



## *Mile High Flyer*

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



**Volume 47 Issue 6**

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

**June, 2020**

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

#### Plan B

About 8 weeks ago I'd formulated plan B based on the cancelation of OSH, and talked about it in the newsletter last month. Oscar and I would take the 14 for a tour of the West. The plan, if things open up, would be Seattle, (Boeing Museum) McMinnville OR (Evergreen Museum), San Diego (Midway tour), and depending on weather, Tucson (Boneyard Museum), or a float trip in Salida.

Those of you who tuned in last month know, I'd formulated plan B knowing full well, Plan A, going to OSH probably wasn't going to happen. Well here we are, and in the event travel from Belfast doesn't work, Plan C is to grab one of you folks and take the journey anyway. It's going to be fun.

My son called last week and asked Bobbi and I to fly the RV14 to Chicago and spend a week with his family. What a beautiful opportunity made possible by GA.

This week, I took the 14 out for a couple of rounds in the practice area, did a couple of hours of instrument training, and before our next meeting, planning on a practice approach at DIA. Lots of good flying to be had.

For our upcoming meeting, Please, Please, Please submit to me an email that you'd like to speak at our next meeting. For this month's topic, I'd like to know what your favorite airplane is, whether you've flown it or not and why. No, not why you may or may not have flown it - what did you like about it. I personally need a ride in a Stearman doing one barrel roll after another.

Let's try and keep it down to 2 or 3 minutes each. Please submit an email to me, so I know who you are and I can put the timing together.

I need a bit of feedback from our membership. The picnic in July... I feel as though personnel distancing will be the norm for a long time to come. Being in the piloting business, safety is always on our minds when we get around our Planes. This same consideration needs to be applied to a picnic.

I won't try and downplay potential risks, however, I believe it's possible to pull this off, but not without the full support of the membership. Here's a couple of ideas. We could do the grill with hamburgers etc., and no sides, or with sides, or everyone simply show up with their own boxed lunch, or we could order pizzas, and of course theirs the social distancing that would need to take place.

Please send me your comments via email or on the Forum. I'll open a page on the Forum for comments.

## **Next Gathering - [Saturday, June 13, 2020, 6pm](#)**

**Virtual on JoinMe**

### **Presentation for the June Membership Gathering**

Cliff has a very special guest speaker for our June meeting:

“Shannon Massey, Senior Vice President & General Manager of Lycoming Engines, will be speaking at 6:00 PM. Our normal June meeting will begin at 7:00.

Shannon will be speaking on a variety of topics and there will be a Q&A at the conclusion.

We will be using the Join.Me app as before with the exact same settings as our previous meetings. Need I repeat, learn how to mute and unmute. During our meetings I’m encouraging participation.”

**Join the meeting with your computer: [join.me/eclipseseal](https://join.me/eclipseseal)**

Saturday, June 13, 2020 6:00 PM

Mountain Time (US & Canada)

[In my time zone?](#)

**To dial in by phone:**

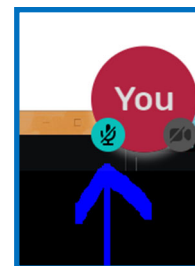
United States - Denver, CO

**[+1.720.650.5050](tel:+17206505050)**

**[Alternate phone numbers:](#)** 1-857-444-6500, 1-302-202-5900, 1-213-226-1066, 1-646-307-1990,

1-801-448-0006, 1-415-594-5500, 1-206-636-0011, 1-813-769-0500, or 1-202-602-1295

Then enter this Conference ID: **946-954-526#** (no dashes required)



### **In this issue:**

- I ran across a website called “This Date in Aviation History” and navigated to June 13, our meeting date in June. That’s an artist rendering of Pioneer 10, which on June 13, 1983 became the first man-made object to leave the Solar System, after a successful flyby of Jupiter in 1973. It continued to communicate with NASA for 20 more years.
- Note that events on the calendar may be cancelled or virtual, depending on extension of the existing Colorado Safer-at-Home Order past its current end date, May 30th.
- The Chapter Picnic has been pushed to July! It could be rescheduled again if Social Distancing requirements then in place cannot be met. EAA National is holding a webinar on Chapter Food Service on Tuesday June 9th, see details in the calendar.
- Wondering if Safer-at-Home keeps you from flying? Check the AOPA links on page 3.
- Check page 6 for a letter from the Chapter Annual Banquet, John Evens, and give him feedback so more of you will attend future events!
- See page 16 for a description on the first meeting of Chapter 43’s IMC club!
- 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! Let me know at [newsletter@eaa43.org](mailto:newsletter@eaa43.org). Then come to the next chapter membership gathering for your cookies! (I’m compiling a list; when we finally CAN get together, it’s gonna be right after a big baking day at Casa Gregory!)

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. Be aware that Gmail limits attachments to 25MB, so if it’s bigger than that, try multiple emails, Dropbox, Google Drive, etc.

## *Upcoming Events Calendar*

### *2020 CHAPTER EVENTS*

#### *JUNE*

- Tue 9 EAA Webinar, "Chapter Food Service in Today's World", 11 AM - 12 PM MDT. Recommended for Picnic organizers and volunteers. [Register here.](#)
- Sat 13 EAA Chapter 43 Membership Gathering, 6 PM, VIRTUAL - see page 2 for attendance instructions
- Sat 20 EAA Chapter 43 Young Eagles Rally, EIK, 7:45 AM (Tentative)

#### *JULY*

- Sat 11 EAA Chapter 43 Annual Picnic, Myles and Nila Lee's hangar at EIK, setup starting at 8 AM, picnic starts at 11:30 AM. Fingers crossed, people.
- Sat 11 EAA Chapter 43 Young Eagles Rally, EIK, 7:45 AM

### *2020 AREA EVENTS*

#### *JUNE*

- 5-7 Taos New Mexico Fly-in/Floating the Rio Grande CANCELLED
- Sat 6 EAA Chapter 1627 Young Eagles, KBDU, 7-11:30AM CANCELLED
- Sat 6 Pancake Breakfast Fly-In/Drive-In, Centennial Airport, 13005 Wings Way, Englewood CO, CANCELLED
- Mon 8 EAA Chapter 648 Membership Gathering, LMO, 7 PM
- Wed 10 EAA Chapter 1627 Membership Gathering, KBDU, 6 PM
- Fri 19 EAA Chapter 301 Membership Gathering, South Metro Fire Rescue Authority Building, 9195 East Mineral Avenue, Centennial, 7 PM
- Sat 20 Exploration of Flight Young Eagles, 13005 Wings Way, Englewood CO, CANCELLED

#### *JULY*

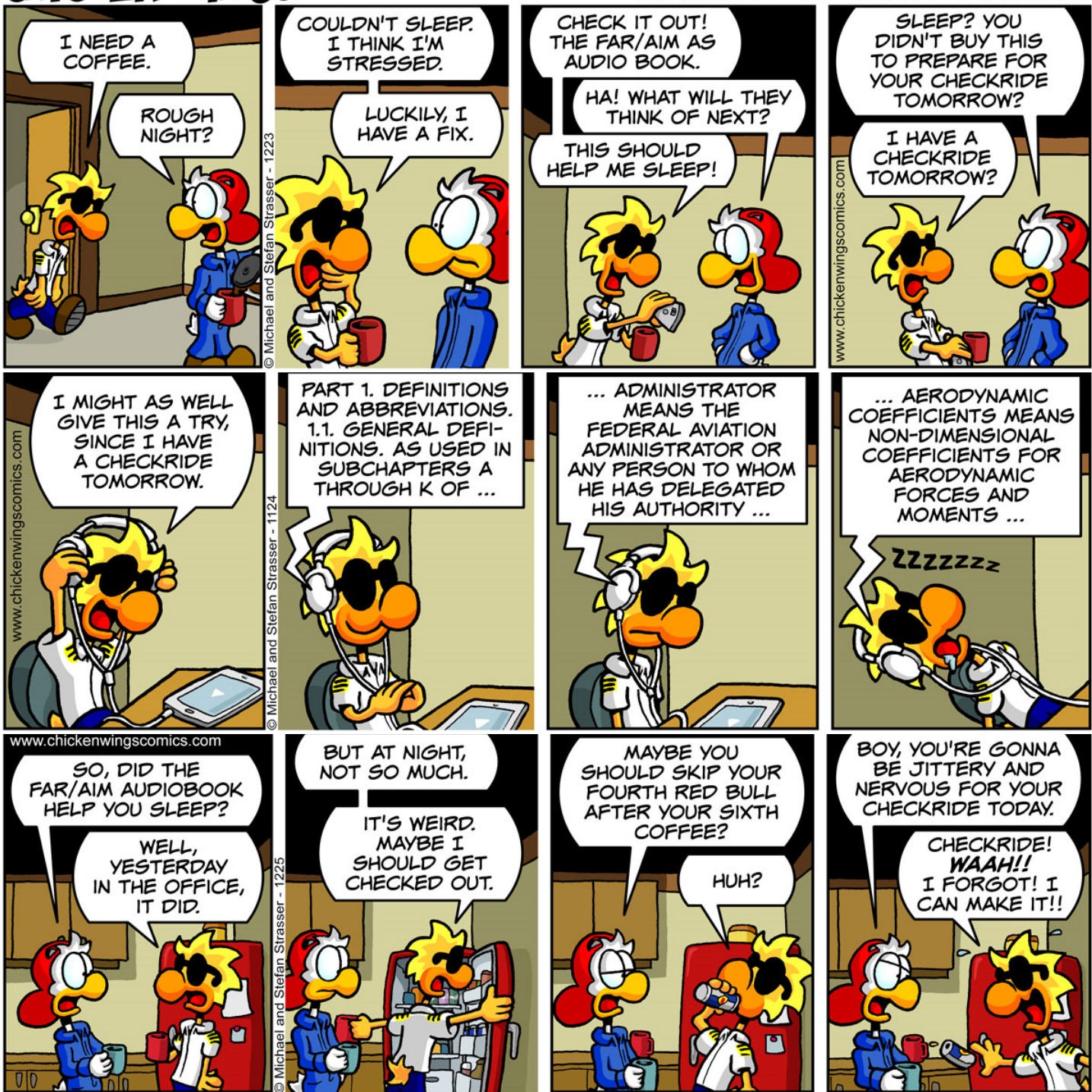
- Wed 8 EAA Chapter 1627 Membership Gathering, KBDU, 6 PM
- Mon 13 EAA Chapter 648 Membership Gathering, LMO, 7 PM
- Fri 10 EAA Chapter 301 Membership Gathering, South Metro Fire Rescue Authority Building, 9195 East Mineral Avenue, Centennial, 7 PM
- Sat 16 Exploration of Flight Young Eagles, 13005 Wings Way, Englewood CO, 8AM-12 PM  
<https://explorationofflight.org/event/young-eagles-saturdays2-2-2-2019-02-16/all/>

#### **MY MEDICAL/AIRMAN KNOWLEDGE TEST/CFI CERTIFICATION HAS OR IS ABOUT TO RUN OUT, CAN I GET CURRENT? CAN I STILL FLY UNDER THE SAFER-AT-HOME ORDER?**

Read AOPA's take on the new FAA issued SFAR at <https://www.aopa.org/news-and-media/all-news/2020/april/29/faa-special-rule-extends-many-operating-privileges-to-june-30>. You can also peruse AOPA's collection of state rules at <https://pic.aopa.org/blogs/70>. Check with the airports you're flying from and to for additional local restrictions, FBO service availability, NOTAMs, etc.

# CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



One of the things I enjoy about Chicken Wings are the multi-panel series - and this one was just posted!

## **In case you missed it last month...**

**May 1, 2020**

### **AirVenture 2020 is officially cancelled**

My fellow EAA'rs. It is May here in Wisconsin, and unfortunately like many of you across the country, we are still under a stay at home order through May 26. Normally, this is the month when we start our preflight planning for EAA AirVenture Oshkosh. By this time, we should have begun ramping up our entire site in preparation for our July convention. Volunteers from across the country and world would have descended on Oshkosh. Together they would have formed work parties, our suppliers would begin start setting up tents and infrastructure. Our EAA staff would be printing wrist bands, campers guides, programs and an assortment of EAA collateral as full-on AirVenture execution begins.

But because of circumstances beyond our control, none of this can happen now. We cannot even get to the hangar so our preflight is left to watching the prog charts. While this certainly makes the ability to prepare for the event a scheduling problem, it does not preclude the bigger issue of predicting what will be the health guidelines in July. Right now, there are three phases that have been defined in Wisconsin as the recommended procedures. As I write this, we are not in Phase 1 yet. Phase 2 restricts gatherings to 50 people. Phase 3 allows for mass gathering with restrictions.

Our convention attracts EAA members not only from the U.S. but around the world. Today we cannot predict when we will be at a point that our event meets the all clear Phase 3 milestone for mass gathering with restrictions. As your leader, I see no clear path to meet our own requirements to insure the health and safety expectations our organization demands for our employees, members, volunteers, exhibitors and attendees. That includes sanitization, separation and personal protection requirements.

My conclusion is, like in any good flight planning, don't take the risk. Therefore, I have no choice but to cancel AirVenture 2020. Together, we can come back stronger, safer and ready for AirVenture 2021 and create a memorable world class aviation event. Because of our dedicated and enthusiastic EAA members, our Association is strong. We know that at some point this storm will pass. And over the next 12 months we will continue to support all of you as we again, together, grow EAA in the Spirit of Aviation.

Respectfully,

Jack J. Pelton  
Experimental Aircraft Association  
CEO and Chairman of the Board

## Social Butterflies Committee - John Evens, Banquet Coordinator

To my fellow Chapter 43 members –

I will be in charge of planning and coordination for our yearly banquet next January. We're getting a nice, early start on that this year. In light of that, I have a request of all chapter members. We would like to increase participation in the event, and I need input on what we have done right, or wrong with recent previous banquets. Please share any comments and/or suggestions about the venue we've used in recent previous years, and anything else about the event that has been good, or bad, in your opinion. Having been a member of this Chapter since the early '70s, I've seen the banquet held at many different locations in the area and, believe me, some of them have been much less accommodating and desirable than others. Some of the advantages of last year's venue, in my mind, are –

- Nice location & facility, with plenty of parking and a wet bar.
- We have it all to ourselves - less noise and distraction than some other places.
- The price is very reasonable compared to what some other aviation groups in the area pay for their banquets.

Aside from those points, the facility may not be the best choice for us and that's why I'm asking for feedback, about that and anything else that would improve the event in your opinion. I really welcome any and all thoughts. Please reply via email to: [jrepilot@hotmail.com](mailto:jrepilot@hotmail.com)

Thank you,  
John Evens

***Want Ads & articles for publication may be sent to the editor -  
[newsletter@caa43.org](mailto:newsletter@caa43.org)***

### *Want Ads*

I'm a senior who recently completed ground school. I want to include a chapter member who is a CFI with their own aircraft among my options for private pilot lessons. I'm more advanced than a newbie on both age and experience, with some antiquated taildragger time and extensive recent experience "instructing" in the Wings Over the Rockies' Redbird sim C-172. If this describes you and you'd like to take on a student, please contact me at [dreamwoodck@yahoo.com](mailto:dreamwoodck@yahoo.com) or call 303-908-8753. Leave a message if you call so I don't think you are a robocaller.

Chuck Kubin



**Custom Embroidery**  
**Valerie Wait**  
720-352-2630  
1705 Flemming Drive  
Longmont, CO 80501  
email: [valandjimw@yahoo.com](mailto:valandjimw@yahoo.com)

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

**From:** J S <[brisingammen@gmail.com](mailto:brisingammen@gmail.com)>  
**Sent:** Thursday, May 21, 2020 4:58 PM  
**To:** [president@eaa43.org](mailto:president@eaa43.org)  
**Subject:** Snowbird Gyro to sell

Mr. Goldstein,

Back in 1991, my husband bought a Snowbird Gyro kit from a guy in Enumclaw, WA, for \$10,000. He had learned to fly the gyro from Marian Springer in Pleasanton, CA.

Here's a video of Marian <https://www.youtube.com/watch?v=ud29q6anPCo>.

Three months later, he was transferred to Denver and the gyro, still in original packaging, came with us, and got forgotten in the garage where it remains to this day. He only unwrapped, and painted bright orange, the plywood rudder. Somewhere in the house we still have the manual, etc., but I haven't found those yet.

We'd like to sell the gyro, but have no idea where or how.

I would appreciate any advice/information you might be able to provide.

Jan Sheldon  
Littleton



Photos are of a completed SnoBird Charger 582, which in the early '90's was priced similarly to the Sheldons' kit. (Editor)

## 1946 Aeronca Champ 7AC – Like New Condition – Must See to Appreciate - \$35,000

2008 complete restoration – Cont. O-200 (118 SMOH), no-bounce landing gear, Cleveland hydraulic toe brakes, metal spars, twin 13 gal. wing tanks, new Sensenich wood prop, Poly Fiber covering, Icon IC-A200 radio and Flightcom 403MC intercom (both run off battery). Entire restoration done with relevant STC's and 337's.

Registration: NC83365    S/N: 7AC-2032    Based/Hangered at KEIK (Erie, CO)

### Remarks:

Needs Annual, but Seller is perfectly willing to conduct/pay for annual in conjunction with a pre-buy.

Sale includes IFly 700 and battery pack.

Honest and straight flying Champ! Sad to see it go but it just doesn't get flown as much as it deserves.

If interested, contact: [sserani@instakey.com](mailto:sserani@instakey.com)





# FOR SALE

## LIGHT SPORT

**2011 Experimental Zodiac 601XLB**, N601WL, TTA/E 340 hr., Jabiru 3300, Dynon 180 EMS/EFIS, Garmin AERA500 GPS, ICOM A-200, ELT, Garmin GTX 320A Xpdr, AOA, Sensenich GA prop, elevator & aileron trim, dual brakes and throttle, always hangared, fresh annual, builder and maintenance logs. Laramie, WY. **MEDICAL ISSUE**, Price reduced, \$35,000 Wes (307) 721-8804

[bressler@wyoming.com](mailto:bressler@wyoming.com)



**ALSO INCLUDED: MISC. PARTS, LIGHTSPEED HEADSETS, NEW UPHOLSTERY AND NECESSARY TOOLS**

DATA SHEET  
ZENITH 601XL-B - \$35K

By owner/builder

- 2011 Zodiac 601XL-B; always hangared (KLAR); TT340 hrs.
- Fresh condition inspection
- Sensenich ground adjustable composite propeller
- 15 gallon fuel tanks
- Navigation and strobe lights
- Electric elevator and aileron trim; electric flaps
- Center yoke with dual brake and throttle controls
- Jabiru 3300 with oil cooler
- High Altitude Control-manual (HAC man)
- Dynon 180 EFIS/EMS
- Dual VSI, AS, & Alt.
- Removable GPS – Garmin AERA 500
- Communication-ICOM A-200; Intercom-Flight Com 403mc
- Transponder- Garmin GTX 320A
- ELT – Ameri King AK450
- Tannis engine heater; baggage wing lockers; Koger sunshade
- Necessary maintenance tools, Lightspeed Zulu headsets (2), canopy cover, new upholstery set, extra tires, manuals

# FOR SALE

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## AVID MARK IV HEAVY HAULER (STOL)

ACFT is almost finished – only needs instrument panel completed and engine control hookup. Stratus 2000 Subaru engine - EA 81 (100 HP). Excellent craftsmanship by factory employees. Wide, gun drilled, spring landing gear. All factory options including seat storage compartments and additional fuselage storage and plex bubble doors. Three blade, Warp Drive, adjustable prop. Cleveland brakes. Ready for paint.

**\$19,900**

CALL OR TEXT JD @ 970-215-5519  
LOCATED IN FORT COLLINS, CO.



## Minutes for EAA Chapter 43 Membership Gathering Saturday, May 9, 2020

Meeting opened at 6:04 PM by President Cliff Goldstein

**ANECDOTE** - Scott Serani

### **Ever Wonder Why???**

WHY do supermarkets make the sick walk all the way to the back of the store to get their prescriptions while healthy people can buy cigarettes at the front?

WHY do people order double cheeseburgers, large fries, and a diet coke?

WHY do banks leave vault doors open and then chain the pens to the counters?

WHY do we leave cars worth thousands of dollars in our driveways and put our useless junk in the garage?

### **Ever Wonder...**

WHY the sun lightens our hair but darkens our skin?

WHY can't women put on mascara with their mouths closed?

WHY don't you ever see the headline "Psychic Wins Lottery"?

WHY is abbreviated such a long word?

WHY it is that doctors and attorneys call what they do "practice"?

WHY is lemon juice made with artificial flavoring and dishwashing liquid made with real lemons?

WHY is the man who invests all your money called a broker?

WHY is the time of day with the slowest traffic called rush hour?

WHY isn't there mouse-flavored cat food?

WHY didn't Noah swat those two mosquitoes?

WHY do they sterilize the needle for lethal injections?

You know that indestructible black box that is used on airplanes? WHY don't they make the whole plane out of that stuff?

WHY sheep don't shrink when it rains?

WHY are they called apartments when they're all stuck together?

### **And Lastly...**

If flying is so safe, WHY do they call the airport the terminal?

**VISITORS, NEW MEMBERS** - Please Introduce yourself to our Members

- Sign our virtual (Val) sheet and get a six month trial chapter membership! (FREE!)
- Kevin Faul (Not in attendance)
- David Bratton (Not in attendance)
- Oscar Hill (Past bedtime in Ireland)
- Wendy (Not in attendance)

**MEETING DEDICATION – Brian Cabebe, (a former member? of EAA43 Myles did he pay his dues ) continues to help out in getting our web pages directed and redirected... Thank you Brian.**

Cliff Hasenbalg noted that he's having trouble getting Young Eagles email, needs to test and get with Cliff Goldstein and Brian to troubleshoot.

**TRIP REPORTS**

Scott and Eric Serani flew 250 pounds of face shields from Centennial to Gunnison and then home courtesy of Angel Flights West.

Cliff Goldstein made an hour and a half IFR flight with Scott Serani, finished the annual and test flight on the Thorp, and will take wife Bobbie up in the RV14 tomorrow.

Stephanie Wells is flying weekly, to 5 new airports in NE Colorado, solo or with her son.

Larry Earnshaw is working on his coms and shooting touch'n'goes, pleasant experience with ATC.

Stephanie suggested flying to NORCO (Fort Collins) and check out the virtual control tower.

Cliff Goldstein said he'd try an approach to DIA tomorrow.

**PROJECT REPORTS**

Michael Savino showed a leak test video from his RV-14A. Two partially-built tanks in a feed trough full of water to check for leaks. Cliff Goldstein suggested building a plastic manometer on the wall to determine if there are leaks, then use soapy water to locate them. One tank had no leaks (except around the fuel cap, which was not taped) and the second had some holes which he sealed with ProSeal.

Wayne Gibson and Edward are making progress.

Tim Stansbury is doing tank work on his RV-10 and has finished his aileron. He got the fuselage kit about a month and a half ago, but his wife had possible COVID-19 so it's been stored at Myles Lee's hangar until today.

**SAFETY REPORT** – Stephanie Wells or Bill Mitchell or  
No report this month.

**YOUNG EAGLES** – Cliff Hasenbalg

May's event was cancelled, Cliff will see what the restrictions are in June and cancel, reschedule, or hold the June event.

**YOUNG AVIATORS** – Scott Serani

Young Aviators are still in an undetermined hold over Schatz. Scott did get the B-25 set up, but many events have been canceled so he hasn't touched it in a month and a half.

**SCHOLARSHIP** – Roxie Juul

Very informative meeting 5/3. Julie Finklestein (Dave Beisemeier scholarship winner) is studying for her written. Still working on the webpage with Brian Cabebe.

**VIDEO** - John Evens and Jim Sutton showed a video of an ultralight gyrocopter (see ad on page 7!)

**NEW/OLD BUSINESS**

How's that Spring Annual going?

Web Page Roll-out - Brian Cabebe is still working some bugs.

VMC/IMC clubs? EAA National's rep to attend the next chapter meeting? Need 5-6 people interested to take clubs forward. VMC - presentation on flight briefings for weather, so far Brian Garrett, Jim Sutton and

one other have shown an interest. Cliff Goldstein is hoping to rope Stephanie for the IMC - she will if 6 or so folks are interested.

The Airmail 100 is on! It's easy to maintain social distancing! Coming in the fall.

Jeff Caine is flying locally, and thanked the EAA for pushing the proficiency ruling. He showed a picture from a vertical roll of his J4. On approach to Longmont, saw an unusual plane - the Taylor Aerocar! It honked at him. This is the last flying Aerocar, bought by the founder of Oskar Blues Brewery at the Barrett-Jackson auction. Jeff showed a photo of the Aerocar, noting that the yellow parts are the car with the black wings, tail, and aft prop removable and foldable so they can be towed behind the car. It's licensed as both a car and a plane. Because the full rig is 17' long on the road, a chauffeur's license is required for the driver. As a car, the performance is not great. The aft prop's drive shaft attaches to the car engine under the license plate. Jeff asked the test pilot, Wade, if he'd come talk to us at a future meeting, and he said yes! Cliff Goldstein followed up with the Aerocar fly-by video taken by Carl Harris.

Anything Else?

Cliff G - email Cliff directly if you're interested in a VMC/IMC club.

Picnic probably not happening in June, final decision later in May.

Steve Paschke is looking for a vacuum former - Scott Serani and Scott McEwen said they have an oven and former used for the B-25, can accommodate 6x9 plastic.

David Walmsley passed a couple of weeks ago. Dave was an aircraft inspector that did annuals on many members' airplanes over the years and was also a pilot.

**TONIGHT'S PROGRAM** - Val Gregory presented a personal retrospective on the Titan rocket family.

The Titan rocket family spanned 47 years and 368 launches with an 87.5% success rate. It included 4 major models, Titan I through IV, with variants for each except for Titan I.

The main stages of EVERY Titan rocket were manufactured at the Martin Marietta/ Lockheed Martin factory at the southern terminus of CO 121 (Wadsworth Blvd.) at Waterton Road. The site was chosen because of an underground geologic feature, an iron impregnated granite layer 24 miles long by 7 miles wide, running roughly north/south under the Dakota Hogback formation. The Waterton building once known as GPL (General Purpose Lab) has its foundation tied to the layer where it comes close to surfacing, on the most geologically stable point in the US. Best place in the US to build missile guidance systems, free of interference from earth movement. All that iron in the ground also throws up a bunch of RF interference, which is why communities nearby were among the first in the metro area to switch to cable TV. GPL and several other buildings on the campus are constructed with shielding that isolates the interior from the interference.

Val's first program at Martin Marietta was Peacekeeper, as a ground equipment designer. Peacekeeper was the successor to the Minuteman III and Titan II ICBMs, and after toying with a "shell game" rail garrison deployment (that would have drained every aquifer in the West, just to produce the amount of concrete needed), Peacekeeper went into silos upgraded from Minuteman III. Those of us working Peacekeeper were comforted that the old Titan II ICBMs were upgraded to Titan II 23Gs, launching weather satellites. Years later following START II, the Peacekeeper missiles were also upgraded to launch satellites as part of the Minotaur IV program.

After Peacekeeper, Val spent a few months on the Titan IV development program before shifting to something brand new for Martin Marietta - a commercial launch program. Commercial Titan took a Titan III/34D, stretched the 2nd stage, and used a Swiss payload fairing to enable single or dual satellite launches. Another first with this program was encapsulating the payload in the fairing offsite, not at the pad, then transporting the encapsulated payload from Titusville, FL to Canaveral's Launch Complex 40. Val was the structural designer for the payload transporter. So imagine a massive double-drop trailer with hydraulic

suspension, 12' and 15' diameter interface rings, with the encapsulated payload clamped in place. Transports took place at night, and one of the design considerations was inadvertently rolling over a big gator. We had to provide weather protection for the payload, so it was draped in plastic. Get the picture? We joked that then Florida resident Anita Bryant would catch wind and protest the transports as being WAY too pornographic. That first launch was dual, Skynet separated first and then JCSat. When was time the second launch for Intelsat, the hardware guys wired the rocket to separate the satellite the same way they had for the first launch, i.e., as the 2nd satellite of a dual set. The programmers wrote the separation code with the assumption that it was the 1st and only separation. As a result Intelsat failed to separate from the Titan 2nd stage and had to be rescued and reboosted by STS-49/Endeavor. Seems the hardware lead had dropped a note about the wiring plan on the lead programmer's desk while he wasn't there, and it was promptly buried. The following two launches were successful, but the program didn't really survive that black eye.

After another short spell on Titan IV, Val joined an IRAD (Independent Research and Development) program to position the Titan II 23G as a competitor to Delta II by adding 4 Castor-4A solid boosters and updating Vandenberg's SLC-4W to launch the old ICBMs with or without boosters. Old Titan II launch mounts were salvaged from a boneyard at Canaveral, rebuilt and beefed up. Since there was a ready market for launches without boosters, the core thrust of the IRAD was never implemented. This program was where Val's path first crossed that of Chapter 43 – Gene Horsman was the airborne lead for the IRAD. Got a tour of the Luscombe (too windy to fly that day) at one point. The critical design review for the IRAD was held at Vandenberg, and the ground structures group (2 engineers including Val and a stress analyst) had a free afternoon, which was spent gleefully checking out SLC-4W and "assessing" the old SLC-4W Titan 34D launch frame, damaged by Titan 34D-9, which suffered an SRM burn through 8 second into launch and collapsed back on to the launch pad.

Titan IV flew with the same solid boosters as the Shuttle flew until the Challenger loss. In keeping with NASA's switch to a 3-segment booster (less o-rings to fail!), Titan IV-B used the same booster, now with gimballing nozzles and even more thrust. The Titan IV launch support for SLC-4E (West Coast) consisted of 2 launch frames, constructed from 2" HY-100 steel plate (nuclear sub containment plate), with complete joint penetration welds. The launch mounts beneath were HY-80 steel (sub hull plate), again with CJP welds. Finally, in between the mounts beneath the rocket main stages were walls with doors and a floor to protect the main stage from the solid booster plume. Think 5"x8"x1/2" wall rectangular A500 steel tubing welded together, with massive hinges and top to bottom door stops. Note the tan color of the launch mounts and frames in the photo – that's not paint, it's a sand impregnated epoxy dubbed Martite. Applied at thicknesses between 1/2"-1", much of it burned and abraded off every launch from the solid booster plume.

Titan IV-B studies indicated a serious issue with the acoustic environment during launch. Both East and West Coast launch pads required flame duct modification and the addition of water tanks and nozzles at the flame duct entrances and exits to mitigate the plume noise and bounce-back. I was lead designer for the West Coast effort – as a mechanical engineer, it was a blast to get a chance to use the ASME Boiler Code!

No IV-B pictures from the west coast – those launches were classified. The day after the first IV-B west coast launch, Val went with her lead and QA to walk down the pad for damage. It's interesting walking up to a launch site that's just been opened after a highly classified launch. Val's lead had her walk in front of the small group because "you look less threatening". With hands empty and visible they headed up the hill to the guard shack, and as the Air Force MP saw them coming, they saw him bend to pick up his service weapon. They loved windy Vandyland – 18-year-olds with M16s. The only damage was to the roof over one of the in-duct water tanks, smacked with a 4'x8'x1/2" steel plate blown off the umbilical tower and clear through the flame duct, landing on the nearby hillside.

Years later, working on a satellite program with Gary, Val and the kids had an opportunity to visit him for a few days during a west coast launch campaign. Her lead gave her an assignment while she was there to survey one of the upper pad levels for installation of new equipment, and as she was finishing pad safety train-

ing, program security guy called Gary and Val in for a quick chat. “Make sure you take her by the bottom of the rocket, Gary – show her the overpressure suppression system!” Gary replied, “You know she designed the part under the rocket, right?” Getting to walk through the launch stand beneath the solid and core engines was a real treat, knowing that in a few weeks those solids would be blowing flame and aluminum oxide at temperatures and pressures rarely seen outside of an erupting volcano or a nuclear blast.

The meeting adjourned at 7:24.

Respectfully Submitted,  
Val Gregory  
EAA Chapter 43 Secretary

### ***AS SEEN ON THE FORUM***

From Cliff Goldstein: Our first IMC club meeting was held on Thursday evening (May 28) at 6:00 PM. As you would expect this was a virtual meeting covering what the purpose of the club is. We also created a real life scenario and asked, if you were in IMC what would you do.

This was an interactive discussion not a classroom where members shared their experiences . Everyone is invited to join. We will be meeting monthly, and hopefully in person.

Meetings last one hour and are intended for the purpose of education and enhancement of your IFR skills. It's done by sharing your real life experiences with the group so learning is by example.

Everyone is invited to join in whether you're IFR rated or not. Or even if you're not a pilot, you're welcome to join in..

Our meetings will be on a Thursday evening starting at 6. Stay tuned for next date!





**Membership Enrollment Information**  
**(Needed for Current Roster & Chapter Correspondence)**



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

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

Are you a:

Technical Counselor Yes \_\_\_ No \_\_\_  
Flight Advisor Yes \_\_\_ No \_\_\_  
CFI Yes \_\_\_ No \_\_\_

*Scholarship donations are tax deductible.*

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

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

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

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

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

**AIRCRAFT INFORMATION:**

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

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

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

## **2020 Chapter Officers**

<b>President</b>	Cliff Goldstein	720-280-2916
<b>Vice President</b>	Zach Malone	443-610-3469
<b>Vice President</b>	Scott McEwen	303-895-5058
<b>Secretary</b>	Val Gregory	303-908-1252
<b>Treasurer</b>	Myles Lee	720-295-8778

### **Board of Directors**

Cliff Goldstein (Chair)  
 Pete Watkins\*  
 Stephanie Wells\*  
 John Evens\*\*  
 Stan Specht\*\*

(Note: \*- 2 year terms expire end of 2020, \*\*- 2 year terms expire end of 2021)

### **Volunteer Officers**

<b>Technical Counselor</b>	Jim Sutton	303-598-4205
<b>Technical Counselor</b>	John Reuterskiold	303-881-3517
<b>Technical Counselor</b>	Phil Brown (fabric, wood & tube)	303-506-3886
<b>Technical Counselor</b>	Stewart Bergner	303-229-7799
<b>Technical Counselor</b>	Will Heltzel	303-345-5784
<b>Flight Advisor</b>	Bill Mitchell	303-427-4025
<b>Newsletter Editor</b>	Val Gregory	303-908-1252
<b>Young Eagles Coordinator</b>	Cliff Hasenbalg	303-744-8180
<b>Young Aviators Advisor</b>	Pat Miller	303-666-8233
<b>Young Aviators Advisor</b>	Scott Serani	303-358-2858
<b>Data Base Editor</b>	Tim Stansbury	719-494-7398
<b>Web Master</b>	Steve Paschke	303-451-8490
<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 Chair</b>	Roxie Juul	720-626-7707
<b>Scholarship Fundraising</b>	<b>(Volunteer Needed)</b>	

### **CFI's in Chapter 43**

Phil Brown	303-506-3886
Richard Brown	303-558-0793
Mark Davis	303-425-4080
Joe Gilmore	720-318-5100
Jeff Hinkle	303-550-2291
Bill Mitchell	303-427-4025
Tom Shaw	303-275-0904
Mike Sutton	720-515-5269
Stephanie Wells	303-503-0147

## *Mile High EAA Chapter 43*

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

**First Class**



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