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EAA MILE HIGH CHAPTER 43

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MILE HIGH FLYER

The Official Monthly Newsletter of EAA Chapter 43

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Kyle Heckman

I had very little exposure to aviation in my youth, but while in high school I became good friends with Mike Sutton, son of EAA 43 chapter member Jim Sutton. At the time, the Suttons had just completed an Avid, and also owned a Luscombe, N1872K. Mike and I did some flying together after he had gotten his license around age 17. I thought it was pretty interesting and after hanging around the Erie airport for a while, I began flight training in the Luscombe with Bill Mitchell. We had great fun learning to fly the tailwheel. Sept. 11, 2001 interrupted my flight training, but I finished up shortly thereafter.



In 2004, I was talked into buying a 1947 Luscombe, N1866K. At the time, I was living in San Francisco, and the Luscombe was located in Denver. After a thorough pre-buy, I wrote the check, then called Mike Sutton and we met in Denver for a 900nm cross country flight. By far the longest I had undertaken. We had a memorable experience to say the least, starting when the carb heat lever failed causing the butterfly valve to become stick open. Not ideal with another 800nm to go. After some safety wiring in Rawlins, WY, by Mike, we were on our way. We spent the night in sleeping bags under the wing in Wendover, UT and were awakened at 3am by a crew of enlisted mechanics test running the jet engine on a F-16 that had made a precautionary landing at the airport the day before. (That's what I call minimizing downtime!) We arrived at KSQL, San Carlos, CA where the Luscombe would live for the next three years. There is great flying weather in CA and I enjoyed visiting lots of small airports throughout the state.

My wife Stephanie and I were married in Half Moon Bay, CA in 2005 and then headed back to Colorado a week later in the Luscombe. We've had some very good memories already involving aviation, including a trip to Oshkosh in the Luscombe. In the summer of 2008, we rebuilt the C-85 and now have a very nice running engine and airplane.

In the summer of 2007, I completed my instrument rating and then earned a multi-engine rating later that year. I currently spend time flying the Luscombe, a Cessna 206 and a Mooney and have about 650 hours flight time. My wife is very supportive of flying and is actually working on the ground portion of the private pilot certificate. I got talked into serving as the chapter's programs officer a little over a year ago and it has been great fun.

EDITOR

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The next Chapter 43 meeting will be at Dan Murray's hanger at Vance Brand Airport in Longmont on March 13th at 7 PM

EAA 43 Minutes Feb. 13, 2010

Meeting called to order at 7 PM by *Scott Serini*, the new chapter president.

Our new president said we are in a "NEW ERA". Member need to be more vocal and visible. Scott encouraged all that have name badges to wear them. EAA National is thinking about having name badges on lanyards. Out in public we can wear name badges to inform the public who we are. Chapter 43 is every member's chapter.

GUESTS: *Bill Chronic, Kenton Heald, Bill Truax and Pete Watkins*. We appreciate all of you for coming and hope you will return.

Anecdote of the month: Scott gave examples of survival through the 30's/40's/50's/60's/ & 70's.

Last months meeting minutes were short. We had our annual banquet and *Lynn & Pat Miller* were thanked for a wonderful job with the planning. Minutes were accepted.

Progress Reports: *Don Smith* has built the tail section and fwd section and mated the fwd and center sections together. The brake petals, rudder petals and master cylinders are installed. Baggage compartment, got it all skinned, attached the vertical stabilizer and the main gear on his S-19.

Trip Reports: *Brian Cabebe* and his dad flew a Maule down to Mexico. First leg was to make Laredo, TX, but made it to Kerrville before sunset. (NW of San Antonio) Next morning had fog and 100' ceiling. After a few days in Kerrville with no weather change, they left the plane and drove to San Antonio where *Brian* flew home and his dad flew to Mexico. They will retrieve the plane in a few weeks.

Stephanie Wells went to Haiti for the FAA and transported FAA techs setting up a temporary tower.

Kyle Heckman flew a Cessna 206 to Steamboat Springs and had to wait for weather to clear around Denver. He mentioned a couple flight planning tools: live ATC.com and for I-phones, aeroweather.com. On another flight to Front Range Airport under DIA airspace he ran into some wake turbulence just after he and his wife talked about it that morning.

Safety Report: *Stephanie Wells* shared about the in-flight accident between a Piper Pawnee towing a glider and a Cirrus SR20 clipping a towline and causing the two powered planes to crash to the ground killing 3 people. The glider was able to release from the line and land safely.

Budget Report: *Roxie Juul* gave the checkbook and scholarship fund figures. Exact numbers soon to be revealed on a members section on the website.

Membership Report: *John Reuterskiold* shared about some goals for 2010. Increase membership. One way is to partner with EAA National with their 6 month trail membership. Chapter 43 would match that. Another goal is to have the rooster done by January. Another is a \$10 annual membership for less than 18 yrs. old. Incentive for youth involvement. It's every chapter members job to increase membership.

Newsletter report: *Bob Young* shared goals. Distribution is 41 airports, 4 aviation sites and CO EAA chapters. With some more advertising in the newsletter, it can be self sufficient. We will have some specialty columns and would like to set a deadline for input for one week prior to end of the month.

Website Report: *Brian Cabebe* will be working with *Bruce Handley* to update the website. Goals: discussion groups to replace Yahoo groups, current news events for chapter, event calendar, members pictures, faces and aircraft, scholarship info and progress, Young Eagle events and sign-up for kids and volunteers, members only section, local weather at airports, join online, for sale items and blogs by officers. *Gene Horsman* mentioned possible time limits for projects on website and also self posting of pictures and info.

Young Eagle Report: *Art Schwarz* passed out a schedule for events and goals for the Young Eagles. See article on page 5. He also mentioned about a discount for using Phillips 66 aviation fuel.

Special Events:

Snowbusters: *Tom Tomlin* will be contact person. Date is April 24 from 7-11 AM. Location to be determined. Advertising will be flyers, local papers, and posters to airports. A \$5 donation for the breakfast.

Annual Picnic: *Herril Davenport* will be contact person. One thought will be to hold it at the Antique Field and join them with the Taylorcraft project. Some pros and cons were voiced about holding the event there.

Calendar Project: *Greg Hall* would create a 2011 calendar for a fundraiser. Also present a photo tip of the month at meetings. Keep yourself between object and sun.

Old Business: None presented

New Business: *Pat Miller* shared about the status of Erie Airport. See Page 3 for more details.

Business meeting adjourned at 7:37.

Program was a data visualization of the U.S. Airways landing on the Hudson River. Presenter was *Kas Osterbuhr* of Exosphere3D.



Note to those pilots that still have only their paper certificates. If you don't change them over by March 31, you can make a small paper airplane out of it. That is the only thing you will be flying. Go to the FAA website. A&P mechanics can also receive new certificates without their ss number on them

Eric Airport News

There are many issues concerning the relationship between the Town of Erie and the Friends of Erie Airport. I (Bob) will summarize the issues from the many e-mails that have been sent out by Cecil Stump, President-Friends of Erie Airport.

The Town of Erie is proceeding at full speed to eliminate crosswind Runway 9/27. It has already sent notice to the FAA requesting removal of Runway 9/27 from the Erie Airport Master Plan and Airport Layout Plan. Although the Town is reluctant to admit it, the runway would be sacrificed to put a walking trail of dubious value along Coal Creek. The homeowners at the Airpark, whose properties have deeded access to the airport and an easement in which obligates the Town to fulfill its legal duty by returning Runway 9/27 to service.

Because the Town has ignored our input, the Friends of Erie Airport have filed an expensive law suit against the Town. Putting Runway 9/27 back into service will be a benefit to the safety of every pilot, present and future, who flies in or out of the airport. That said, The Friends of Erie Airport Runway 9/27 Defense Fund has been established. All donations will go directly to the legal costs. We are asking supporters to donate the equivalent of one tank of aviation fuel to the fund.

Please send your checks to:
 Friends of Erie Airport Runway 9/27 Defense Fund
 c/o Larry Earnshaw-Treasurer
 2385 Cessna Drive
 Erie, CO 80516

Make payable to: Friends of Erie Airport and in memo area "Rwy 9/27 Defense Fund".
 Thanks, Cecil Stump, President-Friends of Erie Airport (Editors Note: edited for space)

The meeting on Feb 23rd accomplished an invite to meet with the Erie Mayor
 (Andrew J. Moore)
 Wednesday, March 17th
 6:30 PM

Hanger of Jerry Gienger, 130 Stearman Court, Erie
 Go North on Bonanza until it ends, turn left onto Commander, go West just before
 Commander ends, brown hanger on right.

We only get one shot like this. Please make an attempt to make this meeting. We need to be cooperative in wanting to solve issues and clearly understand each other's points of view. Several local aviation groups are being rallied to attend and show support for the airport. We need to fill Jerry's hanger with a hundred flyers and others that truly care about the future of Erie Airport. Scott M. Serani, EAA Chapter 43 President. (contents edited for space)

For those that are eligible to vote in the Town of Erie. You can check the website of
 Joe Wilson. He is running for the position of mayor.

<http://www.wilson/mayor.com>

Young Eagle Report

Myles and his wife Nila and I are ready for our first Rally. As you all know, it's March 6th. Kids from Legacy High School start arriving at 9 AM and then another wave arrives at 10 AM. We believe we have everything set and ready. I have contacted all my volunteers and they are excited about our first event of the year. If you have not signed up to help, you are still welcome. Our pilot briefing will be at 8:20 AM and lunch will be served for all the volunteers after the flights. We will be having a formal Ground School taught by Don Smith in the FBO.

Thanks to all the volunteers that make our chapter happen. Have a great month. See you at the chapter meeting March 13th to give you some numbers from this Rally.
Art Schwartz and Myles Lee

Upcoming Young Eagle Rally's

May 15	Erie Town Fair EIK (walk in)
June 19	EIK (pre-registration)
July 17	EIK (pre-registration)
August 21	EIK (pre-registration)
September 18	EIK (pre-registration)
October ?	EIK (Legacy High School)

Pilot's Tip of the Month

U.S. Approach: Controlling Airspeed

Begin to slow the airplane down well away from the airport. That really begins about 20 miles from the airport. Why do we do this? Well, it will give us more time to think, it will also put us in a better position to descend when the time comes to descend.

Get the speed down, put out ten degrees of flaps. This will assist you in any descents you have to make and give you time to think. Use the landing gear if that is appropriate in the airplane you are in. Don't be afraid to slow down your airplane. Just because others on the approach may be doing 170 to 210 knots— might be jet traffic for instance— the fact that you are going to fly the airplane at 100 knots is of no consequence to anyone else. ATC will sequence you appropriately. Bob Nardiello

From Pilot Workshops

You Need a Laugh

The Greatest Lies In Aviation

- ◆ We shipped that part yesterday. We'll be home by lunchtime.
- ◆ Of course I know where we are. We will be on time, maybe even early.
- ◆ Your plane will be ready by 2 o'clock. Sure I can fly it — it has wings, doesn't it?
- ◆ I fixed it right the first time, it must have failed for other reasons.

Roger Standard is selling his 1/4 share of this RV-6A N167CS w/ O-360 hangered at Vance Brand in Longmont. Contact: n5773a@hotmail.com




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Vector FBO and Flight Training. Jason Hurd runs a first class business at Erie Airport. Contact him at 303-664-0633 or www.vectorair.net

Next Chapter 43 Meeting is a *"FIELD TRIP"* to Dan Murray's Hangar in Longmont – Saturday, March 13th at our normal 7 pm. Dan is going to be sharing that colorful past of his with us and touring us through his hangar/museum of memorabilia. For those who have been there in the past, we are sure you will find it every bit as enjoyable as before. For those who don't know Dan, you will find this session very informative and entertaining. *(BRING A FOLDING CHAIR)*

To get to Dan's Hangar: Heading north on Airport Road, turn left on St. Vrain Road, pull into airport entrance and drive straight (do not take the left or right forks in the road). Dan's hangar is the southernmost hangar on the right (extra large hangar).



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Mile High Flyer
EAA Mile High Chapter 43
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FIRST CLASS



The next Chapter 43 meeting will be at Dan Murray's hanger at Vance Brand Airport in Longmont on March 13th at 7 PM