



Mile High Flyer

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



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October, 2023

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

Hello AV8rs!

Lots of exciting things happening with our Chapter – I hope that you are ready to get yourself involved!!!

We had a magnificent Oshkosh Debrief pizza party at John Stewart's hangar earlier in September. For those of you that missed the soiree, we had a full house, the food was fantastic, the weather was perfect, and the Oshkosh stories were wonderful – especially Scott Serani and Jeff Jones' overview of the excellent work that our Chapter volunteers did at KidVenture and with Young Aviators. Jeff Cain gave us an unbelievably inspiring summary of the work that he does with EAA's *Adapt to Fly* and the *Able Flight* program at Oshkosh. I was absolutely amazed! Plus, the absolute highlight of the evening was the Chapter celebrating Val Gregory's national EAA Chapter Newsletter Editor award. Val was one of only four editors in the world to achieve this award! (This year - Editor.)

It was clear to me that an important and consistent theme around Oshkosh AirVenture, in specific, and aviation, in general, is not just the love of our airplanes or our build projects or our training or our freedom of flight, it's the amazing value of our fellowship and comradery. I'm convinced that Oshkosh is a spiritual adventure for me. I'd love to expand that feeling to the other 51 weeks of the year!

On to our upcoming initiatives...

During our August Chapter meeting, I asked everyone to break into small groups and write down thoughts that fall into three categories: 1) What should our Chapter START doing, 2) What should our Chapter STOP doing, and 3) What should our Chapter CONTINUE doing?

Here's the *golden feedback* that I received:

START:

- Fund Raising for a New Hangar Home for Chapter 43 (We received three votes on this one! I was born and raised in Chicago, so I deeply respect stuffing the ballot box!!!! J)
- Bring in more Youth
- Add to the Scholarship Committee
- More meetings at someone's hangar to discuss build projects
- Community Outreach
- More Road Trips
- Start a "Builder's Club" similar to the IMC and VMC Clubs
- Group Activities
- Pancake Breakfasts
- Fly Outs
- Build progress briefs / presentations
- More Flying
- In-Depth Building
- More Trips
- Organizing Fly-Out Trips

- Safety Skills & Proficiency Practice
- Decision Algorithms
- Organizing \$100 Hamburgers
- Need good marketing for public relations – helps local presence and helps fund raising for scholarships

STOP:

- We are tired of the Good-ol'-Boy Only Attitude

CONTINUE:

- Great Youth Programs
- Continue full-bore with Young Aviators
- Continue with Saturday night Chapter Meetings
- Scholarships – keep up the energy
- Continue with the group trips to Oshkosh (without the B-25)
- Splitting-up topics for more in-depth discussions
- Young Eagles
- Sharing knowledge and skills

So, given these great comments, here are my thoughts on our next steps. I suggest that, during our upcoming October Chapter Meeting, we develop a **working** action plan for the top four items on the list – including who is committing to help with what, by when. I suggest that the four items we examine are as follows:

1. Organized Fly Outs
2. Community Outreach & Public Relations
3. Monthly “Builder’s Club”
4. Acquiring a Chapter 43 Hangar Home

To that end, pick one of those “top-four” items that tickles your fancy the most. Then, please come prepared on October 14th to brainstorm ideas to begin develop those working action plans. We’ll invest 30 minutes during our Chapter meeting to get those balls rolling!

Speaking of our October 14th Chapter Meeting, our speaker for the evening will be Rocky Mountain Metro Airport (BJC) Manager Paul Anslow. Paul will be summarizing the state of the airport for us. One of the huge items Paul deals with – on a daily basis – is noise complaints. I have committed to Paul that we will come prepared with ideas on how to address that prickly issue. So...please also come prepared with said ideas along with other issues and concerns about BJC.

As for our November meeting, my hope is that we have one or two of our Chapter builders give us a deep-dive presentation on their project – the good, the bad, and the ugly.

One last item, we will be holding our Chapter elections soon. Please contact me or any Board member if you are interested or would like to nominate someone.

As always, please reach out to me with any questions, issues, ideas, or emotional outbursts.

Jim

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drjamesmwood@gmail.com

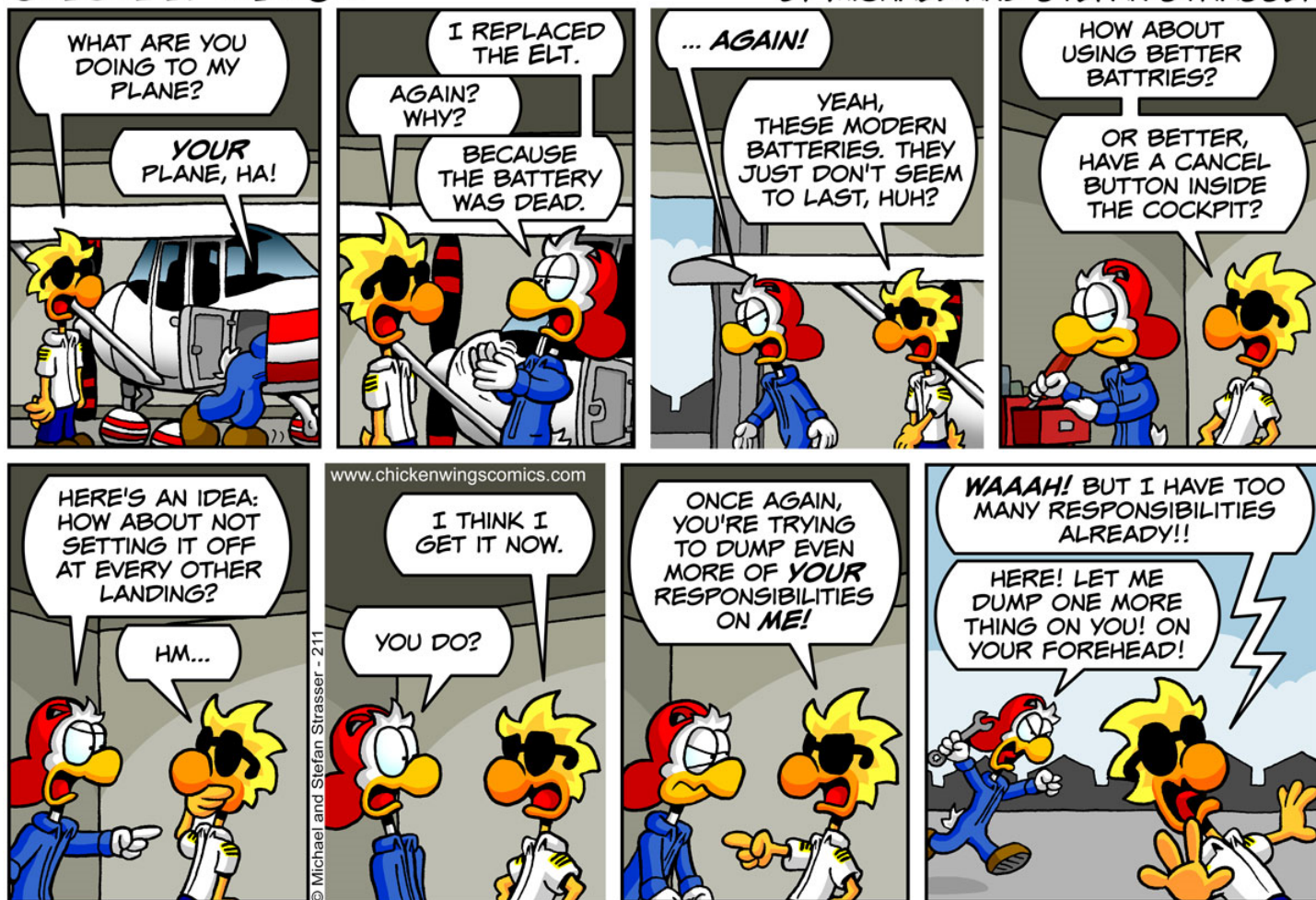
Next Gathering - Saturday, September 14, 2023, 6 PM

@ the Mount Evans Room in the Terminal Building at RMMA (BJC)

Program will be Paul Anslow, RMMA Manager, discussing the state of the airport, including noise complaints, upcoming infrastructure improvements and changes, etc. Come with any suggestions you have for cutting down noise.

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



In this issue:

- Title pic - Ever look at the sky and see something unexpected? Elephants in clouds? This month the Editor saw a jack-o-lantern in an airshow picture of 2 PT-17 Stearman by Moose Peterson. Read more about the photograph at <https://www.nikonusa.com/en/learn-and-explore/a/tips-and-techniques/taking-great-photographs-at-airshows.html>. Hey, maybe you'll improve your airshow pictures!
- I noticed the only STOP item on Jim's *golden feedback* list was getting rid of the good-ol'-boy attitude. AND he had a reminder that elections are coming up. People, put your self nomination where it can alleviate that attitude! Send me a bio and what you want to do with whatever position you run for to put in the November Newsletter. Maybe we can carve out a little time in the November meeting for some campaigning? And see page 5 for more on the election.
- Lifetime Member Bob Wilson passed away recently; see the Calendar on page 4 and an obituary link on page 5 for service details.
- 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

2023 CHAPTER EVENTS

OCTOBER

- Tue 10 Chapter 43 VMC Club, 6PM, live and virtual, contact andresmith76@outlook.com
 Sat 14 Chapter Meeting at the Mt. Evans room at BJC, 6PM
 Sat 21 EAA Chapter 43 Young Eagles Rally EIK, 7:45AM (Last event of 2023)
 Sat 21 **POSTPONED** Bob Wilson Memorial Service, Messiah Lutheran Church, 1335 Francis St, Longmont, followed by a Celebration of Life, Vance Brand Airport, 229 Airport Rd, Longmont. See article on page 5 for more info.
 Thu 26 Chapter 43 IMC Club, 6:30PM, live and virtual, contact llearnsh@gmail.com

NOVEMBER

- Sat 11 Chapter Meeting at the Mt. Evans room at BJC, 6PM
 Tue 14 Chapter 43 VMC Club, 6PM, live and virtual, contact andresmith76@outlook.com
 Thu 23 Chapter 43 IMC Club, 6:30PM, live and virtual, contact llearnsh@gmail.com. May be cancelled or rescheduled due to conflict with the Thanksgiving Day holiday.

2023 AREA EVENTS

OCTOBER

- Mon 9 Chapter 648 Meeting, 6 PM, see <https://chapters.eaa.org/ea648> for location
 Fri 13 Chapter 301 Meeting, 7 PM (6:30 social) <https://www.eaa301.org/newsletters>
 Sat 14 Round Engine Roundup and Annular Eclipse Viewing, Exploration of Flight*, 9AM-2PM
<https://wingsmuseum.org/events/round-engine-showcase/>
 Sat 14 Ian McBeth Foundation Brew & 'Que Fly-In, Wray, CO, 10AM-4PM
<https://www.ianmcbethfoundation.com/events>
 Wed 18 Chapter 1627 Meeting, <https://chapters.eaa.org/ea1627/about-us>
 Mon 23 CPA Presents - Mike Busch, Savvy Aviation, 6:30-8PM, VIRTUAL
https://coloradopilots.org/content.aspx?page_id=4002&club_id=612720&item_id=2092503

NOVEMBER

- Wed 1 Antique Airplane Association of Colorado Meeting, 7-9PM
<https://aaaofcolorado.org/news-and-events/>
 Thu 2 KBJC - RMMA Community Noise Roundtable, 6-8PM, Mt. Evans Rm at BJC & virtual
https://coloradopilots.org/content.aspx?page_id=4002&club_id=612720&item_id=2091917
 Sat 4 Breakfast Fly-In, Exploration of Flight*, 9:30 AM-12:30PM
<https://wingsmuseum.org/events/breakfast-fly-in-nov/>
 Fri 10 Chapter 301 Meeting, 7 PM (6:30 social) <https://www.eaa301.org/newsletters>
 Sat 11 CPA Annual Meeting, Mt. Evans room at BJC, 8:30AM-12PM
https://coloradopilots.org/content.aspx?page_id=4002&club_id=612720&item_id=2076729
 Sat 11 Taildraggers Showcase, Exploration of Flight*, 10AM-2PM (veterans & active duty free)
<https://wingsmuseum.org/events/taildraggers-showcase/>
 Mon 13 Chapter 648 Meeting, 6 PM, see <https://chapters.eaa.org/ea648> for location
 Wed 15 Chapter 1627 Meeting, <https://chapters.eaa.org/ea1627/about-us>

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



Young Eagles

October is the last month for Young Eagles this year. Currently we have 40 kids signed up for the October 21st event and 3 Pilots so far. My standard plea for volunteers!

Next year I'm thinking about starting the July and August Rallies at 7:45 am. My thinking is to beat the heat. I would love to hear from volunteers about this or any other concerns.

Cliff Hasenbalg
Young Eagles Coordinator
EAA Chapter 43
303-359-2758c
720-252-1979c

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

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

Members,

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.

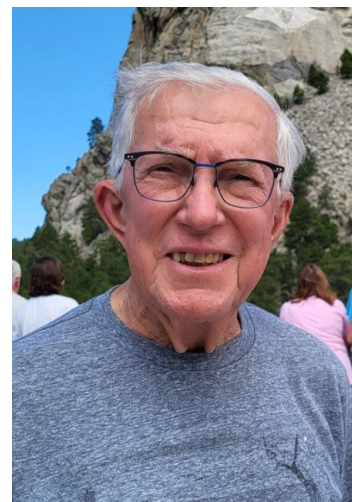
We can't control how e-mail is marked as spam. What we can do is add the contact and this will help.

Elections Are Coming!

There are currently openings for 3 Directors and 2 Vice Presidents. ALL Officers (President, VPs, Secretary, and Treasurer) are voted on annually, so if you have an interest in ANY office, contact one of the current officers or directors and let them know. Page 21 has them listed with (some) contact info.

FLOWN WEST

Long-time Chapter 43 member Bob Wilson passed away on September 25. He served as Treasurer for many years, was awarded a Chapter 43 Lifetime Membership in 2011, had a long career as a commercial pilot, as well as building and flying an award-winning Long-EZ. See <https://www.dignitymemorial.com/obituaries/longmont-co/robert-wilson-11476227> and the calendar on page 4 for more info. Bob's services have been postponed due to illness in his family, more to come.



Scholarship

The Chapter 43 Scholarship Committee opened the website October 1 to accept 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 Chapter 43 link below.

Especially take note of summer camp options in Oshkosh Wisconsin for ages 12-18. We'd like to send a couple kids to camp. Kids will learn how to build planes and other aviation topics, and build friendships that will last a life time. The registration to the week long camp is paid for including food, the child/parents just needs to cover the cost and plan to get to Oshkosh. Please contact the Scholarship Committee if you have any interest in summer camp. It is an amazing opportunity. Please check out the EAA National link below with the dates and ages for the sessions we would like to send campers.

Session 2 of the Young Eagles Camp (ages 12-13)

Session 2 of the Basic Air Academy Camp (ages 14-15)

Session 2 of the Advanced Air Academy Camp (ages 16,17,18)

<https://www.eaa.org/eaayouth/eaaviationandflightsummercamps/eaairacademy>

When you apply for a Chapter 43 scholarship 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 2024.

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

We look forward to reading these applications.

Chapter 43 Scholarship Committee

mikesutton@gmail.com

suttonjennym@gmail.com

Attention Aerobatic Pilots!

I recently received a phone call from a very nice and respectful elderly couple that lives in Hygiene – near your aerobatic practice area. They asked if I could *please* ask the aerobatic pilots to perform their low-level maneuvers within the practice area and over their little town. Again — unlike some of the noise complainers we encounter — this couple could not have been kinder. They said that they understood the need to practice aerobatics but asked that we please not do low-level maneuvers over their town, outside the practice areas. Certainly not an unreasonable request. I've asked the president of the IAC to pass along a similar message. Thanks for the help folks, Jim Wood

No Name Column by Cliff Goldstein

(First article in a series of four)

I'd thought about learning to fly a glider for years and something always seemed to get in the way. I'd even gone so far as to spend time speaking with Bob Farris one afternoon, taking notes and telling him, after my shoulder was ready I'd be ready. It took another year and two more shoulder surgeries to finally run out of excuses. Looking back I think it probably had more to do with turning the learning machine back on. Instrument flying while challenging was not learning something new.

I finally bit the bullet, and was assigned a flight instructor and scheduled my first ride/lesson. There were a lot of steps to joining Soaring Society of Boulder (SSB). I thought of just going through Mile-Hi Gliding, but that didn't seem like a real commitment. I could quit anytime.

I had already begun to read the Glider Pilots Handbook before I'd started, but not having a reference point made it difficult to understand many of the topics. But I trudged on.

I thought instruction was not going great, but I was picking things up, it just seemed like I wasn't making the kind of progress I'd hoped for. I mean, it was just flying an aircraft without an engine, right?

I'll digress from the story for a moment, as I've been asked by many wanting to fly how to pick an instructor. You just pick one, it just doesn't matter, and if it doesn't work out you simply select another to try. We all learn differently and what's good for one is not necessarily good for another. I never realized how difficult that move to a second instructor really was. I'd also reached the frustration level that I was really ready to quit.

I needed some advice here, as I was discouraged and didn't want to make a mistake. I met with John Stewart, a friend from our EAA Chapter 43 and he immediately introduced me to Jeff Clayton. I met with Jeff at the field, we discussed my goals, exchanged phone numbers and set up a lesson. I think I spent a bit of time telling Jeff how I think I learn. My first lesson was a much different experience. Having prior knowledge changes the dynamics, but his style seemed to click with my way of learning. He guided me in the tow and positioning. We boxed the wake, and Jeff got to see a real mess. Once off tow I began to learn how to control the glider getting turns more coordinated. Our landing was less than stellar but I kept the wings off the ground and we were off again.

The second tow had many of the elements that Jeff had indicated from the first, and it was an improvement over the first. He demonstrated boxing the wake, and while not perfect, it was a dramatic improvement over my first meager attempt with him earlier. I nailed the landing flaring a little high but there wasn't the usual crash into the chip seal.

By the third and final tow, I nailed the landing and when I walked away, I knew I had the right instructor, and most of all, I could see a pathway to my rating. I didn't know much about Jeff at the time, but his ability to convey information in my style of learning was working for me. We had a very good debrief after the lesson, and I was ready to jump back in almost immediately.

I looked back at becoming a power pilot over 50 some years ago and my instructor Merlin Smith... same situation, I was thrown into the pool and was assigned Merlin. Looking back, I either wasn't ready to learn or he was the worst instructor for me...possible. It took years to finally learn what the rudders are for. I wish someone would have pulled me aside and suggested a different course. I

trudged along with Merlin till the bloody end. I know I loved flying more than Merlin so I continued. I'm sure Merlin was an excellent instructor for some, but not for some snout nosed 15 year old. Thank you John Stewart.

I can't tell you if I progressed quickly or slowly, I'll leave that opinion to Jeff Clayton, but I was very satisfied that I was making forward progress with the flying part. I will say I had a hard time coming in so low in the pattern. This was due in part to flying aircraft with 12:1 glide as opposed to 33:1. Let's just say I got very good at slipping in the turn to final and using the spoilers.

For those that don't know, I owned a Thorp T18, a short coupled tail dragger for almost 20 years. The rudder in the glider requires you bend your knees, not just move your toes. Once the muscle memory took over I no longer was thinking of every move I was making, it was all quite automatic.

I knew the flying part of gliding was going to be successful; however, the book learning part was a challenge for me. It was turning on a part of my brain that had been shut down for many years. I'd spoken to many of the younger new pilots and definitely felt behind the power curve, but hey, that was one of the primary reasons for doing this in the first place. It wasn't crossword puzzles or reading a book. I had to get that energy moving again. That was just as challenging as following the tow plane or greasing the landing.

I was getting close to solo and Jeff had me ride with Armand Charbonneau, a secondary check in the club prior to solo. There was also a Solo Test that had to be performed. The test told me I had a lot to learn, as I seemed to have to look almost everything up. I believe I drove Jeff crazy asking him a million questions because the answer was often not enough.

My ride with Armand was less than stellar and looking back, he was right on the mark. There were a couple elements that needed to improve. Jeff and I cleaned them up and I quickly moved to soloing the ASK 21. It was kinda funny, I had anticipation but wasn't really nervous. To be free, and alone in the space of a glider, slowing down to 40 knots, and what seemed like floating above the ground at 7500 feet...did I mention alone...again...was simply magical. I'm pretty comfortable in aerobatics in most attitudes. I'd not seen the evil side of the glider but I had a respect for those long wings. Not to mention, I figured they had us wearing parachutes for some reason, which I prefer not to find out. Anyway, I took her through all of the things Jeff and I had practiced and she performed as though Jeff was in the back seat the whole time, and while REALLY high for the landing, plenty of slip and spoilers, we stopped in front of her parking spot. No shaky knees when I got out. Just glad I'd completed that mile stone in my flying.

Continued in November!

Road Trips in the Works - Chuck Kubin

NEW IN SEPTEMBER: If you have ANY interest in attending one or more of the activities below, you can show that interest by taking the survey at <https://www.surveymonkey.com/r/7LNLGNZ>

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 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 Larry and Jim and target some dates.

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



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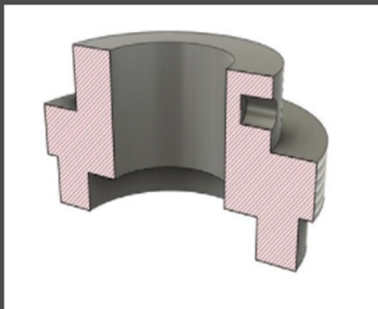
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John was recommended to do some work on Herrill Davenport's 182 fairing, and wants to do more airplane work.

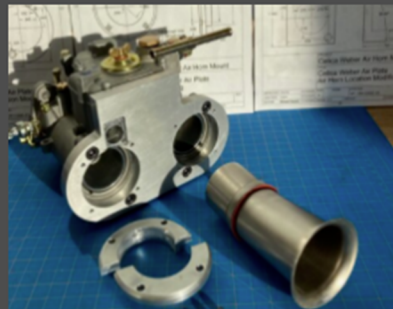


A small machine shop using a manual mill, lathe and surface grinder to offer custom machined parts to the advanced hobbyist or individual seeking support in product development or parts no longer available from a manufacturer. Shop rate is \$55 per hour, typically less than half what most shops charge. 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



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Freedom Avionics is located in Broomfield, Colorado at the Rocky Mountain Metro Airport (KBJC). Our roots go back 30 years! Let us impress you with our high quality of service and support for all of your avionics needs. Whether it be new digital glass or old legacy avionics, count on us to find solutions for you. We are certified dealers for every major brand and have been awarded by Garmin as being in the top 1/3 of all dealers in the world!

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Custom Panel Design and Fabrications

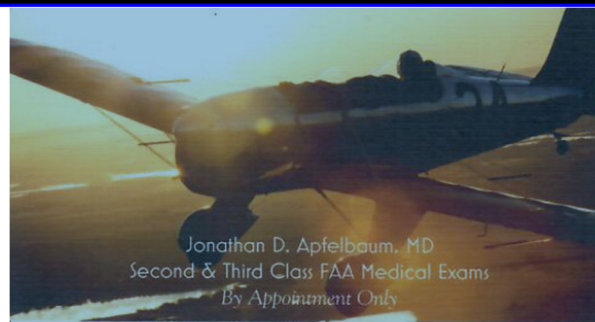
Located at 11905 Corporate Way, 303-469-5633, <https://freedomavionics.com/>

Chuck Grow Flight Instruction

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



No, not that Chuck!



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Together, we can create healthier smiles

Recommended by Roxie Juul

Fisher Flying Products Horizon1 Kit For Sale

Almost ready to cover; includes the following:

- Continental A-80 Engine
- 2 Wing Tanks and 1 Header Tank (all pressure tested)
- Fiberglass Cowling
- Tachometer
- Oil temperature gauge
- Vertical Speed Indicator
- Air Speed Indicator
- Cylinder head temperature (CHT) with 4 station switch
- Matco brakes

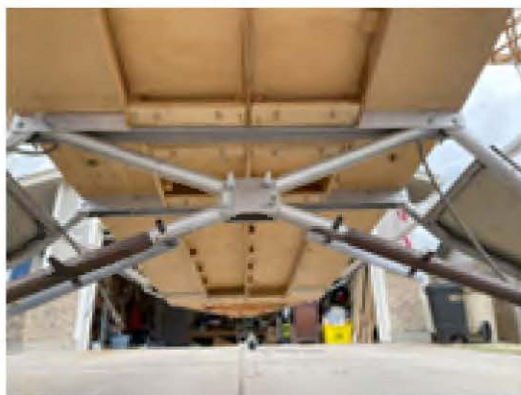
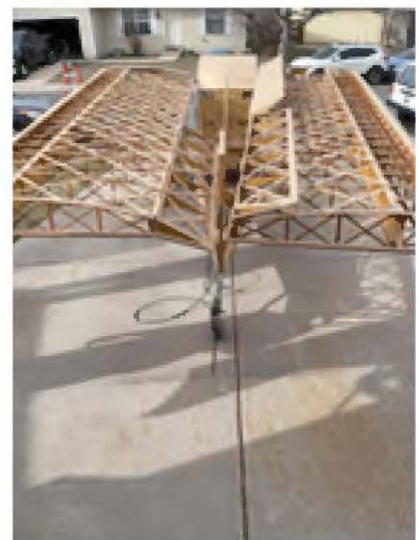
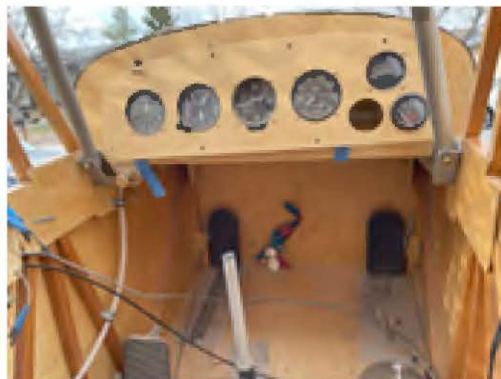
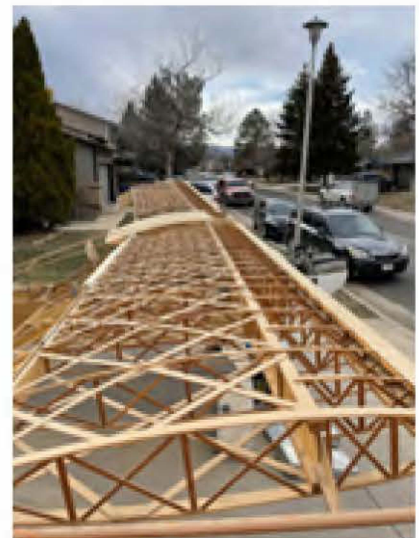
Asking \$10,000 or best serious offer

Contact Greg Hall at horizongreg@yahoo.com or 303-726-9109



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

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



For Sale - RV14A

This is a rare opportunity to become part of the build team on an RV14 Kit.

Tri County Aviators LLC is in the process of building an RV-14A. We are the 3rd owners of this kit. The kit arrived with quick build wings completely open, the fuselage 40% complete, and with all flying surfaces complete.

We are a team of experienced builders, this being the 6th aircraft to pass through our hands. This is also the 3rd RV-14A that we've worked on. As builders, we have meticulously gone through every rivet on the aircraft to ensure the quality of the work from predecessors. As builders, our standards required us to ensure that every bolt was torqued properly and every seam near perfection. We started this project by going to the front of the build manual and ensuring each step had been completed per the plans, including any service bulletins that have occurred since the start of this project.

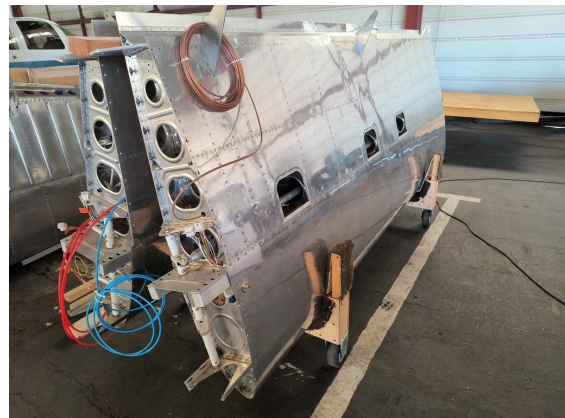
Our IO-390 Thunderbolt engine with P-Mags will be arriving shortly, so we'll have most of the components in house to move the project along.

Our team expects to fly off the hours when the aircraft is complete.

Coming into the project now allows a buyer to become a member of our team and become intimate with the aircraft, having a complete understanding of the build process. You would also understand all the systems involved in the RV-14.

The panel will be an all-GARMIN suite with dual G3X touch screens. GTN650 Navigator, autopilot, with auto trim. And a backup G5 to insure safe IFR operation of this aircraft. The aircraft is being built at KEIK and available for viewing upon request.

Please feel free to contact Cliff Goldstein for further information at 720-280-2916.



From: **MOONEY SPACE** <lindaeljays@gmail.com>

Subject: RV 9A Kit and Caboodle for sale!

It pains me greatly to post this, but... life sometimes forces us to chart a new course. I am running out of time to finish my projects and I'm sure someone would love to jump on this one. I have assembled the core elements of a lovely flying machine and am offering it at replacement cost. The deal here is not the cost advantage, but the time advantage. I really would like to recoup my expenses if possible. The purchaser has the benefits of an advanced project with no wait line for pieces. I have the following for sale. (Prices edited 12-24-22)

Quickbuild fuselage -\$23,000

Mostly complete wings, -\$12,900

Empennage assembled - \$2,400

Finishing kit - \$11,750

IO-360 Superior (Brand New, and preserved) - \$34,300.00

Catto 3 Blade Prop (Red tips, White, and Nickel plated, with carbon fiber spinner, extensions - \$5800.00

I would be happy to send more detail if someone is genuinely interested.

I have some avionics that I could sell also. I was planning for 2 G3X touch, with an autopilot, 507, a GTN 650xi, GNC 255, 245BT Audio panel, and a G5. These are available right now, if you think you will need them before I do in my RV10 project. The way my time is going it is possible. These avionics have all the install kits and I have someone who could help with harnesses if needed.

2- G3X Touch - GDU™ 460, 10.6" Display \$4,495.00 ea

System LRU Kit with GSU 25C, GMU 11, GTP 59 and Configuration Module \$1,695.00

GSU25 C/D Connector Kit (1 required for each GSU 25 C/D) \$95.00

GMU 11 Installation Kit (1 required for each standard LRU kit) \$55.00

GDU 460/465 Installation Kit (1 required for each display of this type) \$77.00

DU 450/455 Installation Kit (1 required for each display of this type) \$77.00

G3X Sensor Kit, 6 Cylinder Lyc/Cont \$1,349.00

G5 Unit Only \$1420.00

G5 Installation Kit \$105.00

G5 Battery Pack \$235.00

Kit, GAD 13, GTP 59, Connection Kit \$495.00

GTN™ 650Xi 4.9" IFR GPS Navigator, VHF Navigator and Comm Radio \$12,200.00

GFC™ 507 Digital Autopilot \$1159.00

GMC 507 Install Rack (Optional) \$40.00

GMC 507 Connector Kit \$50.00

GSA 28 Servo (1 per axis, roll only, roll + pitch, or roll + pitch + yaw damper) \$845.00

3 -GSA 28 Servo Connector Kit (1 per servo) \$55.00 ea

GSA 28 Servo Installation Kit, RV-7/8/10 Roll \$105.00

GSA 28 Servo Installation Kit, RV-10 Pitch \$105.00

GSA 28 Servo Installation Kit, RV-10 Yaw \$560.00

GNC 255A Standard (Comm, Nav, 8.33 kHz spacing, 10 watt power)

GMA™ 245 BLUETOOTH Audio Panel with Installation Kit and Pilot's Guide

GTX™ 45R Remote Mount Transponder ADS-B In/Out Transponder

GSB 15, Vertical Connector (Back of Unit), Standard

GAD 27 Interface Adapter

GAD 27 Connector Kit

GAD 29 Interface Adapter

GAD 29 Connector Kit

GAP 26 Heated/Regulated

But wait, there's more!

New Lightspeed Zulu 3 \$600

Bose ProFlight 2 headset with Bluetooth Dual Plug \$650

DC PRO-X2 Hybrid ANR Headset w/ Bluetooth \$800

David Clark Pro X Bluetooth, Bose QC3's \$300

David Clark H10-13X ENC Headset \$300

DC Pro X 1st gen \$300

David Clark DC PRO-X2 Hybrid Electronic Noise-Cancelling Aviation Headset \$400

QT Halo (in ear) Headset \$250

BOSE A20 BLUETOOTH DUAL PLUG \$700

UFly Harmony pro bundle \$200

Clarity aloft headset \$400

Bose Aviation X Headset \$300

DC One-X Excellent Condition (with Bluetooth) \$700

I'm out of time :O , please email for the rest of the prices. All of the parts have been lovingly kept in a climate-controlled shop and are in excellent condition. I would really like to sell this as a complete kit if possible. Looking forward to meeting the new owner!

Garmin GPSMap 496



Includes the following: AirGizmo Mount; Yoke Mount; Power Cable; Stub Antenna; GPS antenna with cable; XM Radio antenna; Owner's Manual; Pilot Quick Reference Guide. Owned since new.

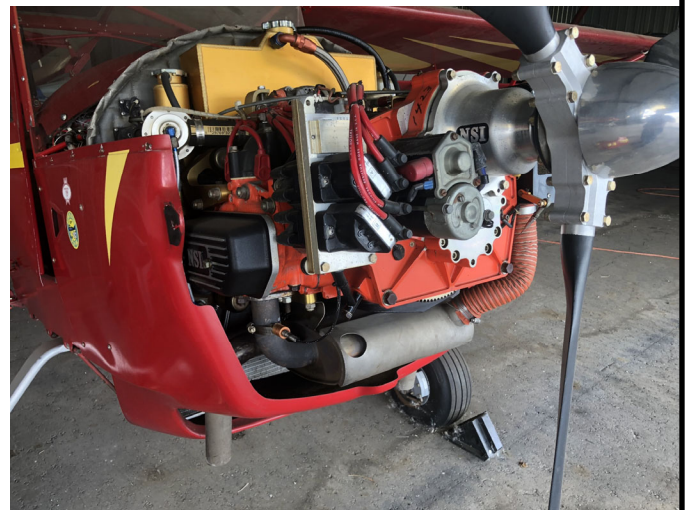


303pilot@gmail.com or call 303-604-0746

\$500

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.



PIZZA PARTY MINUTES

9/9/2023

Abbreviated Meeting opened at 6:12

Host John Stewart pointed out bathroom facilities and noted that he's having issues with the bifold hangar door. President Jim Wood thanked the party organizers and allowed one minute for attendees to share their favorite moments from AirVenture.

Visitors/New Members

Art Fernandez had an SR-22 and is looking for another airplane or partnership.

Jim Wood pointed folks to Mike Savino if they're not sure of their membership status.

Volunteers Needed!

Lots of folks have stuff they'd like to see happen, but volunteers are needed to make that work! The Chapter needs a new IT Coordinator, a Safety Guru, and a replacement Vice President. Young Eagles have only four pilots to fly 42 kids next Saturday (See Cliff Hasenbalg if you can help). Young Aviators also need help. The VMC and IMC are both growing; how about a Builder's Club? Just need a Coordinator to get one started!

Next Month's Program

The October presenter will be RMMA Manager Paul Anslow. Jim Wood has an RMMA Tower ATC willing to present in November or December.

AirVenture Debrief

Val Gregory and the Mile High Flyer won one of four awards (world-wide!) for Newsletter Editor. She showed off the surprisingly large plaque, and said the Chapter needs to get a Chapter Hangar or other permanent home for this sort of thing. She also noted the contributions of the Chapter Presidents and others who write articles, suggest or publish ads, suggest article reprints from various airplane and pilot magazines and organizations, and of course all the Activity Coordinators who send in updates and reports on Scholarship, Young Eagles, Young Aviators, Fly-Outs, Tours, etc. Not to mention the format handed down from past editors. The Newsletter does, indeed, take a village.

Jim Woods noted that everyone's OSH is different; this was his first year to go to KidVenture, a Chapter 43 stronghold for the B-25 and rib building in past years.

Scott Serani said that in 2009, noting a bunch of Young Eagles kids who kept showing up at Young Eagle events, he and Pat Miller formed a club. Over the years it's grown and grown, going from talks to building simulators (KiddyHawk!), to the McEwen's "treehouse" B-25. Young Aviators built that into a full-fledged crew simulator. It debuted at KidVenture in 2018 and was a HUGE hit. In 2020 it got a home at the EAA Museum at OSH, but this year it came back home to Erie. In 2 weeks (9/23/23) it's going to the Pearl Harbor Aviation Museum in Hawaii. Jeff Jones added that Young Aviators have had lots of talks and field trips including the lives of a corporate pilot and a bush pilot, with 2 military pilots coming soon. If 4 kids per year find a passion in aviation due to Young Aviators, it's been a success. Jim Wood noted that a lot of the funding has come from Scott and Jeff's pockets.

EAA National has a new program called Aero-Aviators? Another thing the chapter could do is put on a Flying Start event.

Break for Pizza!

AirVenture Debrief Cont'd

Jeff Cain did a tour including Brodhead, WI (for the general annual meeting of the Hatz Biplane Association) and OSH, where he went looking for unusual planes and found one in a new Junkers A50, though it had a Rotax 912 engine - wha-a-at!?! (The Secretary didn't get much more than that because she was too busy laughing at Jeff's jokes!)

John Evens showed several flight videos taken from his Kitfox on the trip out and back. He showed a photo of a 1/3 scale B-17 - yes it flies! There was a Zenith Air 750 variant that is actually pretty! It has a 190hp engine, is capable of 200nm/hour, and has good low speed characteristics due to a slatted leading edge. This year was another Thorpe T-18 anniversary, too. John showed a video of homebuilt camping 2 days before OSH started - lots of open space, soon to be filled. He showed video of an F-22 flyover; there were lots of F-22/P-51 heritage flights. Lots of F-22 tailslides! He showed a photo of a Murphy Moose with a 300hp LS-3 Corvette engine. John toured the Super Guppy with the nose open - the hinge point also serves as a wiring pass-through. The Dream Lifter was also there. There were lots of military aircraft this year, and the Warbirds area featured an anti-aircraft gun! John showed another video of cloud tops on the way home, flying at 7-7.5K. His group's last overnight stop was in O'Neil, Nebraska. They were up at 4am, uncovering planes, but saw a thunderstorm approaching and quickly covered everything back up as it arrived with high winds and rain. Pretty sunrise pictures afterward, though!

Scott Serani - Micah stakes out 11 campsites in Scholler starting May 30th and sites are charged from then (~\$1300 total). Kirk Brennan is usually in a small tent; he arrived with a new one and a new air mattress. A pole bent and the mattress leaked; a storm on Friday flattened the tent entirely. The group campsite is for volunteers who work 40 hrs or more per year for Chapter 43 plus 1/2 day each day of AirVenture. We're trying to keep the group campsite going. Daphne Davenport came this year, and was the camp mom. A BUNCH of photos of folks sleeping. The funny story of the trip was Dawson, who didn't travel with the group this year, but showed up with a deal of a car, a Toyota with the lower panels rusted out. Scott showed a crew photo with the B-25, and the sandwich board at Wendt's with a welcome for Chapter 43.

Steve Beach asked what Scott plans to volunteer for next year - driving the airconditioned trams!

Jim Wood will be pulling a couple people together to plan next year's AirVenture presence for Chapter 43. He noted that connections formed at Air Venture are almost spiritual.

John Stewart thanked us all for coming, and asked for a couple people to hang around after cleanup to help get the hangar door closed. He asked if anyone knew a good hydraulics company!

Respectfully Submitted,
Val Gregory
EAA Chapter 43 Secretary

Parting Shot!

Thanks, Jeff Cain!

Useful Aviation Terms

AIRSPEED – Speed of an airplane. (Deduct 25% when listening to a retired fighter pilot.)

BANK – The folks who hold the lien on most pilots' cars.

CARBURETOR ICING – A phenomenon reported to the FAA by pilots immediately after they run out of gas.

CONE OF CONFUSION – An area about the size of New Jersey located near the final approach fix at an airport.

DEAD RECKONING – You reckon correctly, or you are.

DESTINATION – Geographical location 30 minutes beyond the pilot's bladder saturation point.

ENGINE FAILURE – A condition that occurs when all fuel tanks mysteriously become filled with low-octane air.

FIREWALL – Section of the aircraft specifically designed to funnel heat and smoke into the cockpit.

FLIGHT FOLLOWING – Formation flying.

GLIDE DISTANCE – Half the distance from an airplane to the nearest emergency landing field.

HOBBS – An instrument which creates an emergency situation should it fail during dual instruction.

HYDROPLANE – An airplane designed to land long on a short and wet runway.

LEAN MIXTURE – Nonalcoholic beer.

MINI MAG LITE – Device designed to support the AA battery industry.

NANOSECOND – Time delay between the Low Fuel Warning light and the onset of carburetor icing.

PARASITIC DRAG – A pilot who bums a ride and complains about the service.

RICH MIXTURE – What you order at another pilot's promotion party.

ROGER – Used when you're not sure what else to say.

SECTIONAL CHART – Any chart that ends 25 nm short of your destination.

SERVICE CEILING – Altitude at which cabin crew can serve drinks.

SPOILERS – FAA Inspectors.

STALL – Technique used to explain to the bank why your car payment is late.

STEEP BANKS – Banks that charge pilots more than 10% interest

TURN & BANK INDICATOR – An instrument largely ignored by pilots.

USEFUL LOAD – Volumetric capacity of the aircraft, disregarding weight.

WAC CHART – Directions to the Army female barracks.

YANKEE – Any pilot who has to ask New Orleans tower to "Say again".



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.

2023 Chapter Officers

President	Jim Wood	720-314-9663
Vice President	Larry Earnshaw	720-425-7987
Vice President	Position Open!	
Secretary	Val Gregory	303-908-1252
Treasurer	Will Heltzel	303-345-5784

Board of Directors

Jim Wood (Chair)

John Evens*

Chuck Kubin*

Pete Watkins**

Alternate Directors

Ricky Domenico

Stan Specht

(Note: *- 2 year terms expire end of 2023, **- 2 year terms expire end of 2024)

Volunteer Officers

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	Position Open!	
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	Position Open!	
Refreshments	John & Roxie Juul	720-626-7707
Audio/Visual	Ayden Edgar	
Scholarship Chairs	Mike & Jenny Sutton	720-515-5269
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

Disclaimer

Be aware that as always, in past, present, and future, any communications issued by Experimental Aircraft Association Chapter 43, regardless of format, and/or media used, which includes, but is not limited to, this newsletter and audio/visual recordings, is presented only in the context of a clearing house of ideas, opinion, and personal experience accounts. Anyone using ideas, opinions, information, etc., does so at their own risk. Therefore, no liability is expressed or implied by the Experimental Aircraft Association, Chapter 43, or any of its members. Any event announced and/or listed herein, except as noted, is done as a matter of information and does not constitute approval, sponsorship, control, or endorsement of said event.

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Mile High Flyer
EAA Chapter 43
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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.