



Mile High Flyer

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



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Volume 50 Issue 2

On the web @ www.eaa43.org

February, 2023

President's Corner - by Chapter President John Reading

As 2023 gets rolling there is much to be grateful for. Thanks to Cliff Goldstein for his leadership over the past three years. I will be relying on his experience and guidance to be a good successor. Thanks to RMMA for use of the conference room for our meetings and support. Thanks to the volunteers that make our meetings and outreach programs a great success. And thanks to all of you for your continued participation.

There has been reluctance on the part of chapter members in the past to take on the role of President. I admit that I too was reluctant to join the administrative side of the chapter. However I've gained friends, knowledge and guidance from some of the most impressive aviation folks around. So it is time to give back.

I thought that a board member or alternate position would be perfect as an introduction to the ins and outs of the running of a chapter, particularly one so storied and historical as EAA43.

I was nominated for the President position and waged a well fought campaign against Ms. Ima Blank. So just how did the elevation to Presidential candidate occur? I can think of a few ways:

- My friends said I volunteered
- Everyone lined up and someone asks for volunteers to step forward — and promptly everybody else steps back
- The nominating committee turned in unison and looks at one person
- When I was out of the room, the committee had a vote and elected me to the post

Chapter 43 formed in 1958; five years after Paul Poberezny founded the EAA in 1953. I've read through some of the meeting newsletters dating back to October 1983. It's a privilege and honor to be in a leadership position with this chapter!

It is said that no good deed goes unpunished. I do consider this a good deed but look at it not as punishment but as an honor and opportunity for growth in both personal and aviation passion with a group of likeminded folks. And above all, let's have fun!

This coming year we hope to continue all the good work we are doing and add in some new and fun activities. Stay tuned!

Lots more to come and thank you all for this chance to give back.

John

Next Gathering - Saturday, February 11, 2023, 6 PM

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

Program will be John Stewart, former Air Force Combat Pilot.

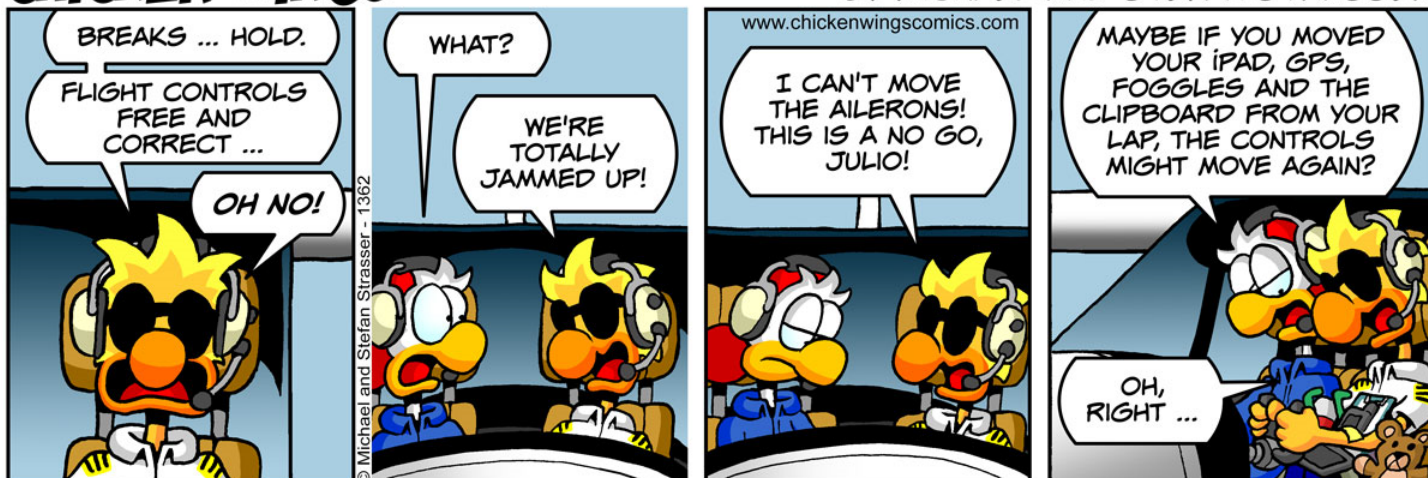
John will talk about growing up ages 12-18 on a military base in North Africa. He will also discuss flying with his dad in his Super Cub and some very challenging trips his dad made such as flying from Nairobi to Yemen. He will provide examples of how luck played into surviving flights. He may also mention flying F100's, A7's, A10's in Vietnam and F16's in the Air Force. In general aviation he has flown Alpha Jets, L39's, Mig 15's, and T32's. Caveat, John's speaking to our group upon surviving his ski trip to Black Diamond slopes with a group of former fighter pilots this coming week.

In this issue:

- Title pic - Okay, here's this month's rabbit hole. While hunting for a BD-5 photo to go with the Banquet Program Presenter's opener that he discovered homebuilding through a 1973 Popular Science ad for said plane, I stumbled on the use of a BD-5J (J for jet) in the 1983 Bond film, Octopussy. And there you have it...
- This month's Chicken Wings highlights an issue that can occur when plane size, pilot size or proportion, and pilot aids work together to, well, jam up the controls. The comments on this comic are pretty funny; you can click on the comic in the newsletter to read them. As an additional bonus, there's a recent new Chicken Wings video at <https://youtu.be/2RplykMFZqg>
- 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.
- Please note, no cookies for the misspelling in Chicken Wings this month; I'm cutting Michael and Stefan a "brake" since they're not native English speakers. Or maybe it's intentional; it's one of Chuck's lines, after all. But I gotta say that particular error is one of my pet peeves as a motorcyclist who's spent too much time watching BBC.

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



Upcoming Events Calendar

2023 CHAPTER EVENTS

FEBRUARY

- Sat 11 Chapter Meeting at the Mt. Evans room at BJC, 6 PM
 Tue 14 Chapter 43 VMC Club, 6 PM, live and virtual, contact andresmith76@outlook.com
 Thu 23 Chapter 43 IMC Club, 6:30 PM, live and virtual, contact llearnsh@gmail.com

MARCH

- Sat 11 Chapter Meeting at the Mt. Evans room at BJC, 6 PM
 Tue 14 Chapter 43 VMC Club, 6 PM, live and virtual, contact andresmith76@outlook.com
 Sat 18 EAA Chapter 43 Young Eagles Rally (First of 2023!), EIK, 7:45 AM
 Thu 23 Chapter 43 IMC Club, 6:30 PM, live and virtual, contact llearnsh@gmail.com

2023 AREA EVENTS

FEBRUARY

- Wed 8 WAI (Women in Aviation International) meet-up at FlyteCo Tower, 6:30 to 9 PM
https://coloradopilots.org/content.aspx?page_id=4002&club_id=612720&item_id=1888889&event_date_id=255
 Sat 11 Aerobatic Aircraft Showcase & Fly-In*, Exploration of Flight, 13005 Wings Way, Englewood CO, 10AM-2PM,
<https://wingsmuseum.org/events/aerobatics-showcase/>
 Mon 13 Chapter 648 Meeting, 7 PM <https://chapters.eaa.org/ea648>
 Feb 17-19 AOPA fly-in at the Buckeye Air Fair, Buckeye Municipal Airport (KBXK), Buckeye, AZ
<https://www.aopa.org/community/2023/buckeye-air-fair>
 Fri 17 Chapter 301 Meeting, 7 PM (6:30 social) <https://www.eaa301.org/newsletters>
 Wed 22 Chapter 1627 Meeting, <https://chapters.eaa.org/ea1627/about-us>
 Sat 25 Backcountry Fly-In & Showcase*, Exploration of Flight, 13005 Wings Way,
 Englewood, CO, 10 AM-2 PM, <https://wingsmuseum.org/events/backcountry-fly-in-showcase/>

MARCH

- Sat 4 Breakfast Fly-In, Exploration of Flight*, 13005 Wings Way, Englewood CO, 9:30 AM-12:30 PM
<https://wingsmuseum.org/events/breakfast-fly-in-march/>
 Wed 8 Emily Warner & Women Airline Pilots Day, Emily Warner Field Aviation Museum,
https://grandcountyhistory.org/event/emily-warner-women-airline-pilots-day/?instance_id=616
 Wed 8 Antique Airplane Association of Colorado Meeting, 7-9 PM
<https://aaaofcolorado.org/news-and-events/>
 Mon 13 Chapter 648 Meeting, 7 PM <https://chapters.eaa.org/ea648>
 Fri 17 Chapter 301 Meeting, 7 PM (6:30 social) <https://www.eaa301.org/newsletters>
 Wed 22 Chapter 1627 Meeting, <https://chapters.eaa.org/ea1627/about-us>

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



Young Eagles

EAA National has a Young Eagles challenge: the Chapter's Young Eagles program will receive an additional \$10 for every Young Eagles flight in January through June! Weather permitting, the first Chapter 43 event will be the Saturday March 18! PILOTS and GROUND CREW, make sure you're up to date with youth protection training at youngeaglesday.org!

Chapter Name Tags

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

Social Media Coordinator John Kellogg

John administers Chapter 43 accounts on Facebook, Instagram, and Twitter, but he needs content! Send Chapter announcements and project/flight/event pictures and stories to him at johnkelloggflays@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 reviewed applications following the November 30, 2022 application deadline. The selected applicants were contacted in December for interviews. Decisions will be made by the end of January.

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

Chapter 43 Scholarship Committee

mikesutton@gmail.com

suttonjennym@gmail.com



EAA Chapter 43 2023 Banquet

By Cliff Goldstein

Our yearly Banquet numbers were dwindling. Due in part to COVID, and although last year's banquet included an awards ceremony for 50+ years Airman certificates which was a success, we felt we could do better.

We established a committee as always, but this year we had an ace in the hole. One of our members, Eric Serani, is an active participant in the chapter Scholarship committee and owner of an aviation-themed brewpub, FlyteCo Brewing, in Denver. They had recently opened a second location, FlyteCo Tower, at the retired Stapleton Airport Tower. A real icon for the city of Denver, and a prime location for brew and food.



The Chapter contracted with FlyteCo Tower to provide food and an appropriate venue for the banquet. But this is where we diverge into so much more. The venue is a bit like a “Dave and Busters” including Bowling, Darts, Pool, Arcade Games, and let’s not forget their own formulated brew. FlyteCo is known for the absolute freshest Brew on the planet, taking hops from the field in Western Colorado, and, via a cadre of single engine local chapter pilots, flying the hops to the brewery and making the brew that day. It just doesn’t get better than that.

Our yearly banquet included chapter member awards for volunteer service, Young Eagle awards, and special recognition awards for chapter members. Chapter 43 has a very active “Young Aviator” group, those kids who want to continue in aviation past Young Eagles; we honored those YA members. Eric Serani made a strong pitch for scholarship support for the Chapter, and we also honored Amy Greenhouse, contributor to her parents’ memorial scholarship fund, The Dave and Lynn Bieseimeier Scholarship.



The goal was not to just bring members to the Banquet, but to make this a family affair, opening it up to family and friends as well. We just needed one more draw to complete the evening.

Stephanie Wells, long time chapter member and pilot extraordinaire, knew a local Long-EZ and Cirrus pilot who just happened to spend a lot of time in space.

Jim Voss is a retired US Army Colonel and NASA astronaut. I'll let you Google Jim for all the distinguished details but in short, Jim flew five times on the Space Shuttle, served as deputy of Flight Operations for the Space Station Program Mission Integration and Operations Office. While participating in ISS Expedition 2, he and Susan Helms conducted an 8 hour and 56 minute spacewalk, the longest to date.



Jim, a very down to earth guy (no pun intended), took us through his early years and how he became interested in flying and finally getting into space. Jim applied to the space program 5 times before being accepted into the program as a mission specialist. I did find out that while he enjoyed tumbling in the near zero gravity of the space station, he's not a fan of Aerobatics. One thing was very clear, Jim loves to fly and while space was a kick, he still enjoys going out for a ride in one of his personal aircraft.

Jim has built and is flying one of my most favorite aircraft, a Long-EZ. His award-winning aircraft has been flying for over 20 years. He also flies a Cirrus, but that may be to appease wife Suzan on the longer trips he takes. I personally would just take the Long-EZ and a toothbrush.

Needless to say, the banquet was a huge success with about 150 attendees. There were many I'd not seen in a long time, and many new friends to meet. The dinner was abuzz with airplane talk. You couldn't go anywhere that someone wasn't talking about a new piece of avionics, or a tweak to a flying surface to improve flight characteristics. It was simply fantastic.

Prime Rib, Chicken, and Veggies were the main stays, followed by a huge Chapter 43 65th Anniversary Cake to top off a perfect evening.



No Name Column by Cliff Goldstein

I LIKE FLYING, I LIKE BUILDING

Before I get started, Bobbi wanted me to give a special thanks to Mike Gilbert who brought the cake to the banquet. I've never seen cake disappear so fast... It was...yummy

The RV-14A project is full steam ahead. Between the Young Aviators, Scott, Dale, and myself, the wings are closed up. We had a little hiccup in the process of closing up the second wing but due to pure diligence and a lot of heat, we got a chance to put in about 90 extra rivets, with my rivet removal skills alive and well. Most of all watching the YA'ers pounding rivets in is gratifying. In the meantime, our chief choreographer, Jeff Jones, keeps the parts coming and electrons going where they're supposed to go. We even get to fly a little. As soon as radio trays are wired and the principal wiring completed, the 14 is going to get a lot bigger, growing legs.

With two very big snowstorms and bitter cold, the flying has slowed down a bit. Bobbi and I had planned a trip to Palm Springs, but the day we were going we received 8 very wet inches of snow, and I got to clear a lot of snow just to see the driveway. The trip was postponed until a little more predictable weather could be found. I don't remember storms coming across the West coast so close together. Add in a sagging jet stream we saw temperatures below zero. The bird likes it, but you gotta get to the runway.

In December, I followed the Garmin advice and updated my Avionics which of course caused a new problem with one of the roll servos. The Tech at Garmin said he wanted to replace both servos... UGG

A new software update corrected the problem with the last update. Does Beta testers sound familiar? But the good news is the aircraft flies fine with the avionics turned off. Always an option.

After all these updates, Scott and I took one of the shortest most perfect rides I've had with the many changes since the fall. Every system was working perfectly, as it should. I really thought the story would end there. Yesterday, in spite of high winds over BJC, I took a ride and had a delightful flight with little turbulence. I thought I was lucky to have enjoyed such a quiet day in our skies.

One last ride:

Fredy was the magician who took our beloved B25 and helped to turn it into a full simulator. I had some business outside of aircraft with Fredy,

and promised him a ride. Fredy and I jumped into the 14 and taxied out to the runway. When I landed 30 minutes earlier the wind was at 4 knots. The wind had picked up to 15, well within my limits, but you could definitely feel the 14 getting pushed around on the ground.

I told Fredy it could be a very short ride. We climbed up to 6000 and the air was pretty good. A little light turbulence, but not uncomfortable. I was listening to Unicom at EIK and a couple of Cessna's had done go arounds on the runway. I told Fredy it was time to go back. The winds had risen to 18 gusting to 22 but the direction was 260 degrees. 60 degrees off the centerline. I prepped Fredy for the landing telling him a go around was a possibility. In my head I was thinking BJC was 5 miles away with a great crosswind runway.

I normally keep my approaches tight over the South end of the airport, but today, I extended downwind giving me a chance to set up for the landing. I applied my best tailwind technique with cross control tracking with the aircraft straight down the centerline. With zero flaps and 10% more speed on approach, we rode the extended centerline down to the runway. I had held that position all the way to the ground. The left wheel touching first followed by the right and finally the nose. It turned out to be a relatively smooth landing, not firm. The ride didn't end 'til the aircraft was crawling down the runway at just a couple knots.

Fredy was silent until the aircraft taxied off the runway then commented on how much motion was occurring with the stick. He thought things seemed pretty normal not realizing what had just happened. I realized it was one of the best landings I'd made since landing my Thorp on runway 20, with Dean Cochran in the lead with similar winds.


Knowing a trip to more favorable runway and winds was always an option and having a well thought out plan with proper technique made the landing very satisfying. While not the perfect flight as with Scott, this was certainly one of the most satisfying.

'Til next time...

Just a Reminder

Chapter dues are now due, along with membership updates (new contact info? finished that build? got a new plane in the hangar? never liked or never had your profile picture in the roster?) See the membership application on page 18 to update, and check your PayPal history or checkbook to see when you last paid.

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



Custom Embroidery
Valerie Wait
 720-352-2630
 1705 Flemming Drive
 Longmont, CO 80501
 email: valandjimw@yahoo.com

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



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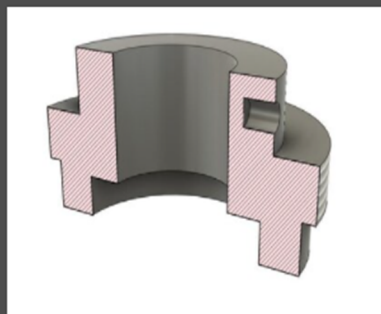
John was recommended to do some work on Herrill Davenport's 182 fairing, and wants to do more airplane work.



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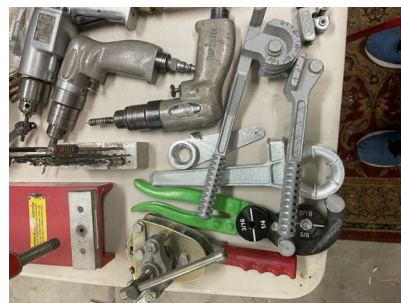
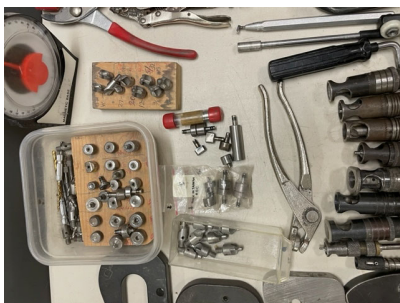
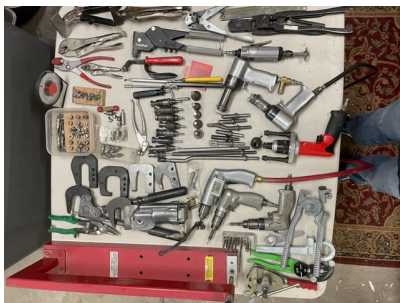
From: **Angela cremeans** <angelacremeans1985@gmail.com>

Date: Thu, Jan 5, 2023 at 10:19 AM

Subject: Tools for sale

I'm selling all my RV hand tools.

I have built 6 RV's using most of the below tools and yes they still work. Dimple tools and dies, several yokes, hand and pneumatic squeezers, rivet guns 2x 3x, tube flair, drills, rivet shaver, counter sinks, deburr and the list goes on. You get the good the bad and ugly, \$1000 OBO



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)

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

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!

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

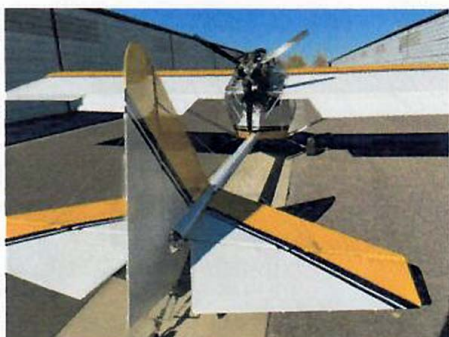
UFly Harmony pro bundle \$200

Clarity aloft headset \$400

Bose Aviation X Headset \$300

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

KOLB MARK III CLASSIC FOR SALE



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

KidVenture Rib Building

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

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

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



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



No, not that Chuck!



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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



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>



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

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.

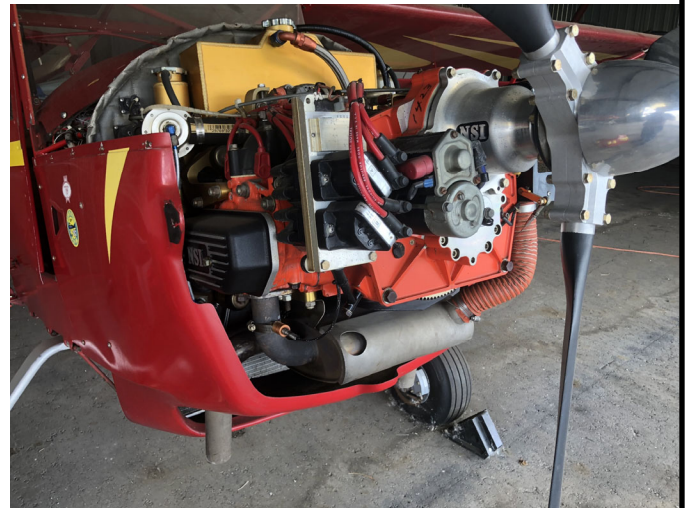


303pilot@gmail.com or call 303-604-0746

\$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.



MILE HIGH EAA Chapter 43 Minutes
Annual Banquet!
January 14, 2023

After games, socializing, drinks, and a wonderful buffet dinner, outgoing President Cliff Goldstein opened the meeting portion of the evening at 7:56.

- He recognized John Reading, John Evens, and Scott Serani for organizing the banquet, and thanked Eric Serani of FlyteCo.
- He passed out awards to Chapter Officers, Board Members, and Chapter Volunteers, the latter including Tech Counselors, Flight Advisors, the Scholarship Committee, and Meeting Volunteers.
- Cliff called up the Young Aviators present; Bennett Dugas talked about the high school aged Young Aviators who are building an RV-14 and most recently installing wiring. The middle school aged Young Aviators are rebuilding Dean Cochran's Buckshot as a static display.
- Cliff recognized Amy Greenhouse, who funds her parents' Dave and Lynne Biese-meier Memorial Scholarship.
- Cliff noted that the Chapter runs on volunteers, and presented a new Apple laptop to Cliff Hasenbalg, who heads the Chapter's Young Eagle program. Cliff Hasenbalg noted that the Chapter logged 268 total Young Eagle flights, of which 18 were flown outside the scheduled events. He listed the Young Eagle pilots (lots!) and thanked the ground volunteers, including many Young Aviators. Cliff Goldstein then presented EAA National certificates for all Chapter volunteers.
- Cliff called Herrill Davenport up to give him a plaque and gift card for 25 years doing audio/visual for the Chapter Meetings, assisting presenters, and incorporating input in multiple formats from presenters. Cliff also recognized Val Gregory for her roles as Chapter Secretary and Newsletter Publisher, again with a plaque and gift card.
- Cliff noted that Stephanie Wells is traveling in Jordan and was responsible for arranging tonight's program with James Voss before turning the mic over to incoming President John Reading. John awarded a plaque to Cliff for three years as Chapter President throughout the pandemic.

TONIGHT'S PROGRAM – Jim Voss

Jim likes to fly! From a Cub to the Space Shuttle, and he built and flies a Long-EZ. He discovered homebuilding in 1973, in a Popular Science ad featuring a Bede BD-5 Micro kit for only \$2600! The Army sent him to Germany for several years and when he got back, he discovered the Vari-EZ, which he loved, but thought too small. A visit to AirVenture gave him an introduction to the Long-EZ. 13 years and 4000 hours later, he had an airplane. Building was fun! Except painting, though his results were good. He's been to AirVenture many times and used to camp at the NASA group campsite. He's had unique opportunities to fly, including PIC on a Space Shuttle and its transport! He also owns a Cirrus SR22. He flew for work - airplanes and 5 times on the Shuttle including one trip to the International Space Station (ISS). He's also flown in a Soyuz. So flying CAN take you to space!

Jim described a Shuttle flight - 3G from launch for 2 minutes when the Solid Rocket Motors shut down. From there it's 6 1/2 minutes to official space (Zero G). Before that there's breakfast, suit up, checking flight equipment, and a stroll to the ramp (launchpad). Preflight inspection and climb on board - seating orientation is 90° up, and you're strapped in for two hours before launch. He was part of the second crew on the ISS, which at that point was about 4 school buses worth of space. Jim showed a picture of his space family, Yuri and Susan.

So what do you do on the ISS? Lots of SCIENCE in zero G! Crystal growth, radiation exposure, bone mass loss, and studying osteoporosis drugs. Vision problems in zero G. The Russian studies included zero G blood distribution to the upper body and how to counter. Working on ISS construction and repair. Taking care of things in the bathroom! Welcoming guests - two Shuttles and one Soyuz (with pictures of a Hawaiian shirt party!) Yuri wanted to bring blue jeans on the Shuttle but NASA said no (he did get them on a Soyuz). The ISS crews got to do work inside and outside, and Yuri loved spinning in pitch direction through the Station. Jim brought issues of EAA Sport Aviation and photos of



his friends experimental planes. They had WONDERFUL views of Earth - Jim showed pictures of the Nile River and Suez Canal; the US at night, a closeup of Denver, and a Pacific atoll. Sunrises (and sunsets) every 90 minutes. Flying helped Jim get to space.

Questions: Lynn Briggs asked if Jim was a test pilot. Jim couldn't be a military pilot, but COULD pilot test planes! He attended the Flight Test School at Edwards AFB and test flew the Blackhawk and other aircraft. As a result, he kinda overdid testing for the Long-EZ!

Question from one of the kids - What do you do if you need to pee after suiting up? Jim said diapers - they work very well!

Did you put Shuttle flying in your logbook? Yes, there are 900+ hours in his logbook including piloting the Shuttle on the way home from the ISS for 3-4 minutes.

Education? Undergrad Aerospace Engineering (took 5 years), then a Masters from CU, then the Army with lots of classwork until the Flight Test School. NASA now requires a Masters in math, science, or engineering to be an astronaut .

Question about bone mass loss - Jim noted that a stint on the ISS also involves some hearing loss due to ambient noise. He lost about 5% of his bone mass over the 5 1/2 month mission, and was back up to 100% ($\pm 2\%$) within a year. He still does annual checks. Despite exercising on the ISS he was very weak for the first couple of weeks back on Earth, but could run again after about a month.

How much do you weigh in space? Your mass is the same, but no weight (zero G, right?) Your spacesuit weighs about 250 pounds on Earth; you have to consider movement carefully!

Lynn Briggs asked about his path to space. Jim had thought it'd be cool, but that he had to be a military pilot, which requires perfect 20/20 vision. But Jim's wife noted an Army article requiring no worse than 20/100. So he applied through the Army and was rejected. He applied through NASA twice and was also rejected. After Flight Test School he applied again and was rejected due to kidney stones that he didn't have. So he applied a fifth time and got in!

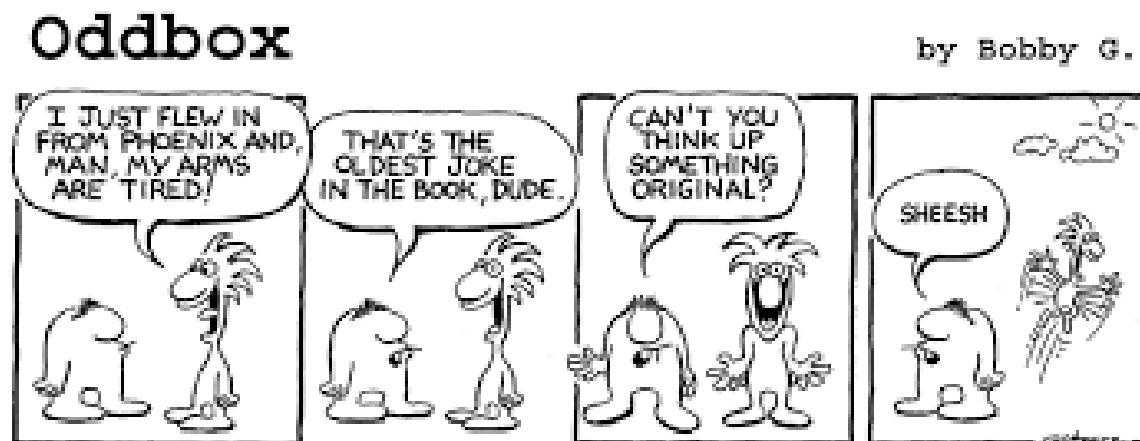
Following the Program, John Reading said we had the venue until 10, and asked that we fill out an evaluation form. He thanked Eric Serani and staff for their hospitality. Eric noted that he's a member of the Chapter's Scholarship Committee, and got a Chapter scholarship in 2005 that supported his private pilot's license. He started flying Young Eagles once his PPL was complete, and FlyteCo donates 10% of their profits to the Chapter Scholarship Fund.

John closed with teasers for the next two meeting programs - a fighter pilot now residing in Erie for February and the head of the Mars Society in March (the Secretary assumes that means Dr. Robert Zubrin, and wouldn't miss that meeting for ANYTHING.)

Meeting closed a little after 9pm

Respectfully submitted,
Val Gregory
EAA Chapter 43 Secretary

Parting Shot!





Membership Enrollment Information

(Needed for Current Roster & Chapter Correspondence)



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

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

Are you a:

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

Scholarship donations are tax deductible.

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

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

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

HOW WOULD YOU LIKE TO BE INVOLVED IN THE CHAPTER?

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

AIRCRAFT INFORMATION:

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

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

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

2023 Chapter Officers

President	John Reading	720-250-7991
Vice President	Larry Earnshaw	720-425-7987
Vice President	Jim Wood	720-314-9663
Secretary	Val Gregory	303-908-1252
Treasurer	Will Heltzel	303-345-5784

Board of Directors

John Reading (Chair)

John Evens*

Chuck Kubin*

Mike Gilbert**

Pete Watkins**

Alternate Directors

Ricky Domenico

Stan Specht

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

Volunteer Officers

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
Tech Guru	Mike Gilbert	303-808-6472
Tech Guru Backup	Lance Scott	650-889-8129
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
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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.