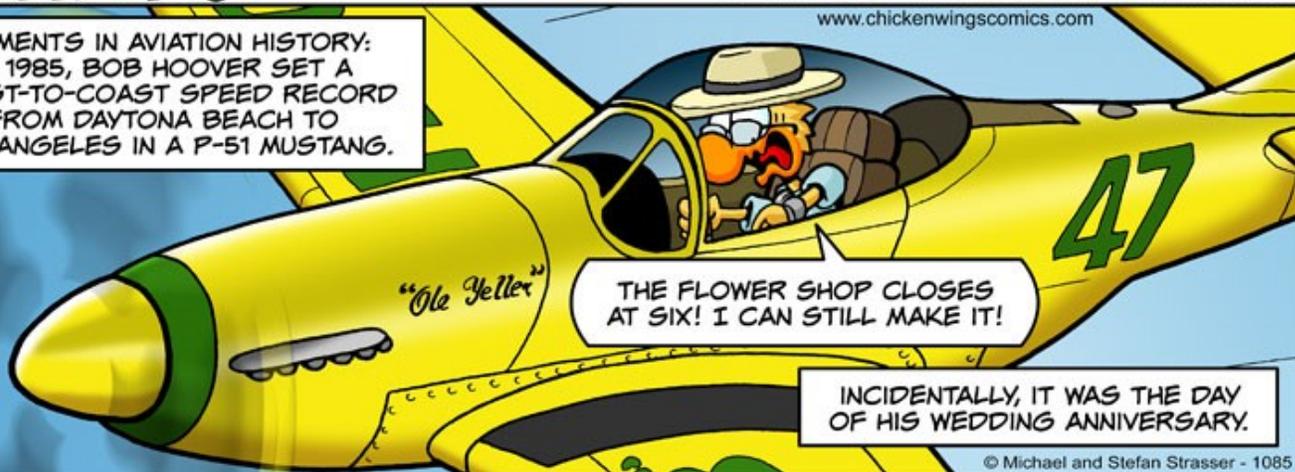
If you'd like to contribute a newsletter article on a trip, a tool, component, or aircraft review, a how-to for build or test, historical or ANYTHING airplane or chapter related, don't be shy. I'm still struggling with input that's not electronic, but you can email newsletter@eaa43.org with anything ya got in electronic format. Be aware that Gmail limits attachments to 25 MB, so if it's bigger than that, try multiple emails.

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER

www.chickenwingscomics.com

MOMENTS IN AVIATION HISTORY:
IN 1985, BOB HOOVER SET A
COAST-TO-COAST SPEED RECORD
FROM DAYTONA BEACH TO
LOS ANGELES IN A P-51 MUSTANG.



THE FLOWER SHOP CLOSSES
AT SIX! I CAN STILL MAKE IT!

INCIDENTALLY, IT WAS THE DAY
OF HIS WEDDING ANNIVERSARY.

© Michael and Stefan Strasser - 1085

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

Want Ads

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

Bill Mitchell reports that these folks can embroider a couple of different sizes of our chapter logo on jackets, shirts, etc. Bill showed some examples at one of our meetings, and they were beautifully done!

Want Ads Cont'd

Stits SA3B Playboy N1294V

Recently appeared in the weeds outside the fence at "Frightmare", near Old Wadsworth and 108th. Contact Karl Sutterfield, kasutt@blindhog.com for more information.

According to the FAA Registry Inquiry, N1294V is an amateur built experimental powered by a Lycoming model O-290 Series 140 hp piston engine. Its airworthiness certificate is dated 09/18/86.



Above is an example picture of the single seat low *folding* wing aircraft in flying condition.

Around the Chapter

- ◆ Mike Gugeler notes that as a follow-up to last month's presentation on UAS, be vigilant near the Boulder Airport glider base. Kate Kennedy (a young woman the chapter has mentored in the past) reports that she recently checked out to pilot both the Super Cub and Pawnee, so those tow planes will be flying around unmanned! (Newsletter Editor: I prefer saying the planes will now be "enwomaned" - you go, Kate!)
- ◆ In case anyone missed it, Bill Mitchell was involved in a serious aircraft accident when the T-18 he was flying in while transition training its new owner snapped a rudder cable on the ground and flipped. Bill sustained a number of lacerations and 2 broken ribs, but he and Mary were at lunch at the Blue Sky Bistro on February 28th. The pilot was more severely injured, but Mary thinks he was transferred to Craig Hospital February 26th, so he is hopefully making progress.
- ◆ Welcome to Tyler McBride, a new member of the Scholarship Committee with quite the resume! Captain "Iron" McBride is an F35 pilot (soon to be instructor) with over 1500 hours in the F35 and F16, and his aviation career started with a first flight at Erie.
- ◆ And finally, coming in April for the chapter meeting presentation:

The Kepler spacecraft orbits the sun and observes patches of sky for extended periods of time to find small anomalies in space.

Dustin Putnam, Ball Aerospace will be talking about the Science of what the telescope is observing. He then will speak about the mechanics of building, launching and piloting, with minimal control, the spacecraft to insure a stable craft so that the telescope is as still as possible, to observe distant objects.



MODERNIZE NOT PRIVATIZE

THANK YOU – YOU DID IT!

To each one of you who took the time to write, call, or personally talk to your congressional representatives in opposition to ATC privatization, thank you. This week's announcement that ATC privatization is **no longer part of an FAA reauthorization bill** in the House is great news. Your combined voices, amplified tens of thousands of times, made a difference. You can be proud of all that we as EAA members did together.

As a wise man once said, "All our hard work only guarantees us more work." EAA will be fully engaged to ensure that GA is an important part of the conversation as FAA reauthorization and appropriations bills are considered in Congress.

Again, congratulations, and thank you.



Jack J. Pelton
EAA CEO/Chairman of the Board

MILE HIGH EAA Chapter 43
February 10, 2018

President Phil Brown opened the meeting at 7:00 pm and handed out nametags. Paper nametags will be available next month for those who don't have or forgot their nametags.

VISITORS, NEW MEMBERS - Please tell us about yourself

Location

Flying, What? Many Months/Years?

Building anything?

Flying HOPES?

Sign in and get 6-month trial membership in Chapter 43

Tracy Brennan is an English teacher at Boulder whose husband Rick Brennan got her flying lessons for Christmas. She's halfway through ground school. Her passion is building young people!

Also in attendance were meeting presenters Greg White and Constantin Diehl.

ANECDOTE OF THE MONTH

The husband gets a call from his wife about a mysterious error icon showing up on her car dashboard.

"Honey, what does it mean when there's a symbol of a person pooping instead of the temperature?" At a loss, he asked her to text a picture of the symbol so he could investigate, and here's what he got: -4°.

Guess it was cold!

ANNOUNCEMENTS – Anything to share with the Chapter?

Rick and Tracy Brennan are looking for an RV-7 IFR expert.

Phil Brown has Chapter 43 business cards; pick some up to hand out to folks who might be interested.

A cultural exchange student from Spain is looking for a host family. The 16-year-old has a strong interest in flying.

Phil Brown asked for a show of hands to gauge interest in a field trip to the Forney Transportation Museum and lunch.

Any interest in a Chapter village at AirVenture (aside from volunteers).

APPROVAL OF DECEMBER/JANUARY MINUTES (and cookie awards) – Val Gregory

Dave Shenck motioned that the minutes be accepted. Phil Brown, Gary Gregory, and Scott Serani received cookies for catching errors in the January and February newsletters.

TREASURER REPORT – Myles Lee

In the interest of shortening the business portion of the meeting, Myles reported that all Chapter categories (Chapter, Young Eagles, Young Aviators, and Scholarship) are adequately funded.

TRIP REPORTS

John Evens' build project is ready for its final inspection, so he took transition training at a residential airpark northwest of Nampa, Idaho. His CFI Paul was reportedly almost as good as Bill Mitchell! John piloted his Thorp T-18 first flight 27 years ago as a low-hour pilot with only 1 hour in a T-18 – he owned up to being less bulletproof now! He had multiple landings on the 900' runway, landing the Kitfox in about half that. He practiced multiple scenarios and was impressed with the Kitfox's crosswind handling. He flew up a narrow canyon, centered over a river in eastern Oregon with power lines to avoid. Bill Mitchell and Jeff Cain commented on the build quality of John's Kitfox.

SCHOLARSHIP – Scott Serani

Scholarship interviews were held in November and December. The candidates' bios were presented to the Chapter Board of Directors in their meeting just before this member meeting, and all were approved. The candidates will attend the May Chapter Picnic.

MILE HIGH EAA Chapter 43
February 10, 2018
(minutes continued)

PROJECT REPORTS

Jeff Cain has purchased a 1940 Piper J-4A Cub Coupe to fly with his girlfriend, the Cub took 2 months to make the trip from Florida to Colorado. Mick Gugeler is helping with restoration.

Gary Gregory moved his Kitfox S-7 from his garage to RMMA on January 19th, with the help of Jim Sutton and John Evens, using Jim's electric winch and hydraulic tilt equipped trailer.

Cliff Goldstein is painting his RV-14 (previously named "Ugly Betty"). It costs between \$10K-16K to paint professionally; the paint cost is ~\$3500. Cliff considered vinyl wrap, but it's not as durable. The RV-14 should be mostly Pearl White by the end of the week (Feb 16).

SAFETY REPORT – Bill Mitchell (+video "You Can Always Go Around")

Bill reminded us that this time of the year, wheel pants can trap moisture that can then freeze in brakes, so remove the pants until the weather is warmer.

YOUNG EAGLES – Cliff Hasenbalg

March 17th is the first event with 26 kids signed up. 12 are signed up for April. See Cliff during the break following the business part of the meeting if you volunteered in 2017 to receive your certificate. To become a Young Eagle volunteer in 2018, please go on the EAA National website to take the 10-15 minute youth protection training and fill out background check paperwork. (<https://www.eaa.org/en/ea/aviation-education-and-resources/ea-youth-education/youth-protection-policy-and-program>)

YOUNG AVIATORS – Scott Serani

Scott McEwen gave a talk at the Broomfield Veterans Memorial Museum on the B25 today. Young Aviators are starting the 2018 Challenge. March 2-4 is the Longmont Steamfest, where the Young Aviators will be running B25 missions and selling cell phone stands. Go to the Young Aviator website to volunteer; you're needed. www.youngaviators43.com

TECH COUNSELORS

No report

FLIGHT ADVISORS

No report

OLD BUSINESS

No report

NEW BUSINESS

Chapter Picnic in May – Serani/Jones/Davenport hangar at EIK

Signup sheet sent around for KidVenture volunteers for the B25 missions and rib building.

Steve Paschke needs pictures of planes and smiling faces for the Chapter's new Flightsquid website.

Cliff Goldstein asked for a show of hands from pilots who have gotten Basic Med; some doctors are reluctant to sign off. Basic Med pretty much means you're breathing. It's up to the pilot to determine if they're capable of flying. John Evens added that Kaiser will not do Basic Med or VOT (Verification of Treatment, or medical records). Jeff Cain suggested we Google Basic Med to get info that we can share with our doctors to educate them as well as ourselves.

MILE HIGH EAA Chapter 43
February 10, 2018
(minutes continued)

Cross-Pollinating – Phil Brown

Phil noted that there are lots of interesting people here! He showed us a collection of name tags representing his many occupations and interests, including working at McGuckins in Boulder, a BMW motorcycle owner for 35 years, ham radio operator, volunteer with the Boulder County Sheriff's Department, Boulder County Parks & Open Space, and American Red Cross. He is now a Corvette aficionado. Phil owns a Piper Comanche 180 and a scratch-built Pober Pixie. He has also built a hot air balloon, owns a Barnes hot air balloon, and wove the baskets for both. Next month's Cross-Pollinating segment will be presented by Cliff Hasenbalg.

In Closing – Paul Gauthier

Paul told a story from AirVenture. Santa Claus was prepping his sleigh for his annual flight check when an FAA examiner walked up for a ramp check. After running through his checklist, he told Santa he needed to ride along for the flight check, then pulls out a shotgun! "Whoa!" says Santa, "What's that for?" The FAA examiner replied, "Well, I'm not supposed to tell you, but you're about to lose an engine."



TONIGHT'S PROGRAM

Constantin Diehl (President and CEO) and Greg White (Director, Outreach, Research & Education) for UAS (Unmanned Aircraft Systems) Colorado.

Scott McEwen introduced the presenters. Greg White is a former Blackhawk pilot with the National Guard, a current member of the FAA Accident Investigation subcommittee and a NASA Advisory Board. He is also a commercial helicopter pilot. Constantin Diehl heads up UAS Colorado which promotes the safe use of UAS in Colorado, including test areas. He is a GA pilot with about 500 hours, including time in a Taylorcraft.

Constantin queried chapter member experience as pilots, including glider ratings, commercial, and military. Colorado is one of the few states without anti-UAS legislation, instead evaluating UAS use. UAS Colorado is cohosting XPotential at the Colorado Convention Center 4/30-5/3. The show is not open to the public, with fees ranging from \$500 to \$1000 for programs and exhibits. The weekend before the show will be a UAS demonstration in San Luis and Chaffee counties. There's a lot of UAS business in Colorado, including Sierra Nevada's Dream Chaser. UAS sizes range from handheld units to Dream Chaser. Many companies are developing craft.

UAS uses – Emergency management (including the Colorado 2013 floods); firefighting (how to integrate UAS with existing firefighting aircraft); mapping (which is now routine); inspection of power lines, pipelines, bridges, industrial structures; natural resource management; a precision agriculture (not as popular as predicted).

Greg discussed drone trends and incursions. The first UAS collision with another aircraft was in September 2017, with an Army Blackhawk. There are approximately 100 reports per month of UAS near miss or close sightings from aircraft. Local reports may be found on the FAA website. ATC response is not in place yet. The hobbyist fleet numbers between 2.8 and 4.5 million. Non-hobbyist growth is dependent on legislation. UAS registration requirements have been overturned, then reinstated (\$3-5 fee). FAA and NASA need to come up with scalable guidelines. General aviation and helicopter encounters with UAS are much more prevalent. The NASA unmanned pilot program, UTM (Unmanned Traffic Management) cannot use ADS-B. The FAA is overwhelmed with drone management and is prioritizing security. Remote ID, operations around airports, planes, and helicopters; operations near fixed facilities (like the White House).

ArcGIS (a cloud-based mapping platform) can provide a grid system location of drone flights and exemptions; the FAA is currently assessing it for Low Altitude Airspace Notification Capability (LAANC). Hobbyists can fly in Class D (even Class B) airspace with notification to the tower, while commercial operators are required to get a waiver. Greg's involvement with UAS started when he took off in a Medevac helicopter in Afghanistan when UAS operations were taking place. As "punishment", his commanding officer made him study UAS operations and how to make them safer. If drone identification is required, all aircraft may need some sort of ID mechanism. FAA is going a different route – optical system and auto-avoidance. Public UAS flight (government or university-owned aircraft) are not required to be registered. LAANC currently covers all Class C, D, and B airspace; Class G has not been added yet. LAANC supports permanent and temporary restrictions as well as waivers. UAS have a GPS-sourced "auto return", could this be expanded to include a geofence? Homebuilt drones are not covered. This is similar to AMA modelers, who have never been restricted and resent being lumped in with UAS. The biggest challenge with the hobbyist drone fleet is the huge numbers of new operators; it's hard to get all of them trained. Contact 911/local law enforcement if unsafe drone operation is observed. Drones cause greater damage in a collision than like-sized birds. Drones are easy to fly out of sight of the operator. Unsafe operation includes flying over people (because if a drone ceases operation, it falls straight down). Scott Serani asked for a little optimism on enforcement – Greg knows of ONE case. The DOT is trying to model legal requirements. As in immigration law, the DOT would cite FAA Part 101 & Part 107 at the state level so local enforcement can take action. Another positive – the drone racing community is developing self-policing for safety (as the AMA does). Some UAS manufacturers (DJI) are incorporating geofencing (which a waiver can override) via a mandatory upgrade, and a law could be put into place requiring all manufacturers to do the same.

One of the chapter members asked if there is any follow-up to the Frontier incident, and Greg answered that the FBI is investigating.

The decline of General Aviation

By Haiko Eichler

For the last 15 to 20 years I have pondered the reasons why we as members of the EAA are having problems attracting a new generation of pilots and aviation enthusiasts and the reasons are many:

In the last thirty or so years, the number of personal entertainment options accessible to most people has exploded leaving general aviation behind as a relic of a past generation. Just look at the average age of pilots and aviation enthusiast in Chapter 648?!!

People now have an almost endless list of ways to keep themselves entertained with physical entertainment such as the many water sports options, to winter sports, motorcycles, quads, dirt bikes, and the myriad of organized sports. Physical entertainment comes in many other shapes and forms including such things as mini golf, an arcade room, gun ranges, hunting, fishing, golf, wine tasting etc. We have a lot of entertainment options to choose from. And that's not even getting into the world of digital entertainment and the recent explosion of personal devices such as the iPad which has even further revolutionized the amount of distraction and entertainment available at one's finger tips. These days, people have a lot of options when it comes to personal entertainment and fun.

With so many entertainment options available, it is easy to see how flying has fallen to the bottom of the stack only rarely being chosen as the primary source of weekend fun. Rewind to a hypothetical time in the 1960s where someone had extra time and money and was looking for somewhere to use both.

Motorcycles at that time were still largely thought of as sort of a fringe activity with few family men taking part, especially as engine and safety gear technology were still extremely primitive. The idea of a personal watercraft was only just being thought up with the first primitive prototype being built in 1965, certainly still a long way from "a showroom near you". Maybe in an environment where so many fewer options existed and our generation growing up during the years of WWII, admiring the feats of aviators of that era, the fairly developed world of general aviation would captivate the imagination of so many of us.

This was also an era where aviation was still somewhat new and fascinating, and many people had never had the opportunity to fly in an airliner. With limited access to commercial travel due to steep ticket prices and fewer cities served, airline travel was still over a decade away from being common place. So imagine the excitement that being able to fly your own aircraft must have provided. The ability to take you, your friends, and family on an actual trip somewhere would provide both excitement and some level of prestige. Additionally, the price of gas at that time was cheap enough that the cost of fuel was not likely to be a large factor in planning a trip where now fuel prices are increasingly becoming a barrier to entry.

In that era, it's easy to imagine how general aviation could have been a top option for any person looking for an additional element of fun and adventure in their life. It is also easy to see how general aviation may have been accessible to a larger group of buyers.

While I don't have the numbers for 1965, I do know that a Cessna 172 – your bread and butter airplane cost \$8,700 new in 1956. In a 1958 report produced by the U.S. Department of Commerce titled "Current Population Reports on Consumer Income for 1956" reports that "The average income of all families was estimated at \$4,800, or about 8 percent higher than in 1955". So in 1956 the average airplane cost LESS than double the average family income from the same year. Let's compare that to current times. Cessna still sells the same Cessna 172 almost unchanged since the 1950s and 60s (another issue altogether).

Let's compare current selling price to current median income. According to Cessna's price sheet for the Cessna 172 which is available on their website, a new entry level Cessna 172 with no added features costs \$274,900. More than a quarter million dollars will buy you a very basic marginally capable general aviation aircraft. Remember we are comparing new aircraft in the 1950s to new aircraft today. I'm sure shelling out 10k for the pilot club entry fee or the 10K to 15K to get your private ticket in the first place? That looks trivial when you come to the next step of trying to purchase a basic entry level airplane. It's just not worth it to most. Even to those who would really love to fly and find themselves wishing on a regular basis that they could.

The problem of decreasing pilot population however runs even deeper than the fact that flying competes against so many other entertainment options. It also has roots that connect to the world of airline flying. A number of young people have enrolled in flight training with the goal of becoming an Airline Pilot. If it was hard to justify the 10K to become a pilot, it has become almost impossible to justify the remainder of training needed to become an airline pilot candidate.

Most young people, after doing the appropriate research, would be foolish to even consider a career that is seniority based, yet also completely unstable, paying dirt wages (about \$22,000/year for a first officer on a regional airline) for

entry wages, yet also requiring 80 – 100K to get in. One can make a better living flipping burgers at McDonald's.

After learning more about the cost of training and the lack of financing options, along with the terrible schedules of regional pilots combined with even worse pay, combined with a seniority system that could be ruinous on a person's career if their chosen airline collapses, the erosion of retirement benefits . . .and the list goes on, each person has ended up going another direction likely to never become a pilot at all.

So why is general aviation gasping for fresh air? It's gasping for air because the industry let itself become a dinosaur and irrelevant in today's fast paced digital world. It is an out dated way to have fun in the "pull your hair back" world of personal motorsports that make flying a plane seem sedate and boring if you are just looking for a quick thrill. The airline pilot career is a dinosaur. The airplanes that GA pilots fly carry engines and airframe technology from the 1960s (don't tell me about Cirrus and all those new composite airplanes – they are over 500k for basic models and may as well be a jet – no regular person can afford one, so it is pointless for GA).

Flying is a joy, an amazing experience that I cherish every time I go up. I love flying and encourage anyone interested to go for it. Yet I understand that for most people, the enjoyment provided does not justify the initial and continuing cost. So we say, if purchasing a new or used airplane is out of the question financially, why not build one! Fair enough, but not everyone has the talent, time or inclination to go that route. However!!! I recently viewed a little clip from Belite Aircraft and their new, innovative construction technique.

Click this link and take a look: <https://www.youtube.com/watch?v=5aspwXkqci8>

To bring interest back to general aviation, these changes would need to occur:

- The gap between median income and aircraft price needs to narrow
- More flight training financing options
- Flight training needs to cater to a fast paced digitally connected crowd
- The airline career needs to become a draw to college aged professionals which would require:
- Better and more options in comprehensive financing for career pilot training
- Initial pay that reflects the challenge of attaining the position, as well as the responsibility of flying an aircraft full of people and goods at 500 miles per hour.
- A career growth path that doesn't start back at square one if your airline collapses
- Recognition that the schedule of a regional airline pilot is no longer a draw when more and more 9-5 careers that pay competitive wages allow employees to work from home or work some sort of flex schedule.
- A recognition that the major pipeline to an airline career is no longer from the military, and that civilians are not used to being told where to live and having that living situation changed on a regular basis. Airlines treat pilots like pawns – in an era where corporations provide all sorts of incentives to keep good talent, college grads are not considering an airline career with tunnel vision, airlines will have to compete with well-paying private sector jobs in order to attract and keep top talent. And that will start by treating pilots as a valued member of the company and offer pay and incentives that rival good private sector jobs. And that goes for regional flying as well since many pilots now recognize that a majority will never have the opportunity to move beyond the regional cockpit.
- And as for the airline problem, the airline pilot career needs a complete overhaul –something that is sadly about as likely to happen as the world ending in December of 2018. I think there will always be people interested in flying, and willing to spend their fun money on the activity. But the aviation community needs to adjust the way it does business in an effort to not simply train pilots well, but also keep their well-trained pilots engaged and involved and most importantly, keep flying accessible and affordable for young pilots.
- Another item has been added to the equation of airline piloting in the last few years: The possibility of Airlines not needing a lot of pilots at all in the not too distant future with the demonstrated capability of any aircraft flying without a pilot in the cockpit!

Below is an interesting pilot log by an unidentified member of our aviation community I read recently:

There are two issues:

1. High fuel costs
2. Who wants to fly a trainer? To do what? Fly in the pattern?

What the entire industry is missing is that the mission at hand does not allow for flying anymore. The mission at hand can be “go to a destination, for a business meeting within 200- 300 miles or to see family”.

Why are you going to spend \$700 to fly there instead of driving at a fraction of the cost? Most airplanes are too slow to get you there faster than the car and just the overhead of getting the mission started, preflight and everything, there goes an hour. Also, most US airspace is too complex for most pilots and ATC is a pain in the a**.

Then you factor in weather, personal safety, airplane availability and most of the time you won't fly even if you badly want to or the cash is burning a hole in your pocket and you have time to waste. Remember the “tongue in cheek” comment we used to make: “If you have time to spare, go by air”?

The answer is to reinvent aviation from the airplanes we fly to ATC and the airspace in general. We need airplanes at a fraction of the cost that fly at 150kts and burn less than 8 gph. We need fully automated ATC without the human factor. Communicating over radio like if it was 1923? We may as well put a telegraph in the cockpit. There is a HUGE problem with general aviation, folks. It is an industry that is in LOVE with its past and unless there are huge changes GA will die very, very soon.

Yours truly owns a small company, Wings Communications LLC, located in Loveland Colorado and my customer base is about 300 Flight Schools Nation and Worldwide. My primary product is a reasonably priced aviation headset and intercoms. Our sales have declined dramatically since 2008. My Flight School customers just do not have entry level business for private pilots any longer.

I am 82 years old and at my age on a fixed income. I fly my 1962 Skylane with an Auto Gas STC – could not afford to fly avgas at \$5+ per gallon. I used to fly occasionally to Las Vegas to visit relatives. My 182 burns 12 gal/hr and a one-way trip is 4 hours. That's 96 gallons for the round trip@\$5/gal for a total of nearly \$500 just for gas!! I can buy an airline ticket for under \$100 for the round trip to Vegas. That's a no brainer!!

In a few years all of us OLD pilots will be gone and there will be no one to step into our boots.



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: *Scholarship donations are tax deductible.*

Technical Counselor Yes ___ No ___
 Flight Advisor Yes ___ No ___
 CFI Yes ___ No ___

*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.

2018 Chapter Officers

President	Phil Brown	303-506-3886
Vice President	Cliff Goldstein	720-280-2916
Vice President	Scott McEwen	303-895-5058
Secretary	Val Gregory	303-908-1252
Treasurer	Myles Lee	720-295-8778

Board of Directors

Phil Brown (Chairman)
 Cliff Hasenbalg**
 Open Position**
 Jeff Jones*
 Zach Malone*

(Note: *- 2 year terms expire end of 2019, **- 2 year terms expire end of 2018)

Volunteer Officers

Technical Counselor	Jim Sutton	303-598-4205
Technical Counselor	John Reuterskiold	303-881-3517
Technical Counselor	Bill Truax	303-249-2578
Technical Counselor	Phil Brown (fabric, wood & tube)	303-506-3886
Technical Counselor	Stewart Bergner	303-229-7799
Flight Advisor	Bill Mitchell	303-427-4025
Newsletter Editor	Val Gregory	303-908-1252
Young Eagles Coordinator	Cliff Hasenbalg	303-744-8180
Young Aviators Advisor	Pat Miller	303-666-8233
Young Aviators Advisor	Scott Serani	303-358-2858
Data Base Editor	John Reuterskiold	303-881-3517
Web Master	Steve Paschke	303-451-8490
Safety Officer	Stephanie Wells	303-503-0147
Refreshments	John & Roxie Juul	303-466-2600
Audio/Visual	Herrill Davenport	303-460-7789
Scholarship Chairman	Eric Serani	303-918-5446
Scholarship Fundraising	(Volunteer Needed)	

CFI's in Chapter 43

Phil Brown	303-506-3886
Mark Davis	303-425-4080
Dave Dooley	303-358-0506
Joe Gilmore	720-318-5100
Jeff Hinkle	303-550-2291
Bill Mitchell	303-427-4025
Mike Sutton	720-515-5269
Richard Treat	303-868-0451
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



Meetings are normally held on the second Saturday of each month at 7:00 P.M.—Location determined monthly. See Page 1 for details of the upcoming meeting.