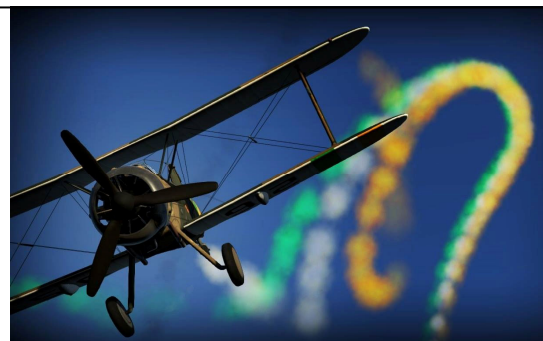




Mile High Flyer

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



Volume 51 Issue 3

On the web @ www.eaa43.org

March, 2024

President's Corner.... By Chapter 43 President Jim Wood

High Fliers,

We are smack in the middle of crazy times with regard to protecting our beloved passion of aviation. These past few weeks finds us frustratingly challenging an abjectly horrible anti-aviation Bill being proposed by the Colorado State Legislature, an absurd petition to close the wonderful and historic Boulder Municipal Airport, a head-scratching lawsuit against Rocky Mountain Metro Airport (RMMA) from people that bought houses next to the airport, deliberately hidden “good news” lead tests by the town of Superior, and the nationwide search for a new – hopefully – “pro-general aviation” Director for RMMA (twenty years ago there wouldn't have been such a thing as an “anti-general aviation” airport director...)

It seems easy to simply throw our collective hands-in-the-air and scream from the highest hilltop, “Leave me alone – I just want to fly.” That is certainly my default reaction. However, as with any historical act of tyranny, the silent and weak are usually the first victims. Heads buried-in-the-sand won't work. Simply responding, “They can't do that!” won't work either – ask the California-based pilot where she's going to buy 100LL this month. So...what are we to do?

Forgive me for waxing philosophic but...Aristotle said, “Human beings enjoy the exercise of their realized capacities.” I've been watching the spectacular Masters of the Air series on television. Tom Hanks and Steven Spielberg produced that series. They certainly don't need the money or the fame – they are enjoying that exercise because it realizes their very best capacities. We humans become impassioned – we ACT with greatness when we find a situation that allows us to merge our innate talents with our deepest passion on an issue that our conscience deems honorable and is viewed as a critically important need. That's what sets the stage for us to unleash our realized capacities – our collective greatness. (That's why many of us build airplanes!) There is no more important time than NOW for our entire Chapter membership to leverage our very best talents and passion to fight for our freedom of flight!

What to do?? Please help by directing your talents and passion – at minimum - toward the following. As I write this message (February 28th)...

Likely by March 1st, the Colorado pro-aviation alliance of EAA, VAA, AOPA, CPA, CABA, and a good number of other pro-aviation groups will be issuing a “Call to Action” request for you to contact your elected officials to oppose the anti-aviation House Bill. Our fine professional lobbyists are asking us to wait for just the right moment to trigger that “Call to Action.” I'll send

out a message when it's time. If I have to bet a shiny new dime, I'm guessing that you have seen that message before you have read this...

The Colorado House Committee on Transportation, Housing, and Local Government is holding the only public hearing on the anti-aviation HB24-1235 Wednesday March 6th. Please mark your calendar and attend this meeting — preferably in person, although there is a virtual option. We need a HUGE showing of “pro-aviation” support. God knows, there will be a huge mass of the very organized and very well-funded anti-aviation people there. Stay tuned...

Friends of the Boulder Municipal Airport need our help by signing and forwarding their “Save the Airport” petition to friends and family across the country. This type of “close the airport” issue is currently being raised in 27 cities across the country! Please ACT to help them at: <https://saveboulderairport.com>

I'm so sorry that this month's President's Corner was all about politics and nothing about flying. Believe me, I hate writing about it more than you hate reading it. I desperately wish that our most important topic at hand is about the wonders and magic of writing glory in the sky. First thing first...

As a reminder — please mark your calendar for Friday March 15th at 4:00-ish in the afternoon. We are having an informal “Thank You” dinner at FlyteCo Tower. Nothing organized — make your own reservations, bring your family and friends. FlyteCo has been great friends of our Chapter — we really do need to try to pay them back as often as we can. I'll try to book an axe throwing lane and a sports booth. After all this political nonsense, I'm desperately in need of one of their fabulous adult beverages...

Please sign-up for our Chapter 43 Chili Cook-Off to kick-off our March 9th Chapter Gathering. We're planning for 48 people eating. Festivities begin at 6:00 pm. Guest Speaker at 6:45 pm. Chapter Business from 7:45 - 8:30 pm. Please sign-up by Thursday March 7th so we can fill-in the gaps.

<https://grow.withlome.com/a/502cbfa7-f19e-406f-8273-076451d20a68>

As always, please let me know what you'd like me and/or our Chapter to start doing, stop doing, or continue doing...

Blue skies everyone,

Jim

Next Gathering - Saturday, March 9, 2024, 6 PM
@ the Mount Evans Room in the Terminal Building at RMMA (BJC)
Chili Cookoff! See link above to sign up by Thursday March 7!

Program by Clinton Crookshanks, NTSB Investigations

Clint Crookshanks is an Aerospace Engineer and Lead Investigator for the National Transportation Safety Board. He was the Lead Investigator for the tragic P-51D Mustang accident at the 2011 Reno Air Races. Mr. Crookshanks will discuss lessons learned gleaned from that incident that are applicable to all pilots, especially those that fly experimental aircraft.

In this issue:

- Title pic - a nod to St. Patrick's day!
- This month's Chicken Wings rings true for our weather, at least for the wind!
- Since I don't have a second set of eyes to review the newsletter, help find my boo-boos for cookies! Let me know at newsletter@eaa43.org and 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 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

2024 CHAPTER EVENTS

MARCH

- Sat 9 Chapter Meeting at the Mt. Evans room at BJC, 6PM, see page 2 for more info.
 Tue 12 Chapter 43 VMC Club, 6PM, live and virtual, contact andresmith76@outlook.com
 Fri 15 Chapter 43 Night Out at FlyteCo Tower, ~4PM, details on page 2 of the President's Corner
 Sat 16 EAA Chapter 43 Young Eagles Rally EIK, 7:45AM (First event of 2024!)
 Tue 25 Chapter 43 Builder's Club, 6PM, live only, contact andy@andymcrae.com
 Thu 28 Chapter 43 IMC Club, 6:30PM, live and virtual, contact llearnsh@gmail.com

APRIL

- Tue 9 Chapter 43 VMC Club, 6PM, live and virtual, contact andresmith76@outlook.com
 Sat 13 Chapter Meeting at the Mt. Evans room at BJC, 6PM.
 Sat 20 EAA Chapter 43 Young Eagles Rally EIK, 7:45AM
 Tue 25 Chapter 43 Builder's Club, 6PM, live only, contact andy@andymcrae.com
 Thu 28 Chapter 43 IMC Club, 6:30PM, live and virtual, contact llearnsh@gmail.com.

2024 AREA EVENTS

MARCH

- Fri 8 National Celebrate Emily Warner & Women Airline Pilots Day
 Sat 9 Chapter 648 Meeting, 9:45 AM, see <https://chapters.eaa.org/eaa648> for location
 Sat 9 Lady Aviator Showcase, Exploration of Flight*, 10 AM-2 PM
<https://wingsmuseum.org/events/lady-aviator-showcase/>
 Sat 9 "Fledgling Pilot and the Right Training Environment", Exploration of Flight*, 11 AM-2 PM,
registration required, https://coloradopilots.org/content.aspx?page_id=4002&club_id=612720&item_id=2238328
 Sat 16 Chapter 301 Young Eagles Rally, Exploration of Flight, 7 AM
https://coloradopilots.org/content.aspx?page_id=4002&club_id=612720&item_id=2176197
 Wed 20 Chapter 1627 Meeting, 6 PM, see <https://chapters.eaa.org/eaa1627/about-us>
 Fri 22 Chapter 301 Meeting, 7 PM (6:30 social) <https://www.eaa301.org/newsletters>
 Sat 30 Navy Showcase + "Top Gun: Maverick" Movie & Speaker, Exploration of Flight*, 9:30 AM-5:15 PM
<https://wingsmuseum.org/events/navy-showcase-top-gun/>

APRIL

- Fri 5 Chapter 648 Meeting, 5-7 PM, see <https://chapters.eaa.org/eaa648> for location (note different day and time!)
 Sat 6 Breakfast Fly-In, Exploration of Flight*, 9:30 AM-12:30 PM,
<https://wingsmuseum.org/events/breakfast-fly-in-april/>
 Wed 17 Chapter 1627 Meeting, 6 PM, see <https://chapters.eaa.org/eaa1627/about-us>
 Fri 19 Chapter 301 Meeting, 7 PM (6:30 social) <https://www.eaa301.org/newsletters>
 Sat 24 Chapter 301 Young Eagles Rally, Exploration of Flight, 7-11:30AM
https://www.coloradopilots.org/content.aspx?page_id=4002&club_id=612720&item_id=2170446

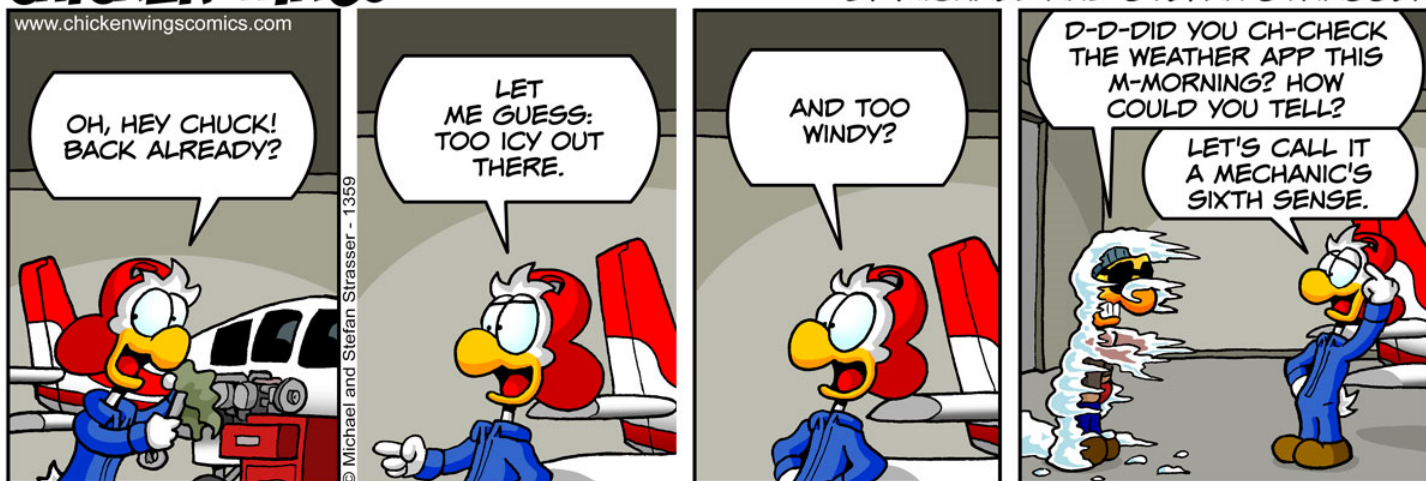
Looking ahead, WOTr and Exploration of Flight have a ton of summer camps starting May 28 - if you have kids or grandkids with an interest in space or aviation, check out <https://wingsmuseum.org/events/list/page/2/> and "Next Events" at the bottom of the page.

*Most events at Wings Over the Rockies Air & Space and Exploration of Flight require museum ticket pre-purchase. That's not a bad thing, it keeps the museums running!

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The Young Eagles Rally for March 16 filled up in less than 90 minutes. 35 with 4 standbys. Currently we have 10 Pilots. Looks like a great start for Young Eagles. Pilot Briefing at 8 am.

Clifford Hasenbalg
EAA Chapter 43 Young Eagles Coordinator
303-359-2758 c

Chapter Name Tags

Want an official chapter name tag? See Herrill Davenport. Payment to Herrill is requested before the tags are ordered - \$8.50 for a pin fastener or \$9.50 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 johnkelloggflys@gmail.com. Links to the Chapter Facebook and Twitter accounts have been added just under "Welcome to Chapter 43" on the Chapter's homepage at www.eaa43.org. If you select the Instagram logo in the same area, it will take you to [instagram.com](https://www.instagram.com/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.

From Membership Coordinator Mike Savino

December was membership renewal month; if you're not sure of your membership status, see me at the monthly gathering or email me at ea43membership@ea43.org. You can renew at <https://chapters.eaa.org/ea43/join-or-renew> or bring a check made out to EAA Chapter 43 to the next meeting. Periodically the chapter sends out emails from ea43membership@ea43.org to all members. To help prevent those emails from ending up in your spam folder, please add ea43membership@ea43.org to your email contact list. We can't control how e-mail is marked as spam. What we can do is add the contact and this will help.

Scholarship

Nothing to report this month but watch this space next month!
Chapter 43 Scholarship Committee
mikesutton@gmail.com
suttonjennym@gmail.com

No Name Column by Cliff Goldstein

Last month should have been a quiet time with blowing snow and cold temperatures. Well, we had some excellent flying days, and I hope you took advantage of a mix of snow, rain, wind, mountain wave and a lot of sunshine. I've four topics, one a bit dark so I'll start with that first.

I've received literally hundreds of emails regarding the good folks of Boulder wanting to close the airport, along with the state of Colorado wanting to regulate aviation and let's not forget the good folks in Rock Creek under siege of billions of aviation events killing them with lead, vibration, and of course ear-splitting noise. I sincerely believe that the political climate has caused this surge of unrest, and we keep hearing we don't have to get along, but that's not true. Compromise is a necessity not just in flying but in life. When we're in the pattern two aircraft cannot occupy the same space at the same time. Compromise allows us to all get along as a society. Ok, done with my soapbox.

On to the fun stuff

N914YA graduated from phase one test Phase to Phase two, being a grown up airplane allowed to provide fun, transportation, and well fun. Scott, Jeff and I struggled with a couple of frustrating wiring issues, one the in Pitot Heat, and a second in the magnetometer. New aircraft require we go back to basics to solve the issues. We have to remember, until they are working every aspect is suspect. The Magnetometer was a mean problem because it worked... Sorta. It acted like a stray magnetic field was throwing a message that caused us to spend hours looking for the stray field, Garmin telling us to move the device, Vans saying it belongs where it was designed, Stein just supporting. Garmin said 1 in 3 RV14's had our issue. The message was. "AHRS magnetic anomaly check installation." I wish I knew just how many test flights I made in 4YA, but 15 or 20 might be close. The 3 of us finally moved the unit to the wing tip, rewired the device and took a test flight...Case closed. Performed perfectly through a series of standard rate, and wing tip turns. A couple of aileron rolls and we were on our way home. Aircraft finally...DONE!

While these nagging issues were at the very least very frustrating, I look back at N399EE (my RV14) and there's still a nagging issue I'm going to take a stab at as soon as I get my hangar back. We do this because we enjoy building and making our aircraft "more" perfect. What I'm trying to say is that in frustration, there is pleasure in building. I'll be happy to see 4YA go to a new owner and sad that something we've spent so much time on will be going away.

N914YA is an excellent flying machine performing above our expectations. Not to mention pure fun.

I went to Sioux Falls, SD to ferry back an RV14 for Andre' Smith in January. I've enjoyed working with Andre' helping him learn the ins and outs of the 14. For me, working with

Andre' learning the maintenance side has been a learning experience for both of us. Items I've taken for granted are completely new to others. Andy McRae has started a builder's club where many of the topics that are being covered are the maintenance and care of our experimental birds. I've been to one of the meetings, and I'm here to tell you, it's a great group and whether your bird is certified, or experimental, there's much to learn. A great opportunity to exchange ideas on how, too. This is a great venue for all.

Finally, I'd not flown a glider since mid-November. Jeff came back from Georgia for only one week. I was in a meeting at work when a text from Jeff showed up on my phone telling me there would be WAVE on Friday and would I like to go? First, I wasn't aware he was back in town, and Wave flying in a glider is scary and exciting at the same time. My response was OMG, hell yes! Well Wave was just good, not great, however you don't know that 'til you find it. Not enough good markers, just a few clouds.

We took a tow in N505PB to 8500 feet and got off tow as we found lift. We turned west and cruised toward the rocks, drifting down to 8000 feet we found a very tight thermal, or it could have been a little rotor, hard to say but Jeff banked us over in a 60-degree bank with a lot of drag and we were heading up.

We took that to 11,000 feet, cruised under a cloud, and found the first rotor. Rotor is normally extremely turbulent. With 62 feet of fiberglass flexing, we were treated to a cushy ride through the rotor only to find...WAVE and headed north west climbing at first slowly, then like magic, our climb rate exceeded 1200 ft/min and we were heading up like in an elevator, but incredibly SMOOTH. It was pure magic. At 17,500 I pointed 5PB down hill and we quickly accelerated to 120Knts indicated, reaching 17,700 and now fighting two hard stops, 125 VNE and 18,000 class A airspace. We begrudgingly turned 180 degrees, expecting more of the same, but ran into sink, between 800 and 1200 ft/min. That was okay as we were slowly making our way back from Estes Park to Boulder. Today was the day to take the mystery away from Rotor and Wave.

My next trip up will again be with someone with experience, but I'll be back.

Our spring check out is for 3 take offs and landings. Yesterday, I flew 421EF for my final two flights including a full slip to landing. All checked out for the soaring season.

I suppose flying the 14 last night and proving the magnetometer was working topped the day.

See you next month.

**THANK
YOU**



Chapter 43 “Night Out” @ FlyteCo Tower
Friday March 15, 2024
~4:00 pm

Road Trips in the Works - Chuck Kubin

One of the coolest aspects of doing the coolest thing you can do, flying, is going to cool places and doing cool stuff.

Just call me Captain Roadtrip. If flying in is an option, I'll check into it and provide details. Here's some ideas I'm working on:

*Visit to Wings Over the Rockies — I have an "in" as a docent, so I'll try to get us a more detailed and longer tour than usual, plus a "behind the curtain" look at the restorations area. Hoping for some discussion about acquisitions and the actual work to meet museum vs. airworthy standards. Recent highlights: the second stage of a ULA rocket, the "Baby BOOM" 2/3 mockup of the next-generation supersonic transport, and a 1926 Eaglerock. A long shot, but since Harrison Ford is a huge backer, maybe we could do a Facebook interview with him from the museum theater. And Lowry Beer Garden and an ice cream stand in a rocket is right next door.

*Visit BOOM — One of about 158 aerospace companies associated with KAPA, this is the company developing aircraft capable of traveling over land without blowing out your picture windows as we will hear a thump instead of a sonic BOOM. Planes are built in Alabama, so we'll be talking to developers about concepts and production.

*Visit the towers at KAPA and/or KBJC — Over years I did both, and back then they toured small handfuls of visitors or a still relatively small group divided into shifts.

*Flight for Life — All the details are pending what we can get, but the concept is to see the birds up close and talk to the pilots, planners and responders.

*National Museum of WWII Aviation/Westpac Restoration — Smallish, intimate museum has 28 FLYING aircraft on display and 10 more in restoration, including B-25 "In the Mood," the only flying P-47, Dauntless dive bomber, one of six remaining F7-F Tigercats, P-38... Westpac, right next door, gets you right into the thick of the work. Located on the northern tip of KCOS.

*Pueblo Weisbrod Aircraft Museum — WOW! Where to start! Nationally famous, dedicated to the B-24, but it doesn't have a B-24 (12 B-17s and -24s are rumored to be buried near Pueblo). It does have a small museum, two huge hangars and a big outdoors display with the B-29 "Peaches," a B-47, B-17, A-26, C-45, MiG 15 and -17, F-80, T-33, F-80, F-104, F-86, and even the Sikorsky Seabat 'copter that fished Alan Shepherd and Friendship 7 out of the drink in 1961. Located on KPUB.

*Denver Air Route Traffic Control Center (ZDV), Longmont. See what it takes to coordinate a region's worth of air traffic.

*Oshkosh, Neb.— sweet roll/donut humanitarian rescue mission. Repeating a favorite.

*Space Command satellite operations — My aviation merit badge wingman was recently promoted from satellite driver to satellite driver supervisor at a Space Command detachment at Peterson AFB. He briefly mentioned a control room visit once, so I'll look into it. No, you don't get to see the classified stuff...even if you could tell what it is.

*USAF Academy — Visitor center is free and the famous chapel (NOT built from spare airplane parts, as rumored) is open daily. The trip can continue into CS to get either the best barbecue or German food in Colorado. Or maybe one of three distilleries or several breweries.

*Back to FlyteCo — In the wake of our 5-star rated 2023 banquet, several members are interested in going back as a group for some social time.

So that should keep us busy for awhile. Hit me at dreamwoodck@yahoo.com with your ideas, and if you want to register high interest in any of what's here. I'll turn up the heat on what seems the most popular and from here I'll get with Jim and the VPs to target some dates.

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



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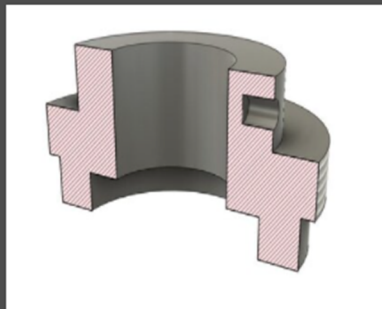
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John was recommended to do some work on Herrill Davenport's 182 fairing, and wants to do more airplane work.

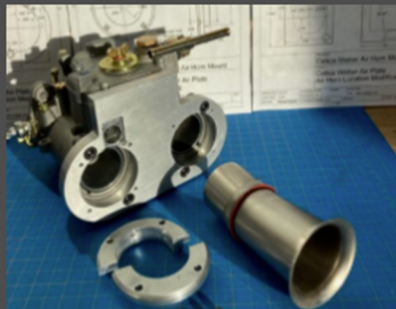


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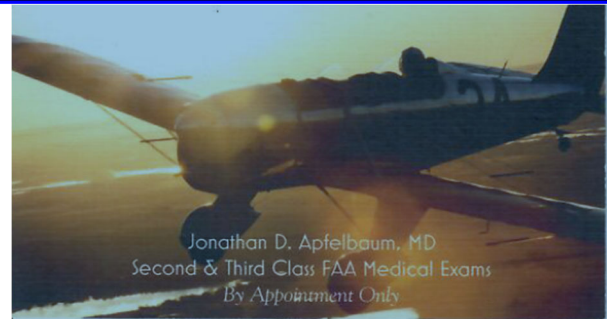
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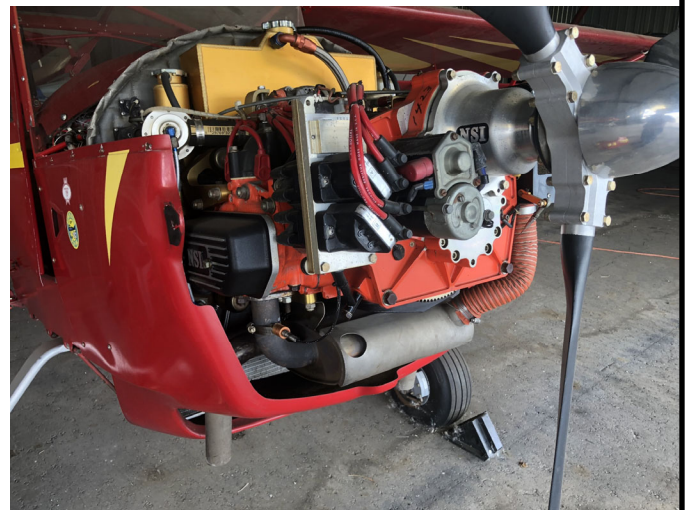


Additional aircraft specifications at <https://fisherflying.com/wp-content/uploads/2020/05/Horizon-1-Info.pdf>



For Sale

Subaru NSI firewall forward for Kitfox Model IV. EA81 engine (98hp) with reduction drive, 3 blade ground adjustable prop (and electric in-flight 3 blade (NSI??) of unknown condition). Engine has 400 hours. Will sell for \$3500. Call Lynn @ (720) 289-5378 or email LVBDesign@msn.com. I haven't removed it yet but I'm very close to that. Installing a Rotax 912.



MILE HIGH EAA Chapter 43 Minutes
February 10, 2024

President Jim Wood opened tonight's gathering at 6:00 PM.

WELCOME - President Jim Wood

Next month - Chili Cookoff!

Chapter Recognition for folks who couldn't make the January Banquet.

Mike Savino - Membership Coordinator, Scott Serani - Young Aviators, Mike and Jenny Sutton - Scholarship Committee co-chairs, Bill Mitchell - Flight Advisor, Steve Paschke - Build Advisor and Web Coordinator

VISITORS, NEW MEMBERS

Introduce Yourself.

How Did You Find Us?

Your Interests?

FREE 6-month Membership.

Jordan Shaw moved here from Iowa 5 years ago and is ready to start flying again!

Chris Pancras lives near the airport and belongs to a flying club here.

Nelson (didn't catch the first name, or maybe the last!) is from the FFAST team and provided the swag on the front table.

Jack Zigler is working on his PPL and considering build or rebuild of a Cozee!

Josiah Harmon moved here 4 days ago from Tennessee and is working up to his commercial license.

SPEAKERS AND PROGRAMS - VPs Ayden Edgar and Andy McRae Coordinators:

March 9th - Clint Crookshaft - Lead NTSB Investigator on the 2011 Reno Air Race P-51 crash

April 10th - Bill Mitchell's Flight Stories

TONIGHT'S PROGRAM – Steve Paschke

Steve is a software developer and mobile restaurant owner who has been interested in experimental aviation since college. His father was a private pilot with a 1972 C172. He has been a member of Chapter 43 since about 2010. His first (unfinished) project is a Mini-Max 1100. He purchased his partially complete Adventurer 333 in 2015 and finished it in 2023.

Steve will discuss the Adventurer build and tout EAA National's Builder Log. His Adventurer kit was first purchased in 1996 by John Fox, a friend and lighting contractor then living in Brunei. It was delivered in a standard shipping container and unloaded into John's living room. The fuselage is 1/2" thick foamcore fiberglass over a steel frame. Steve showed fuselage layout photos. It came with a 1992 ZZ4 Corvette engine from Northwest Aero Engines, tried and true. The engine to prop interface is belt reduction with a 5" wide belt from Gates Rubber. The engine makes 333 hp at 5200 rpm. John installed the 525# engine on top of the fuselage in his living room with a stage lift and a hole cut in the living room ceiling. The Sultan of Brunei's brother (and the country's CFO) got in trouble for buying a bunch of supercars leading to the expulsion of all Americans from the country, so the kit was disassembled into its original shipping container. Another friend was the shipping manager for Michael Jackson; he tucked the container with MJ's equipment for a Brunei concert to get it stateside for free! After moving to the States, John was too busy and budget constrained so he sold the kit to Steve in 2015.

Steve showed the ignition system, which required significant troubleshooting.

The engine is on top of the fuselage with the radiator mounted behind the passenger seating, so there are overheating issues. John used 2 radiators so the plane is now tail-heavy.

The plane has 4 fuel tanks including one in each wing, for a total of 120 gallons. The wings are fiberglass spars and ribs with Poly-Fiber covering.

John being a lighting contractor wired the plane with commercial wire and components rather than aero. The wings have sponsons for water which induce twisting in the wing structure. Lynn asked about reinforcing the wing spars; too late in the build. A specialist recommended changing the wing covering between the sponsons and fuselage to 1/8" foamcore fiberglass.

Steve showed John's planned paint scheme from 2013.

Steve talked about his engine rebuild and tweaks to the coolant system and mixture, etc. Currently the engine runs too lean or just dies, so further work there. Due to the capacity of two carburetor float bowls, the engine runs for 3 minutes after being turned off! The minimum fuel use is 11 gal/hr for the 4-place plane. Steve rebuilt the entire fuel system (hoses were 20 year old!)

Steve showed the plane shortly before paint. Rear seat leg room is limited. The landing gear requires the pilot to crank 12 turns of a handle behind his seat for water landings; the retracted wheels block the doors. The doors need struts to hold them open.

The plane has a 6-bladed Warp propeller - an early version had a 2-bladed prop but it was prone to cracks. 333 designer Happy Miles asked Warp to design something better.

Steve showed a photo of the painted plane. He used an automotive painter, possibly contributing to the plane's 200# overage. He talked about tailwheel retraction, though takeoff quickly lifts the tail above the water at 3000rpm. 300ft takeoff from water, 600ft from land. Bungee suspension on the main gear. The plane has passed its final inspection but hasn't flown yet due to engine tweaking. The radiators are from a '99 Ford Taurus. Steve talked about aileron balancing. The 20-year-old instrument gyros were too slow requiring replacement. Steve has installed a backup radio in a self-designed console. The wing tanks have aviation filler caps; the main tanks use boat fuel caps.



Steve replaced the fuselage-mounted radiators with a single radiator built by Griffon Radiator (a race shop) mounted under the engine. It has glass pack bullet mufflers. He showed the engine cowling installed; the portions to cover the mufflers didn't fit well enough so left off. He showed how the back seat back is hinged to turn into a bed. He showed the front deck (forward of the instrument panel) covered in teak "decking", which eliminates glare and provides a deck for access and fishing. Steve used orange torque seal on every bolt.

Steve showed a picture of another 333 in flight with the door 3° nose down. He showed a picture of an Aussie 333; the door and windshield are really close to the pilot's head. Steve wants to bubble his for more clearance. The latest project was fixing the intercom system - no sound on the pilot's side - broken ground wire. Which illustrated the biggest lesson learned on this build; if it's electrical and doesn't work, check the ground! It needs another engine test, a wiring check, a transponder check, getting the pilot current...then FLY! Another lesson learned, get it flying, THEN tweak! Jeff Holdridge asked about water testing. Steve has clearance to land in Lake Meredith near La Junta. Josiah asked about issues with taking on an incomplete project - Steve noted that 2 years ago John Fox found 2 boxes of the build log in storage! Lynn asked about using a Buick aluminum engine to reduce weight, but Steve said it wouldn't work on a 333. Land Rover builds a version of that engine now.

Jeff Holdridge asked how many are flying - 15 in the US, a couple elsewhere.

Would you build it again? NO!!! Steve really wanted a Russian seaplane (Beriev Be-103?), not available until about 5 years ago.



MEMBERSHIP – Michael Savino

- Unsure of your status?
- Need to add a picture?
- Would you like online access to our roster? Just ask.
- Check your status during the break or after the meeting.
- Watch for an email to notify those who need to renew.

USE ZELLE TO PAY YOUR DUES TO TREASURER WILL HELTZELL

or cash/check in person at the meeting , or go to

<https://chapters.eaa.org/ea43/join-or-renew> to use PayPal

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Eaa Chapter 43
william.heltzel@gmail.com



Zelle®

Current

Current Members:	67
Expired Members:	136
New Members:	16

December

Current Members:	121
Expired Members:	82
New Members:	16

BREAK

- General Meeting begins in 20 minutes or so
- Meet and greet guests
- Desserts, Snacks & Coffee – DONATIONS PLEASE!!!!
- Free membership sign-up in the front

After the break, the meeting opened at 7:52 by President Jim Wood.

FEBRUARY 2024 CHAPTER VIDEO MAGAZINE

http://eaa.brightcovegallery.com/chapters/detail/videos/feature-video-collection/_video/6345006061112/february-2024-chapter-video-magazine?

(Sound issues precluded showing the video during the meeting.)

CURRENT EVENTS

- Colorado House of Representatives Aviation Bill
Sponsored by the Senate President and presented by Louisville representative (with a ton of others) on February 8th. Funding for the transition to unleaded from a \$.50 tax per gallon on avgas. Restrictions on Touch & Go and restricting flight hours. Jim talked to a lawyer for the Colorado Air Business Association (CABA) and the CPA; he says 50% of the bill is federally illegal.
- Metro Airport Airport Director
Jeffco CFO is working on recruiting documentation for a nationwide search. Final 2 candidates to be interviewed in public session.
- Metro Airport Advisory Board
4 openings - need more pilot/aviation representation.
- Metro Airport Community Noise Roundtable
February 8 meeting was calmer than most - complainers focused on Paul Anslow departure and Touch & Go turn past neighbors if departing 30L. Prestigious law firm representing Superior to sue the airport and Jeffco. Superior councilman study on noise noted 1/2 flight per day between 10PM and 6AM.

NEW CHAPTER INITIATIVES

- Chapter 43 “Night Out” @ FlyteCo Tower, Friday March 15, 2024 @ ~4:00 pm (See Flyer p7)
- Chapter 43 Oshkosh Planning - **VOLUNTEERS NEEDED!!!**
The Committee will work toward coordinating Oshkosh activities for Chapter 43 including such things as KidVenture, Dinner at Wendt’s, pancake breakfast fund raiser, fruity blender drink Happy Hours, Adirondack Chair build, Signpost sign build, etc. Val Gregory has plans and will coordinate Adirondack chair and signpost.
- Chapter 43 Fly-In/Fly-Outs - Chuck Kubin, Chris Kilker, Kirk Brennan, Connie Socash
 - April 18th — Oshkosh, NEBRASKA
Maybe too cold for camping out?
 - June 15th — Jeffco Food Truck Fly-In
One truck lined up already; Steve Paschke volunteered his, too.
 - Return of “Café 43”!!!
Kirk Brennan organizing.

REGULAR EVENTS

Young Eagles – Coordinator Cliff Hasenbalg - Next Rally: March 16, 2024, KEIK Airport, 7:30 – 11:30 a.m.

PILOTS NEEDED!!! For the past 2 years, events have filled within 90 minutes of site opening. Hope this year is better than last, with 50% of events cancelled due to weather and smoke from Canadian fires. Though the number of flights fared better than expected, with 197 flights in 2023 vs. 263 in 2022.

2024 Improvements:

- Child Booster Seats
- Ground School – Jim Wood (primary)
- Increase Pilot Volunteers - Need to go to your EAA profile page and take Child Protection Training. EAA will then do a background check. Then go to <https://youngeaglesday.org/> to sign up as a pilot so you’ll show up for Cliff to use. No additional insurance required besides liability and medical.

Young Aviators - Carol Serani has written up the Young Aviator B-25 project’s last chapter! See the February 9th post on Chapter 43’s Young Eagles Facebook page at <https://www.facebook.com/profile.php?id=100064682466914>

VMC Club - Andre Smith Coordinator

Next Meeting: February 13, 2024, 2400 Industrial Lane, Broomfield, CO, 6:00 – 8:30 pm. The January meeting had 20 in person attendees and 5 online. Josiah noted that the Tennessee VMC is WONDERFUL.

2024 Improvements:

- PilotWorkshops.com VFR Mastery scenarios added

IMC Club - Larry Earnshaw Coordinator

Next Meeting: February 22, 2024, 170 Cessna Drive, Erie, CO, 6:30 – 7:30 pm.

Builder’s Club - Andy McRae Coordinator

Next Meeting: February 27, 2024, 2400 Industrial Lane, Broomfield, CO, 6:00 – 8:00 pm. Jim plans to submit for WINGS credit like the VMC/IMC. Same location as the VMC, with 2 projects onsite (Dragonfly, Zenith 650).

SCHOLARSHIP UPDATE - Mike and Jenny Sutton

6 scholars this year, including one for a Ray Scholarship. No applications for summer camp; those are due 2/28. Need to finalize scholarship amounts, then get Board of Director approval.

SOCIAL MEDIA - John Kellogg, Coordinator

Send content to: John @ johnkellogflies@gmail.com

Jim @ president@EAA43.org

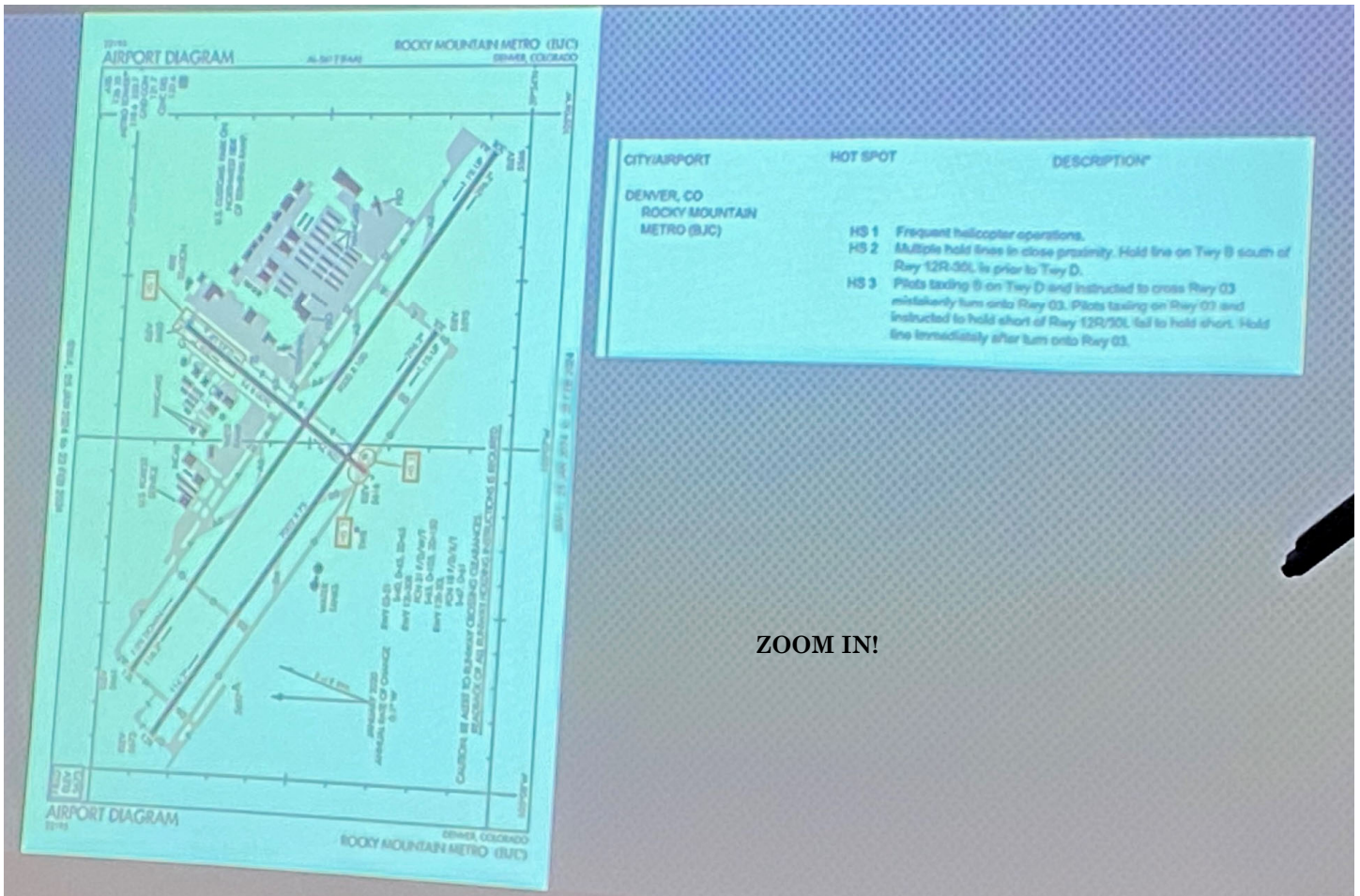
Facebook - <https://www.facebook.com/EAA43/>

Instagram - <https://www.instagram.com/eachapter43/>

SAFETY CORNER – Sarah Winkler

Runway Incursions - Sarah showed a video of the Tokyo-Haneda Airport Air Bus vs. Japanese Coast Guard incident. The Coast Guard plane was supposed to hold short but taxied onto the runway. 330 passengers on the Air Bus were evacuated before the plane burst into flames.

Sarah had a flight into Canada with multiple helicopters (4 Chinooks). Multiple landings with the FBOs rolling out the red carpet (i.e. grills). On one departure, the first Chinook was told to taxi TO the runway but he got ON the runway (bad idea). This was before the FAA had authority over military flights; they do now! Sarah showed a chart of the hot spots at RMMA (next page).



ZOOM IN!

Ayden noted that numerous pilots fail to include their call sign when repeating back instructions. Someone else noted that the Japanese Coast Guard plane was switching between the ground and the tower, thereby missing the tower's instruction to the Air Bus for their landing. Jim Wood noted following a training pilot whose instructions were NOT clear - ATC here is a training facility too; if you don't understand their instructions, ASK! And LOOK before getting on the runway. Our tower can't see the end of runway 30.

FUTURE CHAPTER GATHERING FORMAT STARTING SATURDAY MARCH 9TH

- 6:00 – 6:10 Visitor / Guest Introductions
- 6:10 – 6:45 Social Time / Potluck - Chili Cookoff for March!
 - Bring a Dish or...
 - Make a Cash Donation (\$5 per person) or...
 - Don't Partake
- 6:45 – 7:45 Guest Speaker
- 7:45 – 8:30 Chapter Business Meeting
- 9:00 – ??? Applebee's "Meeting-after-the-Meeting" Happy Hour (120th and Lamar)

GENERAL DISCUSSION

Next Meeting Saturday March 9th, 2024

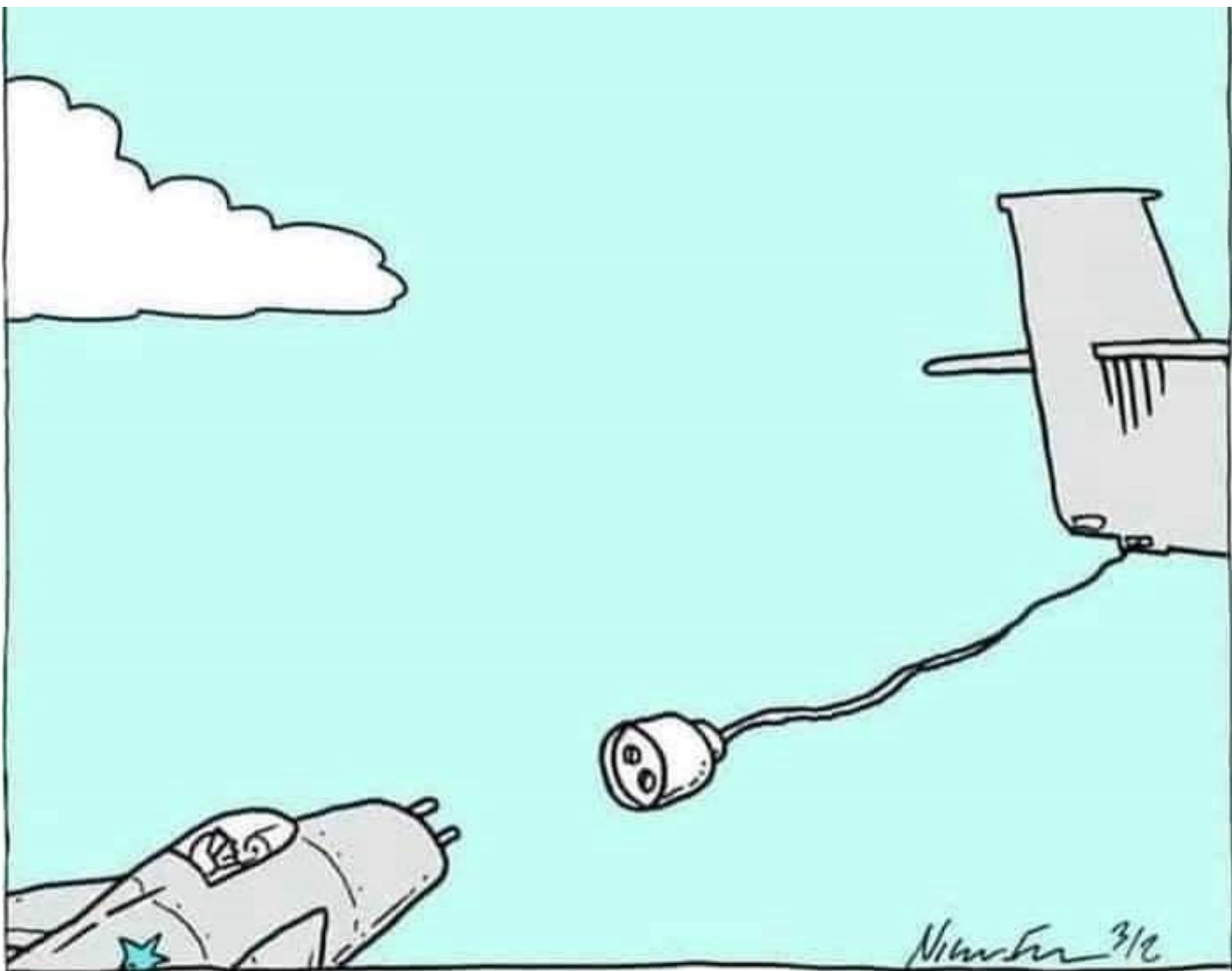
Jim Wood, (720) 314-9663, president@EAA43.org, drjamesmwood@gmail.com

Signup Genius for the cookoff? Facebook? See President's Corner on page 2 for a link to sign up if bringing chili or other food.

Meeting closed at 8:27 pm

Respectfully Submitted,
Val Gregory
EAA Chapter 43 Secretary

Parting Shot!



JET FIGHTERS OF
THE FUTURE.



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.

2024 Chapter Officers

President	Jim Wood	720-314-9663
Vice President	Ayden Edgar	ayden.m.edgar@gmail.com
Vice President	Andy McRae	303-330-3825
Secretary	Val Gregory	303-908-1252
Co-Treasurer	Will Heltzel	303-345-5784
Co-Treasurer	Dixon Herboldsheimer	303-947-1688

Board of Directors

Jim Wood (Chair)

Pete Watkins*

Stan Specht*

Ricky Domenico**

Larry Earnshaw**

Alternate Directors

Kirk Brennan

Chuck Kubin

(Note: *- 2 year terms expire end of 2024, **- 2 year terms expire end of 2025)

Volunteer Officers

Technical Counselor	Jim Sutton	303-598-4205
Technical Counselor	John Reuterskiold	303-881-3517
Technical Counselor	Will Heltzel	303-345-5784
Flight Advisor	Bill Mitchell	303-427-4025
Newsletter Editor	Val Gregory	303-908-1252
Young Eagles Coordinator	Cliff Hasenbalg	303-359-2758
Young Aviators Coordinator	Jeff Jones	303-809-3994
Young Aviators Advisor	Andy McRae	303-330-3825
Young Aviators Advisor	Scott Serani	303-358-2858
Young Aviators Advisor	Mike Sutton	303-515-5269
Membership Chair	Michael Savino	303-898-8456
IT Coordinator	Victor Pate	VictorLeePateIV@gmail.com
IT Coordinator Backup	Lance Scott	650-889-8129
Data Base Editor	Tim Stansbury	719-494-7398
Web Master	Steve Paschke	720-236-7869
Social Media Coordinator	John Kellogg	720-300-0202
Safety Officer	Sarah Winkler	303-908-2914
Refreshments	John & Roxie Juul	720-626-7707
Audio/Visual	Herrill Davenport	720-273-1643
	Ayden Edgar	ayden.m.edgar@gmail.com
Scholarship Chairs	Mike & Jenny Sutton	720-515-5269
Builders' Club Coordinator	Andy McRae	303-330-3825
IMC Club Coordinator	Larry Earnshaw	720-425-7987
VMC Club Coordinator	Andre' Smith	720-270-5944

CFI's in Chapter 43

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

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.