



Mile High Flyer

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

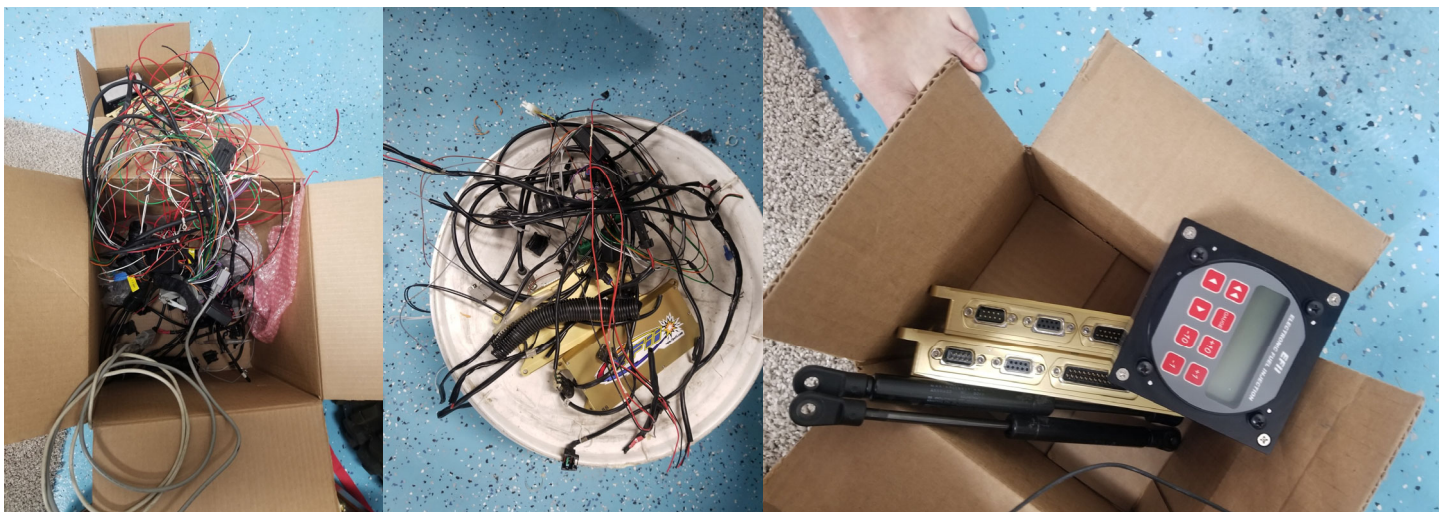


Volume 49 Issue 10 On the web @ www.eaa43.org

October, 2022

President's Corner - by Chapter President Cliff Goldstein

Finally back flying, it seems like forever. After 8 weeks, there was a lot of rust to kick off. More about that, but while I was down, I finished my conditional inspection, including upgrading my Protek EFII ignition system to the new System 32. I often wonder why we take perfectly good running aircraft and start messing with critical systems. The old SDS system was working but the design had many weak links. I started to have a few minor issues due to the complexity of wiring to make it work. The new system placed the reliability in the ECUs as opposed to the wiring from the ECUs. I'm in the process of creating a new fuel map, which is the fun part of install, with much finer tuning of the fuel and ignition maps. Thank you Jeff and Scott for all your help in the upgrade. The pictures show what came out of the aircraft. It looks very clean with Jeff's expert assistance.



Back to the rust. Flying the airplane is the easy part, it's launching with a new, critical system, ensuring the engine is happy, and getting comfortable looking in different places for critical information. I hate to test with passengers, but another set of eyes would be helpful. Experimental testing requires a well thought-out plan, and sticking to the plan. Bumpy air didn't help the first flight but it was great to get it behind me.

Being semi-retired is really difficult, and I'm hoping immersion in the RV-14 will pull me further from what I've done all my life. I'm working very hard at not working... go figure. But, this week I had two offers to fly two different airplanes. I flew a Piper Saratoga from the right side. I don't do a lot of right seat flying, and the Saratoga has pretty heavy controls. My new shoulder did not necessarily appreciate my desire to ease the heavy airplane to the ground, even with a lot of trim. The airplane survived my lack of precision.

And just to make life really interesting, I had an offer to fly a Cessna 185. I certainly couldn't pass a left seat lesson in a new aircraft. There have been a lot of humbling articles written about flying the 185. Most of the flying is pretty simple, however, the landings can be challenging. I can see why pilots having flown the

185 for years and years can still be humbled by this bird. Flying the 14 has made my rudder skills weak, so we spent a fair amount of time really pushing those pedals around. Once that skill had been tuned up, getting the controls just right allowed me to finally get a small handle on the bird. It's a blast to fly but touch and goes are generally out, as the aircraft needs a lot of trim to get back to take off configuration. A bit too much for me to handle on the first ride. However, I'm going back for more. I'm truly a glutton for punishment...Stay tuned.

The YA group has started the new season with a bang. When I stopped in at their meeting today, there were about 12 or 14 YAs working on building pieces of wings and tool boxes. Basically all the building skills needed to build a complete airplane. It was great to see the kids learning the basic skills, and enjoying the process.

While at FNL this morning I had an opportunity to see an AirCam on floats. That is a really cool airplane just to look at with performance in a class by itself. It likes flying at 60 or 70 MPH. One engine, no problem, it can take off on floats on one engine. That is how the aircraft was designed.

At our meeting on Saturday October 8th, Cliff Chetwin will be discussing flying the airspace around our National Parks system.

Prior to our meeting, please consider running the following upcoming Chapter offices: President, Treasurer, and 2 Alternate Board Directors. It's a great way to get involved and be a part of growing chapter.

Thank you all. Look to see you next Saturday.



Next Gathering - Saturday, October 8, 2022, 6 pm
@ the Mount Evans Room in the Terminal Building at RMMA (BJC)

Touring Our National Parks by Air!

Presented by Cliff Chetwin

In this issue:

- Title pic - C'mon, you knew the popularity of Top Gun - Maverick would inspire adorable Halloween costumes! There's another (with a cookie contest!) as this month's Parting Shot on page 15!
- This month's Chicken Wings is something that drives us all crazy. That and public reaction to just-off-airport crashes, which seem to be happening more frequently.
- I left in the AOPA Crosswind Runway article and its real-life association to upcoming decisions affecting pilots who operate at RMMA. Make sure you fill out the RMMA survey linked on page 5, and also see a link to the video of last month's EAA webinar on crosswind landing.
- Thanks, Steve Beach, for suggesting the article on page 6 about progress on the remote tower at Northern Colorado Regional Airport.
- There's a new ad on page 11; for those of you who haven't met Quill (Bradley), he's Stephanie Wells' son.
- Since I don't have a second set of eyes to review the newsletter, I'd like to ask all of you to help find my boo-boos for cookies! Let me know at newsletter@eaa43.org. Then come to the next regular chapter meeting for your cookies! If you'd like to contribute calendar event, a newsletter article on a trip, a tool, component, or aircraft review, a how-to for build or test, historical or ANYTHING 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

2022 CHAPTER EVENTS

OCTOBER

- Sat 8 Chapter Meeting at the Mt. Evans room at BJC, 6 PM
 Tue 11 Chapter 43 VMC Club, 6 PM, live and virtual, contact andresmith76@outlook.com
 Sat 15 EAA Chapter 43 Young Eagles Rally (Last of 2022!), EIK, 7:45 AM
 Thu 28 Chapter 43 IMC Club, 6:30 PM, live and virtual, contact llearnsh@gmail.com

NOVEMBER

- Tue 8 Chapter 43 VMC Club, 6 PM, live and virtual, contact andresmith76@outlook.com
 Sat 12 Chapter Meeting with the Colorado 99s at the Vintage Aero Flying Museum, 7507 CR39, Fort Lupton, CO, 10 AM-12 PM. More to come on this!
 Thu 25 Chapter 43 IMC Club, 6:30 PM, live and virtual, contact llearnsh@gmail.com

2022 AREA EVENTS

OCTOBER

- Sat 8 Cirrus Aircraft Showcase*, Exploration of Flight, 13005 Wings Way, Englewood, CO, 10 AM-2 PM, <https://wingsmuseum.org/events/cirrus-aircraft-showcase/>
 Mon 10 Chapter 648 Meeting, 7 PM <https://chapters.eaa.org/eea648>
 18-19 Seaplanes - Advanced Decontamination Training, Lake Powell Resort & Marina, 100 Lake Shore Drive, Page, AZ, https://www.coloradopilots.org/content.aspx?page_id=4002&club_id=612720&item_id=1785141&event_date_id=255
 Wed 19 Chapter 1627 Meeting, <https://chapters.eaa.org/eea1627/about-us>
 Fri 21 Chapter 301 Meeting, 7 PM (6:30 social) <https://www.eaa301.org/newsletters>
 21-23 Vietnam Helicopter Showcase*, Exploration of Flight, 13005 Wings Way, Englewood, CO, various times, see <https://wingsmuseum.org/events/list/>
 Sat 22 Runway 5K Run for the Angels, BJC, In-Person Run starts at 9AM. **Registration to CLOSE October 14 but you can still donate!** <https://runsignup.com/Race/CO/Broomfield/Runway5KRunfortheAngels?rsus=100-200-14a0e2c3-fbb7-4ce1-a929-1e00a364a46f>

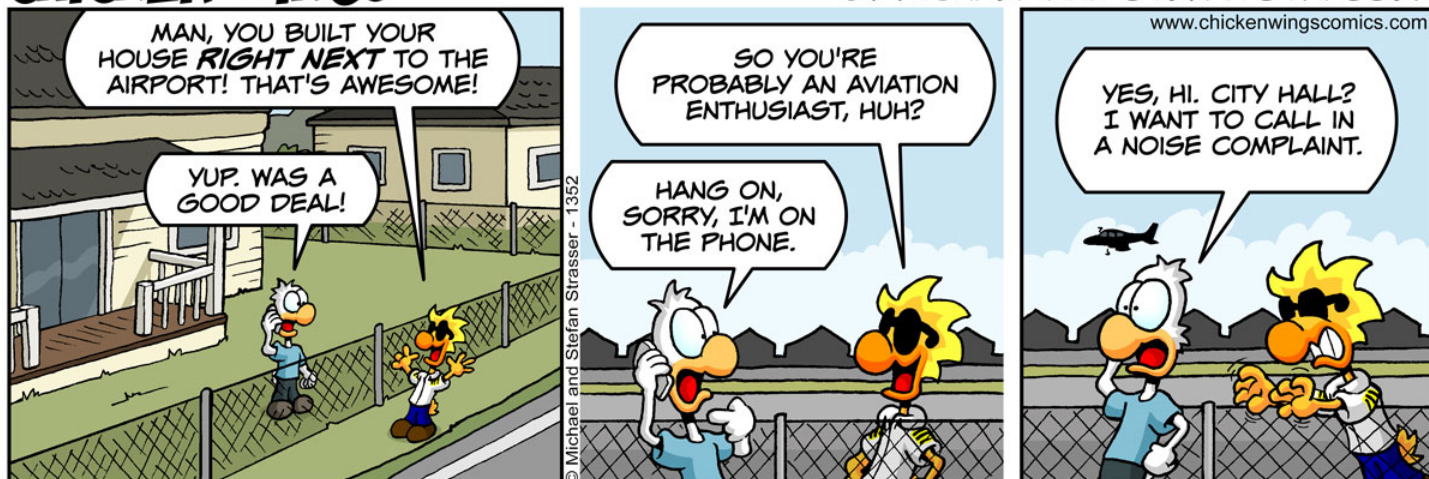
NOVEMBER

- Mon 14 Chapter 648 Meeting, 7 PM <https://chapters.eaa.org/eea648>
 Wed 16 Chapter 1627 Meeting, <https://chapters.eaa.org/eea1627/about-us>
 Fri 18 Chapter 301 Meeting, 7 PM (6:30 social) <https://www.eaa301.org/newsletters>

* 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!

CHICKEN WINGS[®]

BY MICHAEL AND STEFAN STRASSER





The regularly scheduled October event at Erie is on October 15th so sign up at youngeaglesday.org soon! Registration is full, additional ground crew and pilots are always appreciated.

Best Regards,

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

[Facebook – Young Eagles EAA Chapter 43](#)

Chapter Name Tags

Want an official chapter name tag? See Herrill Davenport (the guy behind the laptop running the meeting A/V system). Payment to Herrill is requested before the tags are ordered - \$8.00 for a pin fastener or \$9.00 for a magnetic fastener. He'll have your name tag at the next meeting!



Social Media Coordinator John Kellogg

John administers Chapter 43 accounts on Facebook, Instagram, and Twitter, but he needs content! Please send Chapter announcements and project/flight/event pictures and stories to him at johnkelloggys@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.

2023 EAA Chapter 43 Scholarships

The Chapter 43 Scholarship Committee is now accepting applications for a variety of aviation scholarships, from EAA Oshkosh Camp Adventure for teenagers to private pilot license experiences. There are a variety of categories and age specifications so please review all the information on the link below.

You will receive an automated confirmation email when your application is received into the system. If you don't receive an email, check your junk email folder, then contact Mike or Jenny Sutton. Application deadline is November 30, 2022.

The selected applicants will be contacted in December for interviews. Decisions will be made by the end of January.

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

We look forward to reading these applications.

Chapter 43 Scholarship Committee
mikesutton@gmail.com
suttonjennym@gmail.com

EAA Chapter 43 Officer and Board Director Elections Coming in November!

The Candidate Selection Committee has found a candidate for one of the two Alternate Board Directors, but still needs candidates for the remaining Alternate Director as well as President and Treasurer. Alternate Directors serve as backup for regular Directors so that a quorum can be achieved at Board meetings, then move up after a year into regular Director positions. Any candidates for President or Treasurer can expect all the support they request from the current officers, so contact the Committee (Will Heltzel, Cliff Hasenbalg, or Bill Mitchell; contact info on page 17) if you are willing to serve Chapter 43 in any of these positions.

From the current issue of AOPA Pilot:

ON THE FRONT LINES / Will your crosswind runway be here tomorrow?

By Adam Williams, Manager, airport policy

Whether you are a student pilot or experienced aviator chasing proficiency or an advanced rating, you know that access to a crosswind runway is nice to have for training, and essential when the crosswind component approaches or exceeds the aircraft's capabilities. This is especially true for aircraft with a little wheel under the tail.

AOPA has worked with members at many airports over the past few years where funding for rehabilitation of the crosswind runway is threatened. The FAA will consider funding crosswind runway projects when the average prevailing wind does not support using the primary runway 95 percent of the time.

We estimate more than 1,000 public airports currently have a crosswind runway in addition to the main runway. We're certain that some of them, perhaps 10 percent or more, will have that runway's funding eligibility challenged the next time the airport seeks an FAA or state grant to maintain it. Since airports rely on these grants, which pay 90 percent or more of the project cost, grant eligibility can determine if a crosswind runway will remain.

If your crosswind runway is being threatened because of loss of FAA funding, inform your Airport Support Network volunteer or call AOPA at 800-USA-AOPA.

adam.williams@aopa.org

PILOTS WHO OPERATE AT RMMA (not just the folks based there), you may have received an email on August 25th asking for your input on a survey of RMMA crosswind runway 3/21 use. This survey will allow RMMA to determine frequency of use, and pair that with the average prevailing wind to provide the FAA or State of Colorado rationale for approving the maintenance grants required to keep a crosswind runway option available. In case you didn't get the email, here's a link to the survey:

https://lp.constantcontactpages.com/sv/i9GeiBm?source_id=dcca3a29-aa9c-458f-b67c-54ed1cdb6c0d&source_type=em&c=MkGSdfA1Olq8C1Yh09MzGu2z-q2toZQBv5Vini2sPVJNuXeCZUglPw==

Not sure when the survey will close, so do this fairly soon.

For a look at what RMMA pilots might be dealing with if 3/21 goes away, here's video of an EAA Webinar on crosswind landings - <https://www.eaa.org/videos/webinars/piloting?playlistVideoid=6312359023112>

NOCO REGIONAL AIRPORT

Certification of remote tower still years away

By Dallas Heltzell

BizWest/Loveland Weekly

The Federal Aviation Administration is continuing to conduct the certification process for a first-of-its-kind remote air traffic control tower at Northern Colorado Regional Airport in Loveland, a process airport manager Jason Licon says could take as long as three years.

The FAA, through vendor Searidge Technologies, “began testing of the system in April and May,” Licon said. “Timing is going on actively. We had hoped to be way ahead of this by now, but the pandemic didn’t let the FAA travel out here, and that set us back quite a bit. We’re glad to be back on track now.”

Alliegiant Air had served the airport with passenger service starting in 2003, but suspended flights in 2012 and has not returned, citing the lack of an operational air traffic control tower. The airport set up a temporary control center - supplied by Klamath Falls, Oregon-based Aegis ATC LLC - on the field in March 2020, Licon said, and it remains open 10 hours a day, seven days a week, with staff provided by Serco Group PLC, a British public services provider and the federal contractor responsible for hiring controllers for small airports in the western United States. Those staffers also are helping the FAA test the remote tower. The airport also has relied on controllers at Denver International Airport as well as pilots talking to each other by radio.

Searidge Technologies, based in Nepean, Ontario, is testing a remote tower system it says is one of the first in the world to integrate both video and radar to provide a comprehensive view of the airport surface and surrounding airspace to air traffic controllers working in a remote facility.

“The typical ‘out the window’ view from a control tower is replicated by an array of cameras that provide a 360° view of the maneuvering area and airspace close to the airport,” the company says on its website. “This is augmented by two further masts located close to each of the main runway thresholds. These masts provide panoramic views of the thresholds as well as zoomed views of the final approach paths, enabling the controllers to have enhanced observation of these critical areas.”

Also installed would be cameras that could pan, tilt and zoom “to replicate the binocular function required in a tower,” Searidge says.

The remote tower was set up at the Northern Colorado airport in November 2018 but sat idle for years during the COVID-19 pandemic while awaiting the testing and certification process to begin. Now comes more waiting before it can be operational, Licon said. “My initial thoughts are that this will be a two- to three-year process,” Licon said. “We’re very much on the front end of that.” But once that happens, he said, the remote tower will eliminate the expense of setting up and staffing a control tower at the airport.

Phase 1 of the certification process, in which the FAA assessed the remote tower’s functional capabilities, was completed last spring. Now in Phase 2, the remote tower is serving as the primary controller of air traffic, with the mobile tower as backup.

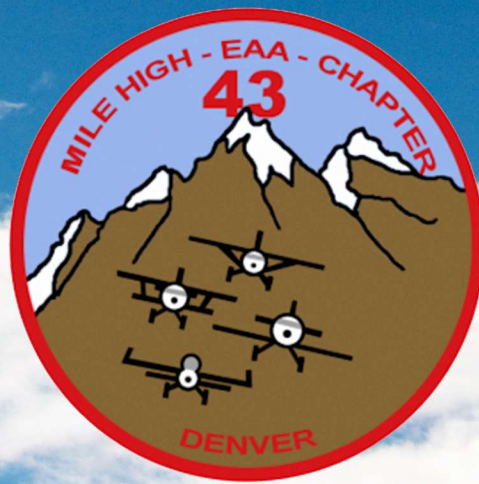
Meanwhile, Licon said, “we’re still marketing to potential air carriers, and we’re building a new terminal facility to replace the temporary structures we’ve used for the last 20 years - basically a triple-wide trailer serving that purpose.” “We have engaged with Larimer County on grant opportunities and through the state as well,” Licon said. “We’re looking for any and all funding sources.”

The airport also is awaiting a decision about establishing a U.S. Customs and Border Protection office there.

JENNY SPARKS / LOVELAND WEEKLY

In this photo from 2020, the remote air control tower is pictured at the Northern Colorado Regional Airport in Loveland.





EAA Chapter 43 Scholarships

for flying lessons, aviation trade schools, college tuition,
or EAA Youth Summer Camp

Cash scholarships from \$1,500 to \$5,000

Apply by November 30th!

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

The Chapter is looking for applicants who:

- Have a passion for aviation
- Show tenacity
- Demonstrate a dedication to aviation
- Live in the Colorado Front Range Area

Questions? Email us at: ea43scholarships@gmail.com

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



Shown in completed form, from <https://fisherflying.com/horizon1/>

Fisher Horizon1 Kit For Sale

Ready to cover,
Continental A80 engine included.

Contact Gregory Hall
flyingdog.gh@gmail.com

303-726-9109

Light weight STOL-capable two-seat tandem
with folding wings.

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

Looking for a Project?

James Taylor (not the singer) has a seriously ill hangar partner at Front Range (KFCO) who owns a 1957 Tri-Pacer that needs a full-up restoration. If you have an interest (in buying, partnering, wrenching, etc.), James can be contacted at Bald Eagle Aviation LLC, 303-748-0231 or baldeagleaviationllc@gmail.com.

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:

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

For Sale

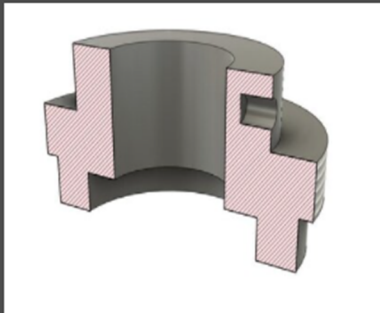
Subaru NSI firewall forward for Kitfox Model IV. EA81 engine (98hp) with reduction drive, 3 blade ground adjustable prop (and electric in-flight 3 blade (NSI??) of unknown condition). Engine has 400 hours. Will sell for \$3500. Call Lynn @ (720) 289-5378 or email LVBDesign@msn.com. I haven't removed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



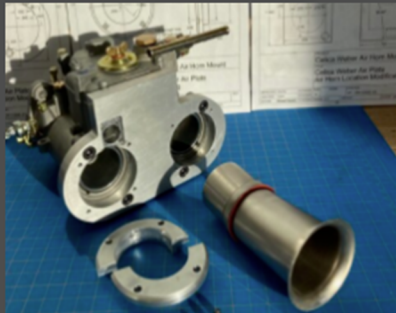


A small machine shop using a manual mill, lathe and surface grinder to offer custom machined parts to the advanced hobbyist or individual seeking support in product development or parts no longer available from a manufacturer. Shop rate is \$55 per hour, typically less than half what most shops charge. Specializing in very small quantities of parts, tools, etc. Turnaround time is one day to a couple of weeks, depending on the needs of the customer. Hansen Precision is your answer.

Contact Rich Hansen at rlhansen@hansenprecision.net or 720-984-9293



Design



Prototype Development



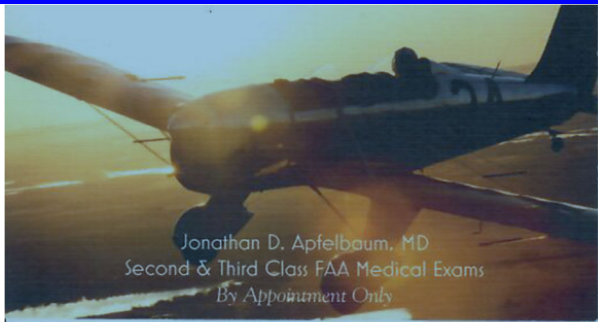
Precision Parts

Chuck Grow Flight Instruction

Basic Instruction, Check Rides, Bi-Annuals
Contact Chuck at 719-640-2905



No, not that Chuck!



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jonathan.apfelbaum@gmail.com

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BRADLEY "QUILL" MAURER – LOOKING TO BUILD TIME...

I AM LOOKING FOR A PLANE TO FLY!

Do you need someone to:

- Maintain your aircraft?
- Fly your aircraft?
- Fly with YOU in your aircraft?

Current Class 3 medical, BFR, tailwheel endorsement/
currency.

Can fix anything.

Total time - 145 hours

Age – 28 years

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

(I am especially interested in flying tailwheel planes!)

PLEASE CONTACT ME IF interested:

303-524-4479 kbradley11@msn.com



MILE HIGH EAA Chapter 43 Minutes
September 10, 2022

TONIGHT'S PROGRAM started after the meeting.

Movie Night! We had a couple of no shows and Herrill has been dying to show this video which he put on in the 3rd half of the hour.

The video was recorded at a 2010 Chapter 43 Program. Bill Mitchell introduced the presenters, who were kids living in Berlin during the Berlin Airlift and who described their observations of WWII and the airlift.

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 # and 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!

Justin Coburn from Maine, who's looking for a plane.

Jami Mollenkamp, who owns a Piper Arrow.

Mason Dykstra and son Seth (who will complete his PPL this year).

Gary Raney works a Ball Aerospace and will complete his PPL in January

Dan Patrillo from Connecticut hadn't flown for 25 years. He's part of the team working to set up the remote tower (doing electrical work) and got current, then met Bill.

ANECDOTE

A mature (over 40) lady gets pulled over for speeding...

Officer: Ma'am, you were speeding.

Older Woman: Oh, I see.

Officer: Can I see your license please?

Older Woman: I'd give it to you but I don't have one.

Officer: Don't have one?

Older Woman: Lost it, 4 years ago for drunk driving.

Officer: I see...Can I see your vehicle registration papers please.

Older Woman: I can't do that.

Officer: Why not?

Older Woman: I stole this car.

Officer: Stole it?

Older Woman: Yes, and I killed and hacked up the owner.

Officer: You what?

Older Woman: His body parts are in plastic bags in the trunk if you want to see.

The Officer looks at the woman, slowly backs away to his car, and calls for back up. Within minutes 5 police cars circle the car. A senior officer slowly approaches the car, clasp his half-drawn gun.

Officer 2: Ma'am, could you step out of your vehicle, please!

The woman steps out of her vehicle.

Older Woman: Is there a problem sir?

Officer 2: One of my officers told me that you have stolen this car and murdered the owner.

Older Woman: Murdered the owner?

Officer 2: Yes, could you please open the trunk of your car?

The woman opens the trunk, revealing nothing but an empty trunk.

Officer 2: Is this your car, ma'am?

Older Woman: Yes, here are the registration papers. The officer is quite stunned.

Officer 2: One of my officers claims that you do not have a driving license.

The woman digs in her handbag, pulls out a clutch purse, and hands it to the officer.

The officer examines the license. He looks quite puzzled.

Officer 2: Thank you, ma'am, one of my officers told me you didn't have a license, that you stole this car, and that you murdered and hacked up the owner.

Older Woman: Bet the liar told you I was speeding, too.

MEETING DEDICATION –

Herrill works tirelessly to put on audio visual for our chapter. And he's putting on the movie tonight.

Thank you Herrill!

Our Greatest asset are the People that make Chapter 43 what it is today. 😊

TRIP REPORTS –

John Reading was out last month for a music gig. He took off for Oshkosh and showed his camping spot - near the bathrooms! He was there for 6 days. He showed pictures of the ECO demonstrator, "Doc", a Howard 500 (N500LN can go 410 mph!), and The Great Waldo Pepper. He showed Jeff Caine at the Hatz forum and the crowds around the Vans RV-15. He noted that Wendt's on the Lake (restaurant) has parking for seaplanes. Upon departure he spend 45 minutes on the taxiway and had to refile due to a DC-3. Out of 12 flight segments he had to file 11 IMC, but IMC wasn't needed that much. He flew in to Washington Executive/ Hyde Field - one other airplane, lots of grass, and a concrete block "terminal", but very friendly staff. Then he continued to New Jersey with a day trip to the Howard F. Pitcairn Wings of Freedom Museum in Pennsylvania. He noted that the Pitcairn 162 is similar to his 182. He showed a Navy/Convair YF-2Y Sea Dart, 1 of 5 built. He showed an A-10, just for John Stewart. On his way home, John showed a picture of the IFR cloud deck he flew over that lasted for 250 miles. He showed the Mississippi River. He flew from New Jersey to BJC, 12.5 hours in one day. He landed in Nebraska for fuel; it was really hot and the FBO was locked. He called the number on the door and spent an air-conditioned hour inside, drinking a couple of Cokes and eating chips until he felt better and could continue on, with ATC guiding him in to BJC in the dark. John also announced his 1/2 ownership in an RV-7; he's certifiably EAA now! He showed a map of the SFRA (Special Flight Regulation Area) around Washington DC; flying there requires an extensive background check, fingerprinting, etc. to receive a PIN that is good for a lifetime. He also showed a map of his route to New Jersey, to the airport he grew up by and where he had his first flight.



John Evens found several envelopes with photos from past EAA fly-ins. John joined 43 in the mid-70s. The first photos were from a fly-in on July 31, 1976 at the Columbine Airport in Aurora; a dirt field with lots of planes. There were photos of Dean Cochran's Thorp T-18 in front of hangar 54 at BJC, which at the time was in the last hangar row on the east side of the airport. He showed a Mustang II owned by Kent Paser who authored "Speed with Economy" documenting his modifications to improve performance. He showed a Skybolt with a 180 hp Lycoming built at Manuel High School by the owner's students. There were photos of a bunch of chapter members who worked at IBM. Next came photos from an airshow at Greeley in 1991 with several T-18s, a Bede-5, and a PT-22. Lots of discussion and reminiscing!

John Reading also did an Angel Flights West trip to Lander Wyoming, with a lovely return over the mountains.

PROJECT REPORTS - What are we building? Michael Savino got his help and we are building an RV-14A. (Send Val PROJECT pictures for the newsletter at newsletter@eaa.43.org)

Michael certified that yes, his plane has been successfully moved out the back of his basement, through the yard, over a fence, and into his garage. He's received his engine kit and is modifying the engine for electric fuel injection, etc.

Mike Litchko picked up his RV-8A from the previous owner in Michigan, cleaned up the interior, and is seeking recommendations for electrical connectors. Molex is stock, Michael Savino said to stay away from Mini Molex, but the others are fine. Also recommendations for 2-part epoxy paint.

Mike Gilbert just got the fuselage kit for his RV-10. He's trying to work accommodations for his comm wiring and has ordered a brake kit. He recommended a brand of connectors similar to Canon (but the Secretary didn't catch the name). He has several tasks coming up that require 2 people, so contact him if you're interested in helping.

John Evens suggested Deutsch connectors.

Cliff Hasenbalg, helping with a Comp Aire build, currently working on fuel pump installation.

Cliff Goldstein is upgrading the electronic fuel injection on his RV-14A with help from Scott Serani and Jeff Jones.

SAFETY REPORT – Words of Wisdom from our Experts.

Let's never forget Safety, do we have any reports for this month?

Val Gregory mentioned the crosswind articles in the September newsletter. Bill Mitchell recommended asking the tower for crosswind runway practice on a regular basis.

Stephanie Wells has been researching Third Class vs. Basic Med. She recently took a fall that could end her flying as PIC. She doesn't plan to try for an FAA Medical Certificate but will go to Basic Med. Basic Med is good for 4 years; 3rd Class is every 5 years for under 40 and every 2 years for 40 years old and up. Son Quill has PPL and tailwheel certificate and only needs 3 more take offs and landings to qualify as PIC. Ricky Domenico asked about doctors for Basic Med; most doctors are not familiar with the process. Cliff Goldstein explained that it's similar to a high school football physical; a point in time. Pilots have the responsibility to assess their condition before flying. Stephanie asked for doctors familiar with Basic Med and Val Gregory brought up Gary's experience. Gary suggested starting with information from AOPA (which includes a doctor finder at <https://www.aopa.org/advocacy/pilots/medical/basicmed/doctor-finder> - Publisher). Gary also said his doctor considered Basic Med comparable to a CDL (commercial driver's license) medical exam.

If you had a 3rd class after 2006, even if it's expired, you can get Basic Med. Cliff Goldstein says he fills out Basic Med every two years and Stephanie noted that some insurance companies require it annually, others every other year.

FLIGHT ADVISORS

If you are looking for assistance, please see Cliff after the meeting.

YOUNG EAGLES – Cliff Hasenbalg

Next Rally: September 17th.

35 kids signed up along with 6 or 7 pilots, more are always welcome. Signups open at noon on the day of the previous event; The September event was filled by 1:45. The "I Have a Dream" Foundation was scheduled for today but only 3 kids could make it so the event was canceled and will be rescheduled in March 2023.

YOUNG AVIATORS – Jeff Jones/Mike Sutton

YA has started a brand-new exciting year. We now have two exciting projects to talk about.

The Young Aviators now "own" Dean Cochran's Buckshot (a one off design) for static display. They are also taking over Dave Shenk's RV-14 build. They're meeting every two weeks, plus twice a week specifically for the RV-14. Jeff estimates completion in about 1 1/2 years. They found funny pages from 1968 in the Buckshot! The last owner passed away and his daughter contacted the Chapter looking for a new home for the plane.

SCHOLARSHIP – Jenny and Mike Sutton

We have a brand-new year coming up; applications will be accepted from November 1 - 30.

VMC/IMC UPDATE

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

Larry Earnshaw said September's meeting will be at 6:30 PM on the 22nd (4th Thursday) at Larry's hangar at Erie. His wife Ruby makes GOOD cookies!

The next VMC meeting will be Tuesday (9/13) at Kirk Brennan's warehouse.

NEW/OLD BUSINESS

- √ Mike Neely Eagle flight - pilot needed!
- √ RV-14A - in Jeff Jones' garage.
- √ Elections are coming! Need volunteers for the Candidate Selection Committee! Cliff Hasenbalg, Will Heltzel, and Bill Mitchell volunteered; Will is taking point.

ANYTHING ELSE?

Meeting closed at 7:05PM

Respectfully submitted by Val Gregory, Secretary

Parting Shot!

Yes, Maverick and Goose are adorable, but what's wrong with this picture? First to respond correctly (including WHY it's so, so wrong!) to newsletter@eaa43.org gets cookies at the October meeting!





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.

2022 Chapter Officers

President	Cliff Goldstein	720-280-2916
Vice President	Larry Earnshaw	720-425-7987
Vice President	Stephanie Wells	303-503-0147
Secretary	Val Gregory	303-908-1252
Treasurer	Myles Lee	720-295-8778

Board of Directors

Cliff Goldstein (Chair)
 Kirk Brennan*
 Steve Paschke*
 Will Heltzel**
 Chuck Kubin**

Alternate Directors
 Mike Gilbert
 Pete Watkins

(Note: *- 2 year terms expire end of 2022, **- 2 year terms expire end of 2023)

Volunteer Officers

Technical Counselor	Jim Sutton	303-598-4205
Technical Counselor	John Reuterskiold	303-881-3517
Technical Counselor	Will Heltzel	303-345-5784
Flight Advisor	Bill Mitchell	303-427-4025
Newsletter Editor	Val Gregory	303-908-1252
Young Eagles Coordinator	Cliff Hasenbalg	303-359-2758
Young Aviators Coordinator	Jeff Jones	303-809-3994
Young Aviators Advisor	Andy McRae	303-330-3825
Young Aviators Advisor	Scott Serani	303-358-2858
Young Aviators Advisor	Mike Sutton	303-515-5269
Membership Chair	Jim Wood	720-314-9663
Data Base Editor	Tim Stansbury	719-494-7398
Web Master	Steve Paschke	720-236-7869
Social Media Coordinator	John Kellogg	720-300-0202
Safety Officer	Stephanie Wells	303-503-0147
Refreshments	John & Roxie Juul	720-626-7707
Audio/Visual	Herrill Davenport	303-460-7789
Scholarship Chairs	Mike & Jenny Sutton	720-515-5269
Scholarship Fundraising	(Volunteer Needed)	
IMC Club Coordinator	Larry Earnshaw	720-425-7987
VMC Club Coordinator	Andre' Smith	720-270-5944

CFI's in Chapter 43

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

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.