



## *Mile High Flyer*

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



*Volume 50 Issue 1*

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

*January, 2023*

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

The banquet is around the corner and I'm hoping for a great turnout. This will be a great venue with a wonderful speaker. I look forward to seeing everyone on Saturday the 14th.

My buddy Aaron Miller put off completing his annual on his highly modified RV-8. He finally bought a pair of brake shoes from the local FBO and asked for break in instructions. I've read and heard a lot of varying techniques, and the one Aaron did was not too far removed. He got the aircraft rolling at about 2000 RPM's and dragged the brakes for about a 2000 feet. Here's where things went awry. He turned around and immediately repeated the procedure without allowing any cooling to occur. Hence two cooked tires and tubes, both rotors were so hot they turned blue, the seals in the brake pucks were toast and the wheel pants suffered some scorching. The tires were starting to melt on the side next to the rotor. And of course at the end of all this, he no longer had brakes, so lets throw in a set of fresh pads to boot. This whole process took under a minute. I always say you can not make this S--- up.

I took Jeff, my son, with granddaughter for a quick ride over to BJC to get fuel. On final we had moderate turbulence. I made a decent landing right down the middle and upon touching down, got a pretty good push to my right. I felt the tire scrub on the runway. That was wind shear.

With full fuel we proceeded to taxi out when I felt the familiar tire gone south underneath me. I was able to get the bird off the taxi way and the folks at BJC ground crew and Sheltair did a great job of getting me parked for the night. Right after my landing, tower switched from 12 to runway 30. That's not the first time I've experienced shear close to the ground. Looking back a go-round would have been a better course, but with so much runway I felt I had every opportunity to abort if necessary. The result was a crack in the wheel pant. Upon disassembly, the tube in fact got pinched in the scrub, and created a small hole. When I was pushing back from the pump the plane seemed heavy but with wind I didn't think much about it. The tire was obviously on its way, and finally ran out of gas taxiing out, fortunately. Crew Serani and I had a built up spare wheel for the new 14 we are building. We threw the spare on and had the airplane on its way the next morning in about an hour.

Back in the hanger within an hour, Scott had patched the wheel pant, and I had the repaired wheel back on the plane. I blame Aaron for sending the bad tire gods my way. Thank you Aaron.

Hey another little tidbit. For all you Garmin G3X folks, the latest software update has a lot of really neat features regarding traffic alert. I remember flying Stephanie a couple months ago and hearing her check off, transponder on.

In the last 5 years, I've never turned the transponder on, it sequences to ALT on airspeed, and shuts off the same way. After the upgrade it took BJC tower to ask, hey what's up with your

transponder. WELL it was off, after the software upgrade. I could hear Steph in my ear reminding me of my checklist.

I hope everyone had a Merry Christmas and a Happy New Year. The weather has been the weather but there have been many wonderful days to fly in super still air this last month. No trips to Salida but we are hopefully heading to Palm Springs in January to get out of the cold for a bit.

For those still reading these ramblings, I'm looking for a new title besides Ex Presidents Corner. So if you have some suggestions, please forward them along.

Hope to see you all at the Banquet!

**Next Gathering - Saturday, January 14, 2023, 5-10 PM**

**@ FlyteCo Tower, 3120 Uinta St., Denver CO**

**Guest Speaker: Astronaut James Voss**

**See Flyer on pages 5-6 for more info**

**In this issue:**

- Title pic - A Google search for January aviation history led me down yet another rabbit hole to a pilot I'd never heard of who did amazing things a long time ago. The plane you see is a Packard-Le Père LUSAC-11, flying over McCook Field in Dayton, Ohio. A modified version of this plane piloted by Lieutenant James A. Macready set a new altitude record of 40,800' in 1921 over McCook, earning him the first of 3 consecutive Mackay Awards (the second was for an endurance flight in excess of 35 hours in 1922; the third was for the first non-stop transcontinental flight in 1923). Macready had enlisted in the Army in 1917 and received his wings at Rockwell Field in San Diego, before being assigned to the Army Signal Corps' new experimental test field at McCook in 1918. In 1921 he also tested an experimental aerial application system for spraying pesticide, becoming the first crop duster. During his transcontinental flight, he made the first-ever in-flight engine repair in Air Service history, replacing a defective voltage regulator switch on his single engine high wing Fokker T-2. In 1924 he was the first pilot to bail out of a stricken aircraft at night after his engine failed on approach to McCook. After a transfer to Brooks Field in Texas where he served as a flight instructor, he wrote *The All Thru System of Flight Instruction*, which became the Army's basic flight manual for many years. Wow.
- This month's Chicken Wings relates to the horrible driving issues we're all dealing with in our neighborhoods where getting a little gravel dropped on the hills can be a godsend, even if it makes for icy bumps that form in between the gravel drops. We'll have to ask Pete Watkins what it was like plowing RMMA!
- 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 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 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 hardcopy. Gmail limits attachments to 25MB, so if it's bigger than that, try multiple emails, Dropbox, Google Drive, etc.

## ***Upcoming Events Calendar***

### **2023 CHAPTER EVENTS**

#### **JANUARY**

- Tue 10 Chapter 43 VMC Club, 6 PM, live and virtual, contact [andresmith76@outlook.com](mailto:andresmith76@outlook.com)  
 Sat 14 Chapter 43 Annual Banquet at FlyteCo Tower! Event flyer on pages 5 & 6  
 Thu 26 Chapter 43 IMC Club, 6:30 PM, live and virtual, contact [llearnsh@gmail.com](mailto:llearnsh@gmail.com)

#### **FEBRUARY**

- 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](mailto:andresmith76@outlook.com)  
 Thu 23 Chapter 43 IMC Club, 6:30 PM, live and virtual, contact [llearnsh@gmail.com](mailto:llearnsh@gmail.com)

### **2023 AREA EVENTS**

#### **JANUARY**

- Wed 4 Antique Airplane Association of Colorado Meeting, 7-9 PM  
<https://aaaofcolorado.org/news-and-events/>  
 Mon 9 Chapter 648 Meeting, 7 PM <https://chapters.eaa.org/ea648>  
 Wed 18 Chapter 1627 Meeting, <https://chapters.eaa.org/ea1627/about-us>  
 Fri 20 Chapter 301 Meeting, 7 PM (6:30 social) <https://www.eaa301.org/newsletters>  
 Sat 28 Speaker Series | Why Explore Space?\*, 11AM-12PM, Wings Over the Rockies, 7711 East Academy Blvd Denver, CO, <https://wingsmuseum.org/events/speaker-series-why-explore-space/>

#### **FEBRUARY**

- Wed 1 Antique Airplane Association of Colorado Meeting, 7-9 PM  
<https://aaaofcolorado.org/news-and-events/>  
 Sat 4 Breakfast Fly-In\*, Exploration of Flight, 13005 Wings Way, Englewood CO, 9:30-12:30  
<https://wingsmuseum.org/events/breakfast-fly-in-7/>  
 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>  
 Wed 22 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!



## Young Eagles

Just in case you miss it in the December meeting minutes, EAA National has a Young Eagles challenge: the Chapter's Young Eagles program will receive an additional \$10 for every Young Eagles flight in January through June. Weather permitting, the first Chapter 43 event will be the third Saturday in March!

## 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 [johnkellogglys@gmail.com](mailto:johnkellogglys@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](http://www.eaa43.org). If you select the Instagram logo in the same area, it will take you to [instagram.com](https://www.instagram.com/eaachapter43/) where you can type in the handle @eaachapter43! 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 @eaachapter43.

## 2023 EAA Chapter 43 Scholarships

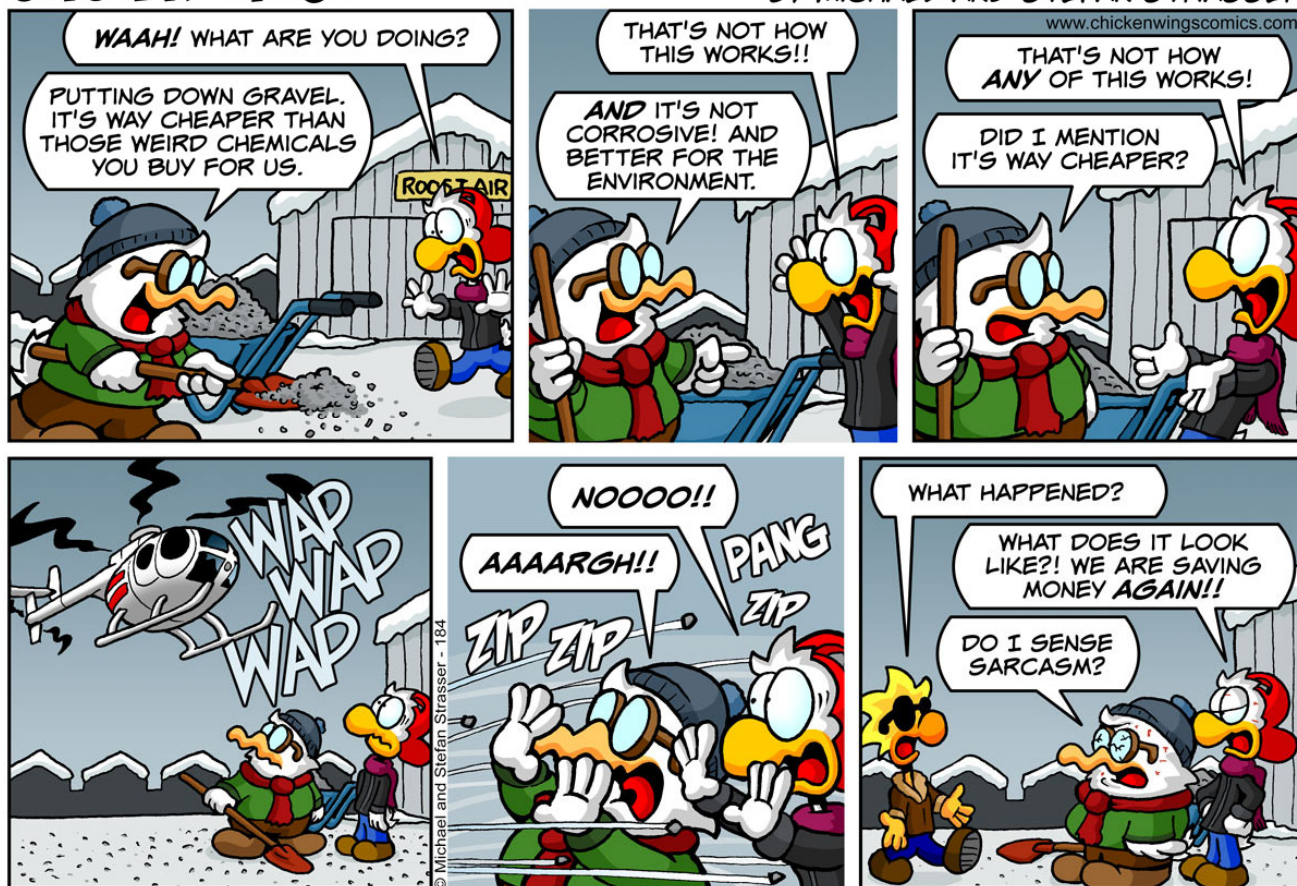
The Chapter 43 Scholarship Committee reviewed applications following the November 30, 2022 application deadline. The selected applicants were contacted in December for interviews. Decisions will be made by the end of January.

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

Chapter 43 Scholarship Committee  
[mikesutton@gmail.com](mailto:mikesutton@gmail.com)  
[suttonjennym@gmail.com](mailto:suttonjennym@gmail.com)

## CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER





**THE BANQUET IS COMING, THE  
BANQUET IS COMING...**

This is not your average banquet!

Chapter 43 is pleased to announce a very different annual banquet!

**Saturday January 14<sup>th</sup>, 2023    5:00PM – 10:00PM**

Open for socializing, games and drinks at 5:00PM - Buffet 6:30 – 8:00 PM, Speaker at 8:00



**Free Bowling**

**Free Darts**

**Free Non-alcoholic drinks**

**Free Parking**

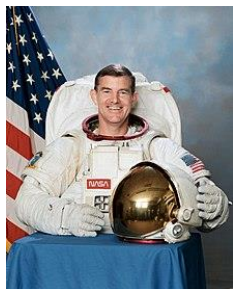
**Free Fun**

**Pool Table \$1.00 per game**

**Arcade Games \$0.50 - \$1.00 each**

**\$40.00 ADULTS    \$25.00 KIDS** (12 and under)

**Cash Alcohol Bar**



**Guest Speaker: Astronaut Jim Voss** - James Voss is a retired United States Army colonel and NASA astronaut. During his time with NASA, Voss flew in space five times on board the Space Shuttle and International Space Station. He also served as deputy of Flight Operations for the Space Station Program Mission Integration and Operations Office. While participating in ISS Expedition 2, he and Susan Helms conducted an 8-hour and 56 minute spacewalk, the longest to date. Jim also built his own experimental Rutan Long EZ. He is a Scholar in Residence at the University of Colorado.

Meal choices include Beef, Chicken, Vegetarian and a Kid's Option

If you like, please bring a dessert to share.

Register and pay at <https://chapters.eaa.org/ea43/banquet> (This link can be shared with guests)

Questions, comments, thoughts? Contact John Reading via phone, email or text:  
[john@rudedogprop.com](mailto:john@rudedogprop.com), 720 250-7991

**Sign Up Online by Dec 30th: [chapters.eaa.org/ea43/banquet](https://chapters.eaa.org/ea43/banquet)**

## FAQS

- **Can I invite anyone?** Yes members can invite anyone and we hope you do! We'd like to expand membership participation and reach out to anyone interested in aviation. Opening it up to families, kids, grandkids and their friends should help interest a younger generation in aviation. The board has also included family and kids who are participating in the Young Aviators program as welcome attendees.
- **Can we visit the tower control room?** If you sign a waiver you are welcome to climb the 10 story stairwell for the fabulous view. Don't expect it to be pretty as it is currently getting a makeover.
- **What's included?** The single person price includes all food, gratuities, most games and soft drinks. A cash bar is available for alcohol beverages. What a deal 😊
- **Is there dessert?** If you like, please bring a dessert to share or order something off the menu.
- **What about parking?** Plenty of parking is available free of charge.
- **Are carpools available?** Carpools may be available depending on interest.
- **What about noise from kids playing?** Well behaved kids are certainly welcome but if they are having a good time it will be part of the fun. Fortunately the dedicated space is well designed to easily minimize noise with various game rooms and dividers.
- **Do I need to bring anything?** If you like, please bring a dessert to share.
- **Anything else?** Bring your smiles – we intend to have a fun time. Bring your families – for years, meetings and banquets have typically been restricted to members and spouses. Wouldn't it be nice to introduce your family to your friends and your passion? This venue certainly takes care of that.

# A new pilot! Bennet Dugas, the 2021 EAA Ray Aviation Scholar!

Interview by Edward Gibson; EAA Ray Foundation Scholar 2021



Bennet Dugas received the EAA Ray Aviation Scholarship in 2021. He then started his flight training with Aero-Sphere out of Longmont Airport. He has ambitions to continue on and earn his instrument rating and get a complex endorsement.

## **How was your flight training experience? What did you like or not like?**

Overall, he didn't have any complaints. He liked that he had a lot of support from the chapter, as well as the scholarship easing the financial burden. He also really liked flying in Colorado's scenery. He did, however, struggle a bit with instructor availability as well as the weather canceling a lot of flights.

## **How did training at a non-towered airport affect you? What did you like or not like?**

He liked that non-towered airports are slower-paced and laid back. He also thought that training at a non-towered airport was good because it reinforced the notion that it was his responsibility to avoid traffic and have situational awareness. He could not rely on the tower to do that. His only complaint was that Longmont sometimes gets pretty busy, especially with the skydivers.

His first time talking to a tower was pretty late in his training. He said the first few times flying at a non-towered airport was scary, but since he already knew the basics of flying, it was not too bad.

## **What advice would you give to people just starting their flight training?**

He would recommend doing most if not all of the ground training before starting; he thought that he saved a lot of money by not having to do a lot of ground sessions.

His other recommendation was to make sure you have time to invest in flight training.

## **How do you balance flying and school? Did you struggle to find time to work on it? What did you do?**

He said that he had to accept that he was busy and that training would take time. In order to manage it, he had to set priorities. Is getting good grades better than flying three times a week? or vice versa? In order to balance it, you need to have priorities. He also had to be okay with missing some other activities and clubs. There was no way he could do it all. The last thing he tried, which was not too successful due to the weather, was getting as many flights in during the summer when he did not have school or other clubs.

## **What resources were really helpful in your flight training?**

He said that he got a lot of good advice from mentors in the Young Aviators, as well as members of the scholarship committee.

He also used the internet to research questions. One YouTube channel he mentioned that he liked was "LewDix Aviation." The owner of the channel is a flight instructor and he does videos about training sessions with students. He will upload videos of his flight reviews. Bennet said that he found these videos to be very helpful.

## **How did receiving the scholarship affect you?**

"If I didn't receive it, I wouldn't have started flight training." He would never have had the financial means to pursue flight training. The scholarship made it happen.

**What advice would you give to someone who is thinking of applying?**

"Do it."

"If you get it, that's the difference between thinking of starting and actually doing it. I would definitely recommend it."

He said that if you are nervous about the interview, don't be. The interviewers don't bite and they are trying to help you.

He said that you have to be yourself. The committee does not want to see someone you are pretending to be.

Another piece of advice is that if you are struggling with a question, just try to recall why you're into aviation. Why do you want to fly? And build off that answer. How did you get into it? Did you take a Young Eagles flight? Why did you want to fly? And why do you think that the scholarship will help you? These are some questions you can ask yourself to help with your application.

**Why did you want to fly?**

He has always been into aviation since he was young. It was a main hobby/obsession. When he is older and hopefully owns a plane, he would like to share that, such as with Young Eagles flights in the future.

**What's your favorite part about flying?**

"My favorite part of it is all of it."

His favorite non-flying part is the aviation community. He said that it is a very nice and supportive community to be in.

**How are you using your pilot's license now?**

After he passed his checkride he took a bit of a break. He flew himself a couple of times, but within the month he will start flying some of his family and friends. He wants to join a flying club in college and just fly everywhere. His goal is to turn it into a means of transport and also for the discovery flights with Young Eagles.

**What are your future goals?**

He said he wants to at least go through instrument and complex training.

He has considered possibly going for his commercial/ATP, but is mainly flying for fun right now.

**What lessons did you learn from earning your PPL?**

He said that it helped with learning better time management and patience. He also now has a greater appreciation for flying. Most people will never fly a plane, and it is very special that he is able to do that and has that opportunity.

**How has being in youth groups like Young Aviators or Young Eagles helped with your training?**

It helped with networking. He was able to contact and get to know a lot of people that would later help him, such as with advice or recommending the scholarship. He would definitely recommend participating in these youth programs because you get to meet a lot of people that share your passion and can help you.

**Is there anything more you would like to add?**

"I would like to thank everyone that was on the EAA 43 scholarship committee and anyone that helped me along the way."



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

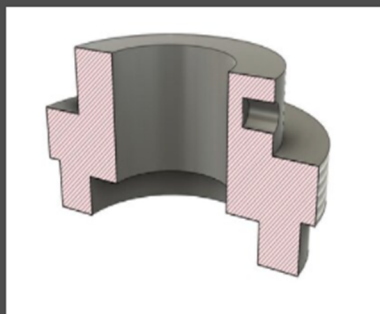
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John was recommended to do some work on Herrill Davenport's 182 fairing, and wants to do more airplane work.

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## KOLB MARK III CLASSIC FOR SALE



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

## **KidVenture Rib Building**

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

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

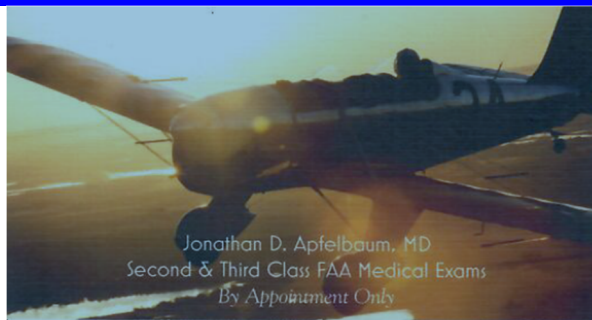
If anyone knows of a good way to use these rib kits, please give Steve Beach a call or text at 303-547-0100 to start a conversation on how to pick them up.



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

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## 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](mailto: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  
December 10, 2022

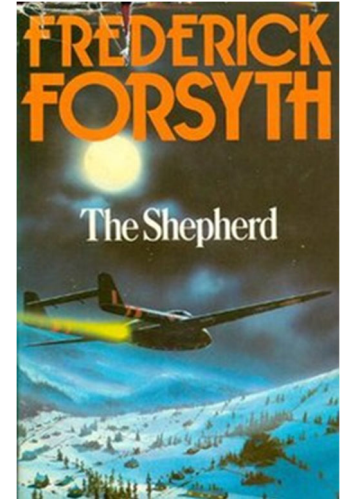
Tonight's gathering started at 6:05 when President Cliff Goldstein showed a 9News interview with Chapter member Eric Serani and his partner at FlyteCo about their expansion into the former Stapleton Airport ATC tower, where the Chapter's annual Banquet will be held in January.

**TONIGHT'S PROGRAM – Stephanie Wells**

Have any of you read the book "The Shepherd"? It's a story about a young RAF pilot who lost electricals at night in the weather. He says:

*"All those things that had seemed so beautiful as I climbed away from the airfield in Lower Saxony now seemed my worst enemies. Below me lay the worst of them all, the heavy brutality of the North Sea, waiting to swallow up me and my plane and bury us for endless eternity in a liquid crypt where nothing moved, nor would ever move again. And no one would ever know."*

It's a great read, but now we're going one step better: There's [an animated movie](#) of this story - 28 minutes long - which we will view. Hold on to your seats - the story is very gripping! Afterwards we will cover some safety topics around loss of electricals and inadvertent flight into IMC.



Stephanie owns the book pictured, which is a little different from the film. She figures many fellow pilots here have been in a similar situation – lost, instrument failure, flying VMC into IMC. When Steph worked for NASA as a CFI, she could take a T-38 out on weekends. One weekend she flew to Colorado Springs to go skiing with family. The weather forecast on the way home to Houston appeared fine, but on approach to Ellington (southwest of Houston) the city lights got foggy. She radioed the tower and they thought it was clear, but a look out the window revealed a 200' overcast with 1 mile visibility. Stephanie was close to critical on fuel so she made her approach, broke through the fog at 200', landed and kissed the ground.

John Reading was in his 182 for a training flight with Stephanie when they lost the GPS (heading and altitude) and vacuum pump in some rain. John wasn't IFR certified at the time. Stephanie has had 4 vacuum pump failures – John's pump was 19 years old; they're usually good for 6-8 years. But no panic; John and Steph coordinated and landed safely. Stephanie later found a phone app for attitude (GYRO) and has a spot picked out on her panel to tape her phone!

Cliff Goldstein was flying his family to Florida and was over Georgia when the attitude indicator failed. He was on an IFR plan and contacted ATC who gave him a radar vector approach to Jackson MS. Stephanie said ATC doesn't do that anymore; they no longer have access to precision radar.

Larry Earnshaw and his wife were flying his 177 RG from Erie to Omaha NE and 60 miles east of DIA heard a loud bang. The engine was okay, but they lost 30-40 mph of airspeed and couldn't lower the landing gear. They'd had a hydraulic failure. They got a vector approach to RMMA, and friend Brent Hagen (an EAA RV-er) suggested they go to 10K', drop, then pull up to get the gear down. The maneuver didn't result in a gear light though the nose was down and locked. Larry's wife read the POH on an emergency landing; it said once down, get out of the plane and run like hell, which is what she did! The plane stopped well short of emergency equipment with little damage to the plane. The airport manager came out to compliment the landing, but noted that NBC News (there for the RMMA Airshow) wanted an interview!

The Secretary missed the next two (short) stories.

Lynn Briggs was flying back from Albuquerque in his Archer. His Garmin 130 failed near Taos; he tried to call Taos ATC but no response – he realized his transponder had failed. He flew to a nearby airport with an avionics shop to troubleshoot and clean contacts and got back into the air. On the next flight by the Archer's co-owner, the alternator failed.

Stephanie closed the program with the resolution to her license issue – she's back with Basic Med (whew!)

**VISITORS, NEW MEMBERS** – Grab the Mic. If you're new to the chapter or just visiting pipe up and tell us a bit about yourself!!! During the upcoming break, sign the signup sheet with your name phone # & if you're already an EAA member, your member number. You'll have a six-month trial chapter membership (FREE!) which includes free National EAA membership for the same period!

No new visitors or members, but Scott McEwen had gone north (to Alaska) to share what he learned here; they said they already knew that stuff, so he's back!

### **ELECTION NIGHT!**

Grab a ballot (and pencil if you need one) and take a few moments during the break to vote for Chapter 43 Officers and Directors for 2023.

After the break, the meeting opened at 7:15 by Cliff Goldstein.

### **ANECDOTE**

The Presbyterian church called a meeting to decide what to do about their prairie dog infestation. After much prayer and consideration, they concluded that the prairie dogs were predestined to be there, and they should not interfere with God's divine will.

At the Baptist church, the prairie dogs had taken an interest in the baptistry. The deacons met and decided to put a waterslide on the baptistry and let the prairie dogs drown themselves. The prairie dogs liked the slide and, unfortunately, knew instinctively how to swim, so twice as many prairie dogs showed up the following week.

The Lutheran church decided that they were not in a position to harm any of God's creatures. So, they humanely trapped their prairie dogs and set them free near the Baptist church. Two weeks later, the prairie dogs were back when the Baptists took down the waterslide.

The Episcopalians tried a much more unique path by setting out pans of whiskey around their church in an effort to kill the prairie dogs with alcohol poisoning. They sadly learned how much damage a band of drunk prairie dogs can do.

But the Catholic church came up with a more creative strategy! They baptized all the prairie dogs and made them members of the church. Now they only see them at Christmas and Easter.

Not much was heard from the Jewish synagogue. They took the first prairie dog and circumcised him. They haven't seen a prairie dog since.

### **MEETING DEDICATION**

The Scholarship Committee is in the process of reviewing applications for next year's group of winners. (More in the Scholarship section below)

John Reading and John Evens for putting together our January Banquet and Eric Serani for consideration at FlyteCo. A local vodka company associated with FlyteCo donated \$2500 to the Chapter's Scholarship fund, and FlyteCo will match them in 2023. John Reading noted the Banquet attendance limit of 300; get your RSVP and money in soon! Stephanie said Astronaut Steve Voss is a do-not-miss program. He'll talk about experimental building as well as space missions. Scott Serani noted that Banquet attendees can climb to the top of the tower (after signing a waiver). John Reading concluded that Banquet RSVPs and payments are due December 30<sup>th</sup>, and the Banquet webpage is now fully functional.

### **TRIP REPORTS - Where have you been?**

Cliff Goldstein got a letter from the Denver FSDO; Brian is retiring and his replacement is Nelson Wolfmeyer. The letter also asked about Cliff's RV-14 electronic failure; the FSDO is trying to understand issues. Bobbi Goldstein noted another trim failure at 16K' over Yosemite. The aviation community is TIGHT; Scott Serani knew about the electronics failure via Eric Serani's friend at TRACOR and Scott called Cliff before he landed!



**PROJECT REPORTS** - What are we building? The RV-14 with participation from the YA is making great progress. Where's your project at? (SEND VAL PROJECT PICTURES for the newsletter at [newsletter@eaa.43.org](mailto:newsletter@eaa.43.org))

The Young Aviators are the 4<sup>th</sup> builder for this RV-14 – they keep finding issues and fixing them. The engine is due the 2<sup>nd</sup> week in April with first flight scheduled soon after.

Cliff Hasenbalg, working on a CompAir 7 OX system that usually costs \$75; Cliff found parts to cut that to \$20. He said they have to make everything on this build.

Mike Savino said he's still working on his RV-14A but is out of town a lot.

Mike Gilbert is getting ready to finish the fuel tanks on his RV-10.

**SAFETY REPORT** – Words of Wisdom from our Experts.

When the S\*\*\* hits the fan!

Stan Specht noted that the Chapter needs to send John Reading to Oshkosh for Chapter President training (John was the only candidate for that office.)

Steve Beach/Pilatus Tours – Steve is stepping down and Stan Specht will coordinate future tours if there's interest, and a show of hands indicated that is the case.

**YOUNG EAGLES** – Cliff Hasenbalg

Next Rally: Spring is coming.

2023 is Young Eagles' 30<sup>th</sup> anniversary, and pilots with at least 30 flights can get a 30<sup>th</sup> anniversary polo shirt. Cliff noted that Young Eagle Risk Management training is needed in the wake of the paperwork snafu with the Jewish Camp Event. The Chapter's Young Eagles program will also get extra funding (\$10 per flight) for Young Eagle flights made in January-June.

**YOUNG AVIATORS** – Jeff Jones/Mike Sutton

Report on this year's major projects. What's up with YA?

Steve Serani noted that the middle school aged Young Aviators are working on the Dean Cochran Buckshot. They have the wings and fuselage and are currently designing the tail feathers with fiberboard. The highschoolers are enjoying the work on the RV-14 but need close adult supervision.

**SCHOLARSHIP** – Jenny and Mike Sutton

The sorting has started!

Scott Serani said there were 28 applicants, the most robust group ever! That number has been whittled down for interviews to take place soon. Applicants in past years were usually from Young Eagles/Young Aviators; this year's applicants are more broad-based. Cliff Goldstein read a letter from a past camp scholarship awardee.

**VMC/IMC UPDATE**

Progress report, anyone present give a recap of the meetings events.

VMC – host Kirk Brennan needs to clean the office prior to the meeting; please don't show up early.

IMC – host Larry Earnshaw noted that this month's meeting will feature Christmas cookies!

Jim Wood is working on getting Wings credit for attendees for both groups.

**NEW/OLD BUSINESS**

√ Election Results. Our new fearless leaders.

President – John Reading

Vice Presidents Larry Earnshaw and Stephanie Wells remain in office, but a replacement is needed for Stephanie.

Secretary Val Gregory remains in office.

Treasurer – Will Heltzel

The Board of Directors position (Class of 2023) vacated by Will Heltzel will be filled by John Evens, serving with Chuck Kubin. Current Alternate Directors Mike Gilbert and Pete Watkins move to the Class of 2024 as regular Directors, and new Alternate Directors will be Ricky Domenico and Stan Specht.

- ✓ Our Banquet on January 14th at FlyteCo brewery is scheduled to be the best ever with entertainment, a very exciting speaker and excellent dining. Please join us in this exciting event.
- ✓ Any other old or new business?  
Dan Hensley is IFR rated as of today!

**ANYTHING ELSE?**

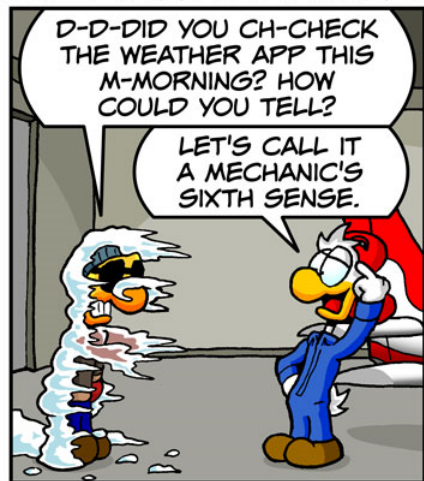
If you'd like a copy of the film The Shepherd, contact Herrill Davenport (or see the link in the program opening on the first page of these minutes).

Meeting closed at 8:14

Respectfully submitted,  
Val Gregory  
EAA Chapter 43 Secretary

**Parting Shot!**

**CHICKEN WINGS®**



BY MICHAEL AND STEFAN STRASSER

Here's hoping the December storm doesn't reprise in the first half of 2023 - or at least until the current ice melts!



## Membership Enrollment Information

(Needed for Current Roster & Chapter Correspondence)



**MANDATORY INFORMATION:** *If nothing has changed from last year, this is all the information required. We need EAA Membership # and EAA Renewal date to comply with EAA Charter and Chapter 43 by-laws.*

Date: _____	Annual Dues or	\$25.00
Name: _____	Save! 5 years for	100.00
National EAA Membership #: _____	Scholarship Donation (Optional)	<u>    .00</u>
EAA Membership Renewal Date: _____	Total	.00

Are you a:

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

*Scholarship donations are tax deductible.*

*Please make check(s) payable to:  
EAA Chapter 43  
P.O. Box 1725  
Broomfield, Co. 80038-1725*

**NEW MEMBERS PLEASE COMPLETE - RETURNING MEMBERS OPTIONAL INFORMATION:** *Supply any information that may have changed from previous year (if you want a field deleted from your record, please tag it).*

E-Mail Address: _____	Home Phone: _____ - _____ - _____
Spouse: _____	Cell Phone: _____ - _____ - _____
Street: _____	
City, State, and Zip: _____	

### **HOW WOULD YOU LIKE TO BE INVOLVED IN THE CHAPTER?**

Participate in Young Eagles functions, either as pilot or volunteer?	Pilot	Yes ___ No ___
	Ground Crew	Yes ___ No ___
Arrange, Or Be, The Program For One Of Our Meetings? -----		Yes ___ No ___
Host A Chapter Meeting At Your Project? -----		Yes ___ No ___
Run for a Chapter Officer Post? -----		Yes ___ No ___
Interested in attending hands-on workshops (under consideration)		Yes ___ No ___

### **AIRCRAFT INFORMATION:**

Note: Status: ---Built, Building, Restoring, Considering, etc.

<u>Make, Model</u>	<u>Status</u>	<u>Based At</u>
_____	_____	_____
_____	_____	_____

*To keep costs down the monthly newsletter is delivered via E-Mail (unless otherwise requested). We also send out periodic news items by e-mail.*

## **2023 Chapter Officers**

<b>President</b>	John Reading	720-250-7991
<b>Vice President</b>	Larry Earnshaw	720-425-7987
<b>Vice President</b>	Stephanie Wells	303-503-0147
<b>Secretary</b>	Val Gregory	303-908-1252
<b>Treasurer</b>	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**

<b>Technical Counselor</b>	Jim Sutton	303-598-4205
<b>Technical Counselor</b>	John Reuterskiold	303-881-3517
<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	303-359-2758
<b>Young Aviators Coordinator</b>	Jeff Jones	303-809-3994
<b>Young Aviators Advisor</b>	Andy McRae	303-330-3825
<b>Young Aviators Advisor</b>	Scott Serani	303-358-2858
<b>Young Aviators Advisor</b>	Mike Sutton	303-515-5269
<b>Membership Chair</b>	Jim Wood	720-314-9663
<b>Data Base Editor</b>	Tim Stansbury	719-494-7398
<b>Web Master</b>	Steve Paschke	720-236-7869
<b>Social Media Coordinator</b>	John Kellogg	720-300-0202
<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**

Mark Davis	303-425-4080	Tom Shaw	303-275-0904
Chuck Grow	719-640-2905	Mike Sutton	303-515-5269
Jeff Hinkle	303-550-2291	Stephanie Wells	303-503-0147
Bill Mitchell	303-427-4025		

## *Mile High EAA Chapter 43*

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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.**