Mile High Flyer

The Official Newsletter of
The Experimental Aircraft Association,
Chapter 43
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President's Corner - by Chapter President Dan Hensley

Last month I wrote about a flight from KBJC to Sterling (KSTK) as part of the Colorado 99s Poker Run. I had tried several times to make it to some of the Wyoming destinations, but each time the weather refused to cooperate. It was either exceptionally windy or IFR, usually Low IFR.

This year, it was déjà vu all over again. I thought it would be easier to reach more destinations since the summer had been so hot and dry. Expecting the usual morning VFR conditions we'd seen for most of the summer, I planned to fly with a friend to Fort Morgan (KFMM) and Akron (KAKO).

The morning of our planned flight, I was surprised to find that the weather to the east and north was…Low IFR! What is it about the Poker Run and LIFR? Thankfully, the forecast called for improving conditions as the morning went on. My friend and I decided to meet at the airport and monitor the weather to see if it improved enough to make the flight.

Even though I have my instrument rating, I don't fly in instrument meteorological conditions (IMC) very often, so my personal minimums are considerably higher than the approach minimums at my destination airports. In fact, I hadn't flown in IMC for a little over a year, so LIFR was out of the question.



As we waited, the weather began to improve, although the cloud layer was still extensive. We filed an IFR flight plan to KFMM, preflighted the airplane, and departed. The cloud layer was several hundred feet thick in most places and thicker in others. The conditions turned out to be ideal for some enjoyable IMC flying. There's nothing like entering a cloud layer, seeing nothing but gray for several minutes, and then popping out above it into bright sunlight with white, pillowy clouds all around. Cloud surfing is an incredible experience!

Apparently, plenty of other pilots thought the conditions were ideal, too. Flight school airplanes were out in force, seemingly all headed to Greeley to practice approaches. I heard ATC tell one pilot that the hold time at Greeley was about 45 minutes. Several pilots took the suggestion to divert to Cheyenne instead.

In the end, it was a wonderful flight that left me with a big smile and a nice confidence boost.

On another note, a reminder that chapter officer and board member elections will be held at our November meeting. Please consider running for a position, particularly the open Vice President and Secretary positions. We also have two open Board Member positions. Most of these roles don't require a huge time commitment, and we need your help to keep the chapter going!

This year, we need nominees for **Vice President**, **Secretary**, and two **Board Member** positions.

Here's a quick recap of the positions:

President – Leads the chapter, serves as the primary contact with EAA Headquarters, appoints committees, and runs meetings.

Vice Presidents – Line up speakers and generally assist the President with chapter activities.

Secretary – Takes meeting minutes (membership and Board), works with the Membership Coordinator to maintain the membership roster, welcomes guests, and tracks attendance.

Treasurer – Handles the chapter's bank accounts, financial records, and annual filings.

Board Members – Provide high-level leadership and strategic oversight.

Finally, dust off your best chili recipe for the chili cookoff immediately following the chapter meeting! Jackie has won the past two years and welcomes the challenge of being dethroned as chili master. Bring your best effort!

Next Gathering – Saturday, November 7, 2026, 10AM-1PM
@ the Flatirons Room in the Terminal Building at RMMA (BJC).
CHAPTER ELECTIONS!
Annual Chili Cookoff following the meeting! Sign up to bring chili, fixins, sides, or desserts at
https://www.signupgenius.com/go/20F0C49A4AA23AAFF2-67145262-eaachapter
Donuts, coffee, juice, drinks, cutlery, and paper goods are provided.

In this issue:

- Calendar Notes – The regularly scheduled IMC meeting for November conflicts with Thanksgiving Day and is canceled; the December IMC is rescheduled to December 17th.
- Chicken Wings, page 4 – Looks like Chuck has been reading his Heinlein! (See: "The Tale of the Man Who Was Too Lazy to Fail")
- Also on page 4, see a brand new column by Scott Serani on AirVenture Chapter camping and Kid Venture activities!
- On page 7, another article from 43's 2025 Ray Scholar, Anna Johnson!
- This month's meeting includes Chapter Elections, PLEASE consider running for any of the officer positions, and we also have at least 2 Board positions to fill.

Upcoming Events Calendar

2026 CHAPTER EVENTS

NOVEMBER

Sat	7	Chapter Meeting at the Flatirons Room at BJC, 10AM – Chapter Election Day!
Mon	16	Chapter 43 VMC Club, 6PM, live and virtual, contact andresmith76@outlook.com
Thu	26	Chapter 43 IMC Club, 6:30PM, **CANCELED** due to conflict with Thanksgiving Day

DECEMBER

Sat	5	Chapter Meeting at the Flatirons Room at BJC, 10AM, see page 2 for details
Thu	17	Chapter 43 IMC Club, 6:30PM, live and virtual, contact llearnsh@gmail.com, **RESCHEDULED** from Christmas Eve
Mon	21	Chapter 43 VMC Club, 6PM, live and virtual, contact andresmith76@outlook.com

2026 AREA EVENTS

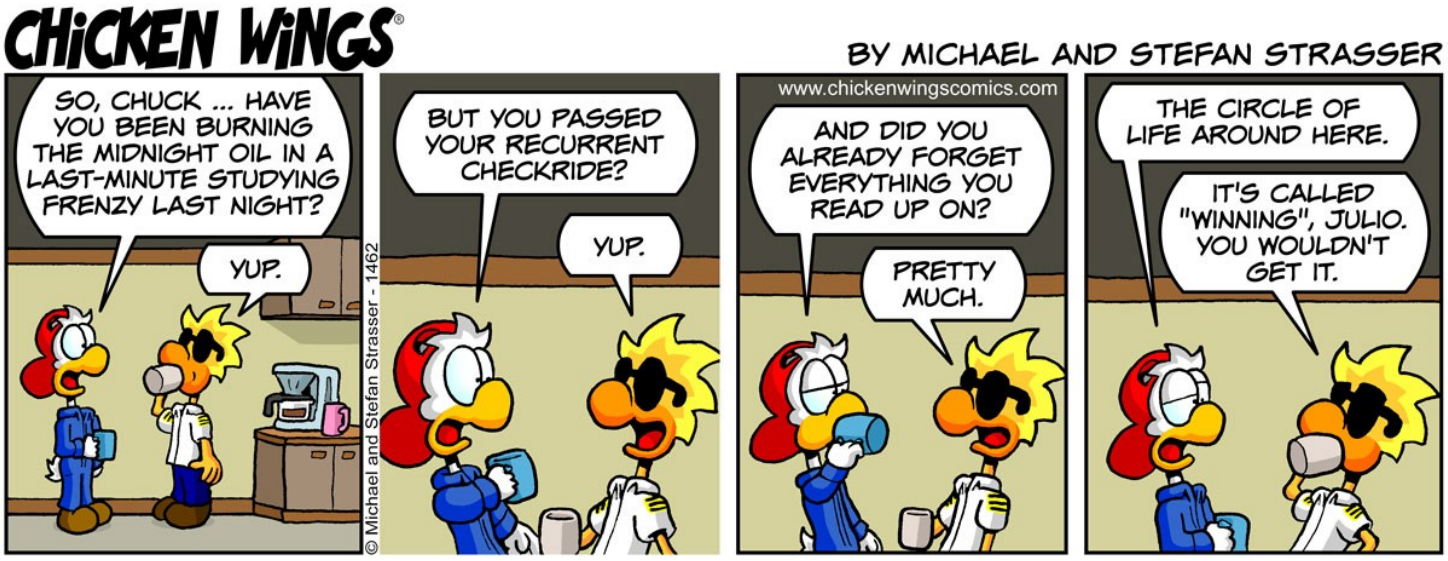
NOVEMBER

Wed	4	VAA Chapter 42 Meeting, KBDU, 6-7PM, https://chapters.eaa.org/eaa1627/event-calendar
Sun	8	Chapter 648 Annual Chapter Meeting, KLMO, 9:45AM, https://chapters.eaa.org/eaa648/event-calendar
Wed	11	Veterans Day,WotR Air & Space Museum, 10AM-5PM, free admission for veterans and active duty military personnel, https://wingsmuseum.org/events/veterans-day/
Wed	11	Chapter 1627 & VAA 42 Movie Night, KBDU, 6-9PM, https://chapters.eaa.org/eaa1627/event-calendar
Sat	14	KAPA Breakfast Fly-In: Food Drive 2026, Exploration of Flight*, 9:30AM-12:30PM, https://wingsmuseum.org/events/breakfast-fly-in-food-drive/
Wed	18	Chapter 1627 Meeting, KBDU, 6-8PM, https://chapters.eaa.org/eaa1627/event-calendar
Fri	20	Chapter 301 Meeting, 6:30PM, see https://www.eaa301.org/membership
Sat	21	KAPA Astronomy Night: Planet Party, Exploration of Flight*, 5:30-8:30PM https://wingsmuseum.org/events/astronomy-night/

DECEMBER

Wed	2	VAA Chapter 42 Meeting, KBDU, 6-7PM, https://chapters.eaa.org/eaa1627/event-calendar
Mon	7	International Civil Aviation Day
Wed	9	Chapter 1627 & VAA 42 Movie Night, KBDU, 6-9PM, https://chapters.eaa.org/eaa1627/event-calendar
Sat	12	Chapter 648 Christmas Party, KLMO, 9:45AM, https://chapters.eaa.org/eaa648/event-calendar
Wed	16	Chapter 1627 Meeting, KBDU, 6-8PM, https://chapters.eaa.org/eaa1627/event-calendar
Fri	18	Chapter 301 Meeting, 6:30PM, see https://www.eaa301.org/membershiphttps://www.eaa301.org/membership

* Most events at Wings Over the Rockies Air & Space Museum and Exploration of Flight require ticket purchase. That's not a bad thing, it keeps the museums running!



Oshkosh 2027 – Chapter 43 *(by Scott Serani)*

At the October meeting of 43, we introduced to those who were there the concept of trying to re-ignite that presence that Chapter 43 had for so many years at Oshkosh via a request that came directly from EAA KidVenture. They asked if we would consider bringing rib building back to KidVenture – an endeavor we had led for so many years in the past.

So, a group of six of us (Cliff Goldstein, Jeff Jones, Michael Savino, Steve Beach, Dave Shenk and I) embarked on seeing if we could recreate everything we'd need. The short answer is YES. We found all the drawings. We successfully sourced all the materials and machinery necessary to produce the parts.

We then confirmed with KidVenture that we were committed to moving forward. Needless to say, they were thrilled. They earmarked a booth in the new KidVenture *(air conditioned I might add)* building for us. They have reserved six campsites in Camp Scholler amongst all the other KidVenture volunteers for the week which would allow us to have a Chapter presence as a compound – for those who participated in the past, you'll recall just how much fun we had in the afternoons and evenings camping as a group.

What now you ask???? Now we start planning. In a perfect world where 43 was staffing the entire effort at Osh, we'd need enough volunteers (including family members and friends) to staff 14 shifts (two – 4 hour shifts per day x 7 days) at a minimum of 9 volunteers per shift. That's 126 total shifts. We're now starting to look to fill those shifts with folks who want to go to Osh this year and are willing to commit somewhere between 4 and 7 shifts for the week. *For those who are unaware, EAA provides free AirVenture daily passes and lunch for volunteers the day of their shift(s).*

In the coming months, I'll be starting to communicate more and more with those interested in participating in our effort. We're going to want to know who might be interested in volunteering some rib building shifts. Who is interested in camping in the Scholler compound or plans on other accommodations? You bringing family members or friends with you who would also be interested in volunteering some shifts?

For now, if you are indeed thinking about going to Osh this year and want to keep abreast of details as we get closer and closer, send an email directly to me at scott.serani@gmail.com. I'll be assembling a master email list of all who express an interest and thus keep the communication flowing.

Let's see if we can rebuild that Chapter 43 presence at Osh like it was pre-Covid!!!

P.S. If I hadn't mentioned it before, rib building is not exactly a high-tech skill. We can teach you what you need to know in about a minute and a half and it is a lot of one-on-one fun with the kids.

We had a great Young Eagles season, flying 252 flights! Since the program started in 1992, we have flown 6923 with 131 pilots. There should be more. My understanding is a past coordinator didn't send several years' worth of paperwork to Oshkosh. I would like to find this person if still alive. Anyone know anything about Kirby White? To all volunteers thank you for your commitment to the program. Hoping you continue to volunteer in the New Year!
Clifford Hasenbalg
EAA Chapter 43 Young Eagles Coordinator
3/359-2758 c, txt



Chapter Name Tags
Want an official chapter name tag? See Herrill Davenport. Payment to Herrill is requested before the tags are ordered, $9.75 for a pin fastener or $10.75 for a magnetic fastener. He'll have your name tag at the next meeting!

Social Media Co-Coordinators Robert Beuligmann and Jen Hensley
Robert and Jen administer Chapter 43 accounts on Facebook, Instagram, and X but they need content! Send Chapter announcements and project/flight/event pictures and stories to RobertBeuligmann@gmail.com or jenh.hensley@gmail.com. Links to the Chapter Facebook and Twitter accounts are 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 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 X, search for @eaachapter43. **IN ADDITION**, Chapter 43 now has a Discord Server to streamline Chapter communication - to set it up on your computer, phone, or tablet, click on the Discord Server link at the top of the Chapter's homepage at www.eaa43.org.

From Membership Coordinator Mike Savino
It's time to renew your annual membership for 2027! If you've renewed for a 5-year period in the past and aren't sure of your membership status, see me at the monthly gathering or email me at eaa43membership@eaa43.org. You can renew at https://chapters.eaa.org/eaa43/join-or-renew, mail a check to the Chapter (see the address on the last page of this newsletter), or bring a check made out to EAA Chapter 43 or cash ($25 annual, $100 for five years) to the next meeting. Periodically the chapter sends out emails from eaa43membership@eaa43.org to all members.
IF YOU'RE NOT GETTING CHAPTER EMAILS email me at eaa43membership@eaa43.org! And to help prevent those emails from ending up in your spam folder, please add eaa43membership@eaa43.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.
You can also check your membership status in the online roster which you can access at https://roster.eaachapters.org/main, Log in with the login FirstnameLastnameEAA43 (that's YOUR first name and last name) and the initial password mustang. If you still don't have access, contact me at eaa43membership@eaa43.org

Scholarship
The 2027 Scholarship Application is open! Find the link to the application at https://chapters.eaa.org/eaa43/scholarships. The deadline for applicants is November 30th!
The Scholarship Committee
mikesutton@gmail.com, suttonjennym@gmail.com

CLIFF's NOTES NOVEMBER 2026

Time to spare, go by air… This morning, Friday the 30th of October, was a foggy morning with light rain showers and low IFR for the first half of an intended flight to Chicago. With the fog lifting around 10:30 we put the ride off till tomorrow. We could have gone but going into Shamburg at dark did not appeal to me along with a late start. Tomorrow looks a little better with an early start.

It seems, according to my log book, I've done a bunch of local flying, including some upside down therapy with Anna McAuliffe. She's heading off to the Antarctica Station for 6 to 9 months so inversion therapy was just the cure for those right side up blues. Young Eagles was fun but of note was a trip to Salida I took last week.

Thursday we had some clearing but there was quite a bit of mountain obscuration. There was a pretty good window Friday before the mountains got socked in for the weekend.

Friday I headed off into the hills with some "low" level obscuration still hanging out from the day before. I decided two course of actions, one to be high enough not to bump into anything and also go around as much as possible. Did I mention moderate turbulence. Climbing to 16,000 feet, I found perfectly smooth air with a 60 knot headwind on the nose. I thought that was a good trade off. After crossing just south of Kenosha Pass I began a slow descent into the Arkansas valley, under a cloud deck that had just dropped rain on Salida.

It was great to pull up to my hanger, push Lil in to sleep and head to our friends. The passive solar heating was working perfectly, as warm water was warming the floor even on this dreary day. This was a weekend of work helping get the place ready for winter. Saturday and Sunday were both rainy and cloudy. I got much done around their home as well as some much needed writing on my Belfast journal which is finally done.

I expected the Monday ride home to be bumpy. With full fuel, Lil did a good job of climbing over the first ridge heading home. I settled in at 12,500 as the mountains were giving me a break with a smooth ride this Monday afternoon. Coming over the rocks, there was a rookie in the tower at BJC but with a little help from someone over his shoulder, I passed quickly through their airspace and continued my decent into Erie. Landing for me on 16 affords a land long and taxi to the end to exit to my taxiway at the beginning of 34. The pattern is typically 34 but the students tend to switch at a moment's breath of southerly wind, to my benefit. Bobbi had the hanger door open as we were relegated to hosting a dinner and would just make it.

A friend had a medical situation and thankfully turned out well and they are back home.

More next month and the trip to Chicago. Next stop is the conditional for Lil in November after the Chicago trip.

Mountain Flying
By Anna Johnson, Ray Scholar 2025

It's impossible to fly in Colorado without using the mountains as navigation: if you're flying towards the mountains, you're going west. If they're on the left, you're flying north. However, pilots as a general rule do not fly in or over the mountains in small airplanes. This is because the mountains offer very few places for emergency landings - the small sections of flat land are covered in rocks or trees. Small airplanes stay closer to the ground, therefore the glide distance is much less and the landing options are fewer.

Generally along the valleys there are better possibilities - a road or a sandbar. Additionally, at such high altitudes, climb performance is very low. If you fly down a tight valley at a low altitude and the valley starts climbing faster than the plane is able, there is no room to turn around and you will hit the terrain. All these things and more need to be considered when flying through the mountains.

Recently, my instructor took me for my first mountain flight! We flew to Leadville, the highest paved runway in North America, and to Salida. To get there we had to go through a pass that was all the way up at 13,000 MSL, so we had to go through at 13,500! It was the highest I've ever been in a non-pressurized aircraft.

Part of mountain flying is knowing when we need to have oxygen available. Since supplemental oxygen is required for the flight crew when flying above 12,500 feet for more than 30 minutes, we monitor and record the times that we are actually that high. Most of the time, we can get by without oxygen. We were only above 12,500' for about five minutes, so we never even got close!

After landing at Leadville and having lunch, we met some guys from Airbus who were testing out a new high altitude helicopter. Apparently it's common to test out engines and aircraft at Leadville because if they work up there, they will work at a lower altitude.

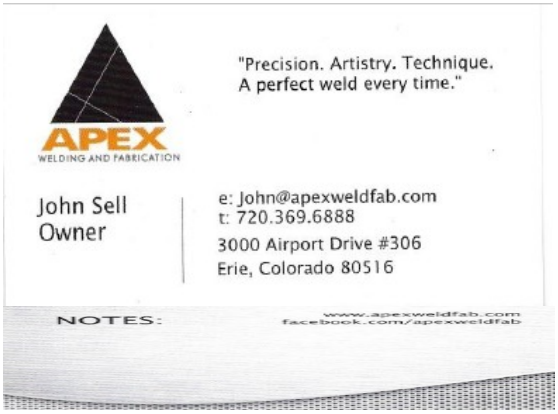
Taking off from Leadville is very difficult when going to the north because you must immediately turn left to get away from rising terrain. To the west, the terrain drops, so even if you are only one hundred feet above ground, turning that direction will help you gain altitude. Thankfully (or sadly), we took off to the south, where we actually descended to our cruising altitude!

From there, we followed the river all the way south to Salida and landed. Salida is built on a plateau, which creates an interesting and potentially dangerous effect where you feel too high above the ground.

After Salida we flew back over the hills north to Centennial, west of Pikes Peak. Due to convection, the air was much rougher on the way back than it had been on the way out. The sun heats the air which rises off the peaks and makes the air bumpier than the cool mornings.

Overall I learned a lot about performance and planning ahead in situations where not doing so can be deadly. As a missionary pilot, I might end up flying in a mountainous region like Papua New Guinea, so this was a very useful lesson. Useful, but expensive - we took the Cessna 182 which has more horsepower (230hp!) and the whole trip was $766.50, not including instructor expenses. :(

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



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

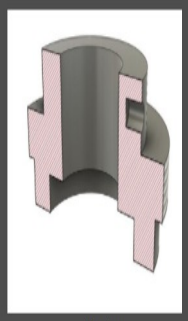
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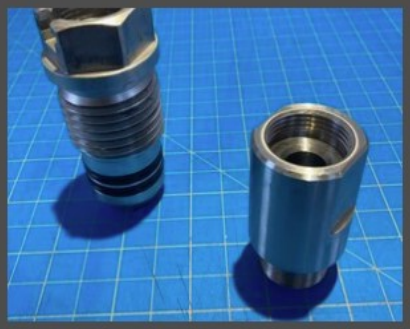
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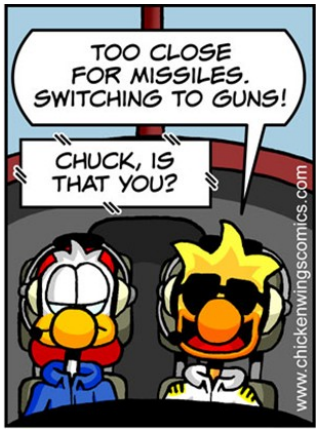
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No, not that Chuck!



MILE HIGH EAA Chapter 43 Minutes
OCTOBER 3, 2026

President Dan Hensley opened today's gathering at 10:00AM.

WELCOME – President Dan Hensley

SOCIAL TIME CONVERSATION STARTERS

1. Change my mind: certificated or experimental?
2. What aviator (past or present) do you wish you could spend some time with?

Reconvened at 10:30AM

VISITORS & NEW MEMBERS

Name? Where are you from? How did you hear about Chapter 43?
What is your involvement with aviation (if any?) Want more info? eaa43.org

Helen has been flying for a year and is working on her instrument rating. She's local to Broomfield and works in biotech. She's taking aviation as far as it goes!

Finn is an Eagle Scout from Dan's son's troop. He went to St. Louis College and wants to work as a CFI on path to the airlines.

Roman is from Golden and found 43 online. Currently working on his private and planning to go to the airlines.

Phil is a pilot and creates software for general aviation. He's looking for product suggestions and flying with friends.

Ren is 20 hours into his private and wants to fly commercial.

CHAPTER BUSINESS

UPCOMING EVENTS

Chapter Events

- VMC Club – Monday October 19, 6 pm in the BJC Terminal's Flatirons Room.
- IMC Club – Thursday October 22, 6:30 pm at Larry Earnshaw's hangar at Erie.
- Young Eagles – Saturday October 17. Cliff Hasenbalg said signup was full in 36 minutes, including the wait list. Chapter 43 will fly its 7000th Young Eagle in late 2027 or early 2028. Herrill Davenport has reached 700 Young Eagle flights! Currently 4 pilots for the October rally, need more. There were 10 pilots at the September rally, Cliff was in heaven! Thanks, volunteers! Cliff noted that new-to-us pilot Lisa Fusano has over a 1000 Young Eagle flights!
- Young Aviators – (on hold) – need to recruit youth and mentors. Dan was recently contacted by Michael Burke from Rocky Vista High School's Aviation program to partner with Chapter 43. Dan will meet with him and find out what's needed. Robert Beuligmann has contacts with the St. Vrain High School Aviation program.
- Next chapter meeting – Saturday November 7. **Chapter elections!**

Area Events

99's 2026 Poker Run – Fly or Drive – September 1-October 17.
Chuck Kubin – Exploration of Flight Corvette Day next Saturday and Sunday, 9/12-13. Check the newsletter for more!

HELP WANTED

- Builders Club – need a coordinator and meeting location
- AirVenture Committee (more to come below)
- Young Eagles
  - Pilots Needed!
  - Need ground support

NEW COMMITTEE

- AirVenture
  - How do we make AirVenture more meaningful to the Chapter?
  - Group campsites
  - EAA National asking Chapter 43 to commit to KidVenture again (rib building)

Scott Serani – History – We were first recruited for KidVenture rib building in the mid '90s. It evolved to the B25 simulator, and Chapter 43 sent up to 75 volunteers to OSH, many of whom camped together. Then Covid hit; Young Aviators went dormant and the B-25 was sent to the Pearl Harbor Aviation Museum, and the Chapter suffered. This year at OSH, National approached Scott to revive rib building. He formed a committee with 6 members that met October 2nd to determine if we have the knowledge and capacity to do this. (See page 4 for the current status! – Editor) We need 40-60 OSH attendees to volunteer – you'll get free entry, free group camping, free lunch. National has already guaranteed the campsite. The committee will be communicating to the Chapter regularly; by December/January we need those interested to speak up, and commitments by February. Shifts are 3½ hours long, 9-12:30 and 12-3:30. KidVenture is no longer at Pioneer Field, but in a new 40,000 sq ft **air conditioned** building! The camaraderie after KidVenture is great! Enough cars & drivers to get everyone out for dinner. Jeff Jones noted camping is key to the comaraderie. Scott has negotiated National's 40 hours/volunteer requirement to include the labor making parts ahead of OSH. Need to find a commercial laser to cut wood. 1' x 2" x ¼" plywood capacity. What is OSH? What Sturgis is for motorcycles, OSH is for aviation. We want to use OSH as comaraderie building for the Chapter.

BE THE CHANGE – ELECTIONS

- President (Dan)
  - Leads the chapter, primary contact with National, appoints committees, runs meetings
- ·Two Vice Presidents (Robert, Open)
  - Line up speakers, generally assist
- ·Secretary (Open)
  - Take meeting minutes, welcome visitors and provide visitor signup
- ·Treasurer (Dixon)
  - Handles bank accounts, financial records, and annual filings
- ·Two Directors (Open)
  - High level leadership and strategic oversight

LOCAL AVIATION NEWS

- ·Longmont considering landing fees again
- Erie fee meeting – change TTF fee for hangars, then commercial, then residents so that the no-cost rule is fulfilled. Ordinance needs to change!

SAFETY CORNER – Sarah Winkler, Helicopter Pilot | Army National Guard & Air Methods

Miami Amazon cargo crash. The cockpit voice recorder transcript has been released – 11 times they should have gone around but didn't. The Flight Safety Foundation classifies the event as an ALA (approach & landing accident). Cargo is not held to the airline standards, but still. Chuck Kubin given 3% compliance, how to mitigate? The cockpit problem of (the Captain;s always right" is better for the airlines, but not cargo. The NTSB can recommend, but the FAA has to direct, and they get a lot of pushback from commercial aviation. Plus, if a pilot goes around, there are repercussions. There should be retraining if you do something "unexpected". Jim Wood asked for a show of hands of those who have made a go around, then in the past year, then for the pilots in training, the past 2 months. George Pelletier – the Pilot in Command was low hour - 2nd Officer should have taken over. Need to think about landing before flight – short runway/wind speed/direction.

FEATURE PRESENTATION – Chris Pankratz, Overhauling A Brand New Rotax 912UL Engine: Yes, Really!

Chris provided a teaser presentation on overhauling a 32-year-old Rotax 912 UL engine and his progress on a custom electrical system. The engine is now mounted on the fuselage with the electrical bus powered, and Chris will return for two full presentations: one on the engine overhaul process in December and another on the electrical system early next year.

Engine Overhaul Details

- **Engine Specifications:** The unit is a normally aspirated, 80-horsepower, carbureted Rotax 912 UL that had zero flight time but had been in storage since 1993.
- **Necessity of Overhaul:** Despite being "new," a full overhaul was mandatory due to 32 years of storage, which caused seal/O-ring degradation, potential corrosion, and "at-rest relaxation" of valve springs.
- **Technical Updates:**
  - TBO Extension: Through documentation and process updates, the Time Between Overhauls (TBO) was increased from 600 hours to 1,500 hours.
  - Component Replacement: Work included updating the oil, cooling, and ignition systems, as well as replacing the stator.
- **Research and Documentation:** Chris reviewed nearly 50 Rotax documents, including service bulletins and instructions, to map updates to his specific engine serial number.
- **Cost Benefit:** Performing the overhaul manually saved approximately $15,000 compared to purchasing a new engine.

Electrical System and Current Status

- Installation Progress: The engine is mounted on the fuselage, and the electrical bus has been powered on without any "magic smoking" incidents.
- **Custom Wiring:** Chris is building the wiring harness and panel manually rather than using a ready-made kit.
- **AI Integration:** AI tools were used extensively to generate all wiring diagrams based on Chris's inputs and reviews.
- **Remaining Work:** Final tasks include connecting mechanical linkages and hooking up sensors (temperature, EGT, etc.).

Next Steps

- **December Presentation:** Chris will present the full detailed process of the engine overhaul.
- **Early Next Year Presentation:** Chris will present a deep dive into the electrical system and the use of AI in the build process.

RESOURCES

- EAA Resources
  - ✓ Chapter Magazine
  - ✓ Additional chapter activities and resources on EAA's website
  - ✓ Building an aircraft? Or think you might want to? Check this out!
  - ✓ Explore the EAA website. There are a lot of resources designed to help YOU
- Join EAA Chapter 43's Discord Server

https://discord.gg/RJsNyA96vh

ANYTHING ELSE?

Not this month.

Respectfully Submitted,
Valerie W. Gregory
EAA Chapter 43 Secretary

Parting Shot!

Given October's Safety Corner, this seems appropriate!

"You Can Always Go Around" Song, by Marko R.

Well there I was on some fine Sunday afternoon
just me and my airplane
on a little airport we've never been to before.
We're on short final and nothing was looking right.
I was seeing red over red, white over white
and I couldn't seem to remember how that saying went anyway but
I was staring straight down at the runway
and all I could think of was about setting myself up
to ungraciously dismantle this perfectly good little airplane.
And, then off in the distance, I heard a voice
and I think it was that of my flight instructor saying
"You can always go around".
You can always go around
if it don't look right coming down.
Don't wait until you're sideways, maybe sliding on the ground.
You can always go around.
I know that when, when I learned to fly
my instructor was yelling in my ear
how we're in carb' heat cold, climb out, pitch, flaps to go
take it 'round the patch, one more time again.
But I know now, he was showing me
that's just because the nose is pointing down.
If it doesn't look right,
give it one more try.
You can always go around.
You can always go around
if it don't look right coming down.
Don't wait until you're sideways, maybe sliding upside down.
You can always go around.
You're coming in,
you see you're high and fast,
but your mind is set on somehow getting down.
The runway leads to grass that leads into trees.
Little beads of sweat are dripping from your brow.
You still got time.
Simply change your mind.
It would sure be nice to fly this plane again.
With the wings still straight
this ain't no place to hesitate.
Pitch and power, gear and flaps.
Hey, "Go around"!
You can always go around
if it don't look right coming down.
Don't wait until you're sideways maybe sliding upside down.
You can always…
You can always go around!

2026 Chapter Officers

President	Dan Hensley	7/210-3342
Vice President	Robert Beuligmann	847-921-1692
Vice President	Scott McEwen	3/895-5058
Secretary	Val Gregory	3/908-1252
Treasurer	Dixon Herboldsheimer	3/947-1688

Board of Directors

Dan Hensley (Chair)
Ken Scott*
Scott Serani*
Cliff Goldstein**
Stan Specht**

Alternate Directors
Lynn Briggs
Paul Gauthier

Note: *- 2 year terms expire end of 2026, **- 2 year terms expire end of 2027)

Volunteer Officers

Technical Counselor	Cliff Goldstein	7/280-2916
Technical Counselor	Will Heltzel	3/345-5784
Flight Advisor	Bill Mitchell	3/427-4025
Newsletter Editor	Val Gregory	3/908-1252
Young Eagles Coordinator	Cliff Hasenbalg	3/359-2758
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IT Coordinator	Michael Savino	3/898-8456
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	Jen Hensley	719-338-8468
Safety Officer	Sarah Winkler	3/908-2914
Refreshments	Jen Hensley	719-338-8468
Audio/Visual	Bri an Hartley	9/510-6535
Scholarship Chairs	Mike & Jenny Sutton	7/515-5269
Builders' Club Coordinator	**Position Open**	
IMC Club Coordinator	Larry Earnshaw	7/425-7987
VMC Club Coordinator	Andre' Smith	7/270-5944

CFI's in Chapter 43

Mark Davis	3/425-4080	Bill Mitchell	3/427-4025
Chuck Grow	719-640-2905	Tom Shaw	3/275-0904
Josiah Harmon	425-772-4332	Mike Sutton	3/515-5269
Jeff Hinkle	3/550-2291	Stephanie Wells	3/503-0147

Mile High EAA Chapter 43

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EAA Chapter 43
P.O. Box 1725
Broomfield, CO 80038-1725

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Gatherings are normally held on the first Saturday of each month at 10:00 A.M.—Location determined monthly. See Page 2 for details of the upcoming gathering.