

**August
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Founded 1957
**MILE HIGH
FLYER**

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VIEW THESE PICTURES AND OTHERS ON THE EAA WEBSITE

**NEXT MEETING FOR CHAPTER 43
IS ON AUGUST 13TH. AT 7PM
LOCATION IS AT THE HOME AND HANGER
OF CLIFF AND PATTI LEE BEGNAUD**

The meeting on July 9th. was an outside event. Due to the heat in the upper meeting room Mark decided to use the grass carpet outside. Good choice.

Visitors last month were Darci Wert of Centennial, CO, Dave Johnson of Erie, CO, Neil Bresler of Lafayette, CO, and Alan Elder of Denver, CO. Welcome

Correction: Tom Young owns a one of a kind Artic Fox, not a Kitfox referred to in the last issue. N850AF was designed and built by Tom. It has a 39 foot wing span, 205hp 0-360 Lyc. 77 gal fuel, four seats, 1200 lb. empty wt. Exceptional short field performance. Tom does mean field. The plane doesn't need a runway as our program that night detailed. Thanks for the video.

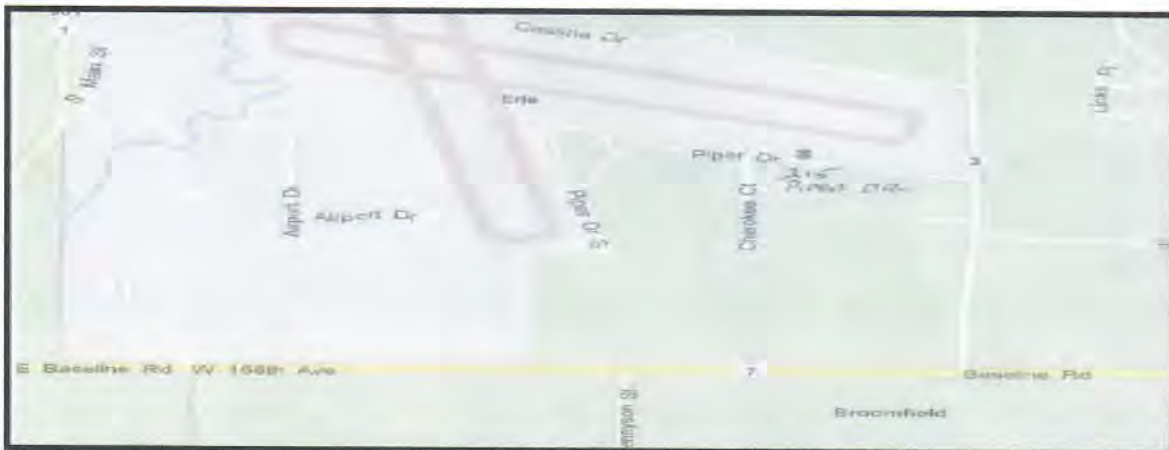
R.M.R.F.I. Chapter Award Winners: Cliff Goldstein took 2nd. Place in "Custom/Modern" with his Thorp T-18. Terry Jackson took 1st. In "Homebuilt, All Metal" with his RV-6. Doug Isern took the "Oldest Registered Aircraft" award with his 1941 Navy N3N-3. Congratulations

Meeting Schedule: August: Oshkosh Debrief at Cliff and Patti's. **September:** Meeting at Lynn Miller's with an explanation of his EZ and a computer "Power Point" presentation of flying in Australia by Joan and Ueli Hauser. **October:** TBA, Brent Olsen on the wiring of aviation electronics and instrument panels. **November:** Lothar Klingmuler's trip to Central America.

New Meeting Room: Starting in October, we will meet in the Mount Evans room at Jeffco.

Bob Wilson, Chapter Treasurer reported we still have money in the bank

Map to Cliff and Patti Lee's house. Take Baseline Rd. (7) to Bonanza Dr. and left to Piper Dr. Or Take Airport Dr., run quickly across RWY 33. Watch out for rabbits and fast turning props.



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EAA AirVenture Oshkosh 2005: "One of the best-ever." Tom Poperezny.

Estimated attendance: Approximately 700,000 (increase of nearly 7 percent over 2004)

Total aircraft: More than 10,000 aircraft arriving at Wittman Regional Airport in Oshkosh, as well as other airports in the Oshkosh area.

Total showplanes: 2,927. That figure includes 1,267 homebuilt aircraft (record total), 924 vintage airplanes, 386 warbirds, 196 ultralights, 130 seaplanes and 24 rotorcraft.

Commercial exhibitors: 789

Registered international visitors: 1,813 from 65 nations. Top nations registered: Canada 424, Australia 290, Germany 170, Brazil 148, South Africa 121. NOTE: This total includes only non-U.S. visitors who register at the International Visitors Tent, so the actual international contingent is undoubtedly larger.

Media: 904 media representatives on site, from five continents (2004 total: 711 media representatives).

Comments from EAA president Tom Poberezny: "There were three factors we could see that contributed to the attendance increase this year: the switch to a Monday-Sunday format, which better suited people's travel patterns; ideal weather; and the incredible depth and the variety of the programs in 2005."

"There's something at Oshkosh for everyone in aviation. Every day there was something new--a new announcement, an unveiling--and it makes me proud to know that the industry looks upon Oshkosh as the place to be to make their announcements, to unveil their innovations. It's truly become aviation's premiere event, and EAA AirVenture Oshkosh mirrors us as an organization. This isn't an air show; this isn't an event. It's EAA, our chapters, our outreach programs, our homebuilders, vintage...every program, everything we do as an organization takes place here in one week, not to showcase it, but it represents what the organization is."

UPCOMING: Antique Airplane Association, Nebraska Chapter FLY-IN August 26, 27, 28 at Minden, Neb. Contact: Todd Harders 308-485-444-, 308-380-5079 or Mike Nelson 308-996-4356, mvnelson@nctc.net

Promoting aviation safety through education and support to EAA's

FAA Safety Program

FAASafety.gov

Register for Aviation Safety Information

Mile High EAA
Chapter 43
Denver, Colorado
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FAA FACT SHEET

2005 Summer Travel Outlook

The summer travel season, with its high demand and reduced capacity in the domestic airline system, challenges travelers and the Federal Aviation Administration.

It's FAA's responsibility to keep air travelers moving safely and on time. Traffic is back above pre-9/11 levels at most major airports. Air travelers have more choices to more destinations at more times. There are more jets flying and all of them are flying at maximum loads. That means travelers have less flexibility if weather or other reasons cause a flight to be cancelled. Since summer brings large, severe thunderstorms that are unpredictable and cover hundreds of miles, we know they will disrupt air traffic.

To address increasing demand for our airways, we've already opened new runways that have added an extra million takeoffs or landings we can handle each year. Over the next five years we will add the ability for another million more takeoffs or landings.

Our new, modern air traffic system can handle more planes safely and with 99.9 percent reliability. This means travelers will rarely be delayed by failure of air traffic equipment. New air traffic control procedures also help us expand capacity of the airways. For example, we have new equipment that allows us to reduce the distance certain aircraft flying between 29,000 and 41,000 feet must stay apart, vertically. Because of the new equipment, we can do this with no decrease in safety. This has doubled the capacity of the airspace between those critical cruising altitudes.

Other new equipment has allowed us to improve the precision of the automated guidance we give aircraft during departures and landings. This significantly reduces routine controller-pilot communications, allowing more time for pilots and controllers to handle other safety-critical flight activities.

More importantly, we have improved communication among the airlines and the FAA. For example, airlines are improving the data they enter into our flight schedule monitor system so it will more accurately reflect the latest airline schedule plans. This allows us to take advantage of unused airport capacity created when flights are rescheduled or cancelled. We talk to the airlines every two hours during the busiest portion of the day to determine what more we can do to ensure safety and speed traffic. Our Tactical Customer Advocate helps our controllers get traffic back on track when weather causes aircraft to land at unplanned destinations.

The FAA is also giving travelers real-time information about delays, weather, and other problems. This information will help travelers understand their travel options. For example, Fly FAA at <http://www.fly.faa.gov/> packages information about airport and airline delays, weather, and security wait times into a single, convenient source for travelers. We also have a companion feature called Fly FAA Wireless at www.faa.gov/wireless. This service transmits up-to-the-minute airport delay and weather information to web-enabled cell phones or other personal electronic devices. It also offers easy access to airlines' specific flight information.

If you are flying this summer, these tips should help you reduce the chance that you will be delayed:

- Fly as early in the morning as you can.
- Fly during non-peak days...Sundays, Mondays, Thursdays and Fridays can be particularly busy, as well as the specific hours of 4-7 p.m.
- Fly direct if you can...if you need to make a plane change, try to connect through a secondary airport rather than a major hub.

FUN PAGE

RETROFIT COCKPITS FOR YOUR AIRPLANE



C-150 CITATION



KITFOX 320



Cub 16



RV 777

A & P Rating: Enables you to fly grocery supplies.

Angle of Attack: Pick-up lines that pilots use.

Barrel Roll: Unloading the beer for a hanger party.

Dead Reckoning: You reckon correctly, or you are.

De-Icer: De person dat puts de ice on de wings.

Dive: Pilots' lounge or airport café.

Flight Plan: Scheme to get away from home to go flying.

Hanger: Home for anything that flies, mostly birds.

Pitch: The story you give your wife about needing an airplane to use in your business.

Pitot Tube: On long flights, something into which the pilot can pitot.

EAA Mile High Chapter 43

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Mile High Flyer
 EAA Mile High Chapter 43
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FIRST CLASS



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