



## *Mile High Flyer*

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



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*November, 2019*

### **CONTACT!**

I've had a hard time trying to think up a theme for this month's message. Today I was driving my grandson Bennett to daycare in the snow and slop that this morning offered. I found myself thinking about decelerating for a turn while the car was on concrete, since there was no one behind me, then slow moving to the turn lane, then turning. In that turn I was thinking that I only had a little bit of friction of the steering tires on the road, and I needed to use that bit of friction to alter my direction, and not brake at all. It hit me - FRICTION, my November message topic. There's friction all around us, and it matters a lot, airplanes too! But what to write about? I STILL don't know.

Friction in engineering school was simple, or was it high school?  $\mu = F/N$ .

$\mu$  is the coefficient of friction, the stickiness so to speak, 1.00 being extremely high, 0.0 being none. N is the normal force, or the force or "weight" of one object on another, like my tire on the road. F is the "force of friction" that resists sliding. On ice,  $\mu$  may equal only 0.1 or less? A dry tire on a dry road, maybe 0.8? You get the idea.

And I remember that static friction, between two surfaces that are not sliding, is higher than dynamic friction which is between two surfaces that ARE sliding. In the case of a tire on ice, the beginning of a slide dramatically reduces controllability. That reminded me of our '68 Beetle, and how I used to love to drive it on snow. I would "goose" the throttle to break the rear end free, and that car slid all over the place. Skids can be fun. Controlled skids, to a 16 year old Phil anyway.

Many times I've looked out the window at an airliner wing. It isn't smooth. The individual panels are smooth, but there are gaps and discontinuities. "Skin friction" arises in the interaction of a fluid, like air, over a skin, like our wing and fuselage. In an airplane, we don't want skin friction. We call it drag. It slows us down and when balanced with thrust, determines our top speed. There are two ways to decrease skin friction. The first is to shape the body so that the flow over it is as smooth as possible. The second into decrease the length and cross section - basically make the object smaller and thinner. Faster wings are smaller, but of course don't fly slowly well. Life is so darned full of tradeoffs. Compare with the wing of a modern, efficient glider. True artistry in aerodynamics.

As I was driving back on that snowy morning, I found myself looking at the relative aerodynamics of motor vehicles. We should all demand cleaner profiles. Saves money, fuel, greenhouse gasses, everything! When we walk away from the salesman of a clunky car, we should say that it looks aerodynamically dirty. That'll get their attention. Use that special knowledge we have as pilots.

If you got this far, thanks. I have a good topic for next month, my next to last.

Safe landings, Phil

### **Next Gathering - [Saturday, November 9, 2019](#)**

**6 PM @ the Mt. Evans Room in the Terminal Building @ Metro Airport (BJC)**

#### *Presentation for the November Membership Gathering*

Jim Dyer, Owner/President of Univair, will present "Univair Aircraft Corporation". Univair owns aircraft Type Certificates for the Stinson 108 and Ercoupe. They hold thousands of FAA Parts Manufacturing Approvals for Aeronca, Champion, Citabria, Decathlon Scout, Cessna, Luscombe, Piper, and Taylorcraft. Jim will speak to us about Univair history & the Dyer family's aviation history, Univair supported aircraft, product lines, seminars, support services, and tips for maintaining our flying stock.

## ***Upcoming Events Calendar***

### **2019 CHAPTER EVENTS**

#### **NOVEMBER**

- Sat 9 EAA Chapter 43 Membership Gathering, BJC, 6 PM (Officer Election Night)  
 Sat 30 DEADLINE for Chapter 43 Scholarship Applications!  
 See <https://www.eaa43.org/scholarships.htm>

#### **DECEMBER**

- Sat 14 EAA Chapter 43 Membership Gathering, BJC, 6 PM

### **2019 AREA EVENTS**

#### **NOVEMBER**

- Thu 7 CABA (Colorado Aviation Business Association) Pilot's Night Out at FlyteCo Brewing, 4499 W 38th Ave Ste 101 Denver Colorado, 6-8 PM. (FlyteCo's president and co-owner is our own Eric Serani!) CABA also addresses general aviation issues.  
 Sat 9 Homebuilt Showcase Fly-In and Pancake Breakfast, 8 AM - 2 PM, Wings Over the Rockies Blue Sky Aviation Gallery at Centennial, Wing's Ramp.  
 See <https://tinyurl.com/y5ux2vbm> for contact information, and the flyer on page 5.  
 Mon 11 EAA Chapter 648 Membership Gathering, LMO, 7 PM  
 Fri 15 EAA Chapter 301 Membership Gathering, South Metro Fire Rescue Authority Building, 9195 East Mineral Avenue, Centennial  
 Wed 20 EAA Chapter 1627 Membership Gathering, KBDU, 6 PM

#### **DECEMBER**

- Mon 9 EAA Chapter 648 Membership Gathering, LMO, 7 PM  
 Wed 18 EAA Chapter 1627 Membership Gathering, KBDU, 6 PM  
 Fri 20 EAA Chapter 301 Membership Gathering, South Metro Fire Rescue Authority Building, 9195 East Mineral Avenue, Centennial

#### **In this issue:**

- ELECTIONS ARE COMING! Nominating Committee members (i.e., the Board of Directors and Chapter Officers) met just before the September pizza party to pick candidates for the open positions and another nominee for Board of Directors has been added since - please see the article on page 11. If you or someone you know wants to run for any position, PLEASE contact the current Secretary in advance of the November meeting. Write-ins at the meeting are also allowed with an announcement to the membership.
- Speaking of the election, our bylaws require a 3-person team to count the vote. The current Secretary is looking for two people to help with the count, probably during the break. Consider it, and she'll ask while the ballots are being handed out.
- Have you gotten an email regarding the 2019 EAA chapter survey? Have you TAKEN the survey? If not, please do so! 20% or better participation from the chapter is one of the 10 criteria that National uses to determine outstanding chapters and also to determine chapter leadership training needs, etc. Please complete by Sunday, December 1. Find it here - <https://www.surveymonkey.com/r/WBMSXH>
- Since I currently 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](mailto:newsletter@eaa43.org). Then come to the next chapter membership gathering 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. I'm still struggling with input that's not electronic, but you can email [newsletter@eaa43.org](mailto:newsletter@eaa43.org) with anything ya got in electronic format. Be aware that Gmail limits attachments to 25MB, so if it's bigger than that, try multiple emails.

# CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



Heh - reminds me of the blonde who went to the auto parts store looking for a new 710 cap...

## CAN YOU HELP?

At a recent Wednesday lunch at RMMA, chapter members met a couple who used to fly and still love hanging out at the airport. They mentioned attending a Colorado Pilot's Association meeting several years back that featured a program on small Colorado airstrips, private, public, and military, that are no more. Stan Specht would like to know more, and asks that if you know anything about the presentation or speaker, to please let one of the chapter officers know so we can add that to one of our future meetings.

*Want Ads & articles for publication may be sent to the editor - [newsletter@ea43.org](mailto:newsletter@ea43.org)*

## Want Ads

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!

# 2004 Kitfox

## Series 7

### Project Plane



Call- 734-652-1070 or after 2:30 PM 734-735-3784



**For Sale by Owner**

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Rotax 912ULS Engine- 100HP (203.3 hours), Warp Drive Ground Adjustable Prop, Tri-gear configuration (can be a taildragger), Gear Grove, King KY96 Com Radio, King KT76A Encoded Transponder, New Parts, 1320 Certified Max Gross on gear/1430 on floats, Heated Cabin, CD Player and Intercom, Hard Floor Cargo Area.

**\*\* PROJECT PLANE\*\***

**Fuselage and Floor Pans are assembled.**



# HOMEBUILT SHOWCASE FLY-IN — AND — PANCAKE BREAKFAST

## SATURDAY, NOVEMBER 9<sup>TH</sup>

*Located at Wings Over the Rockies' Boeing Blue Sky Aviation Gallery*

Enjoy a pancake breakfast as you watch pilots fly their home-built airplanes. You will then have the opportunity to talk with the pilots/builders of those aircraft.

Aircraft you can expect to see include Vans RVs, Carbon Cubs, Kitfox, and even some custom designs.

[ExplorationOfFlight.org/BlueSky](https://ExplorationOfFlight.org/BlueSky)

WINGS OVER THE ROCKIES EXPLORATION OF FLIGHT  
13005 Wings Way, Englewood, CO 80112 | South side of Centennial Airport



## **Mile High Chapter 43**

### **Denver, Colorado**

### **Saturday, October 12, 2019**

Meeting opened at 6:02 pm by President Phil Brown

#### **ANECDOTE - Scott Serani**

“Life from the Front Porch” – On the first day, the creator made the dog, and decreed that during its 20-year life, the dog would sit by his master’s front door and bark. “That sounds pretty repetitive” said the dog, and he bargained for a 10-year life. On the second day, the creator made the monkey, and decreed that during its 20-year life, the monkey would perform tricks and make people laugh. “Sounds pretty exhausting” said the monkey “I’ll take the same lifetime as the dog, thanks very much.” On the third day, the creator made the cow, gave it a 60-year life and said that it would slave for a farmer for that time. “That’s not much of a life!” said the cow and it bargained for only 20 years. Then on the fourth day, the creator made the human and said that it would have an easy life and love, but only for 20 years. The human said that wasn’t nearly enough time and bargained for the years the other animals had given up. And so it is that the first 20 years of a human’s life is easy and full of love, the next 40 are spent slaving away, the next 10 are spent doing tricks and making their grandchildren laugh, and the last 10 are spent sitting on the front porch and barking at the neighbors! (Thanks to Dave Shenk!)

#### **VISITORS AND NEW MEMBERS**

Please tell us about yourself:

- Name and where you live
- Do you fly? Months? Years?
- Own or rent? Building anything?
- Flying HOPES?
- What led you to us?
- Sign our sheet and get a six-month trial chapter and EAA membership! (FREE!)

John Stewart recently purchased a hangar at Erie (with an attached house) for his Piper PA-12. He’s been flying for 52 years. He’s also selling or renting his former residence in Boulder. John is a former Air Force pilot, and has flown commercial aircraft and experimental jets.

Piper Bailey has been flying since May and is a student at the Colorado School of Mines.

Aurora and her dad are looking into flight training and information on Bearhawk LSA building.

Member Zach Malone asked about the Miller C Bipe shown on the Visitors and New Members slide.

#### **MEETING DEDICATION: JOSEPH-MICHEL AND JACQUES-ETIENNE MONTGOLFIER**

Phil asked for a show of hands of folks who had flown in a hot air balloon; he has a pilot’s certificate.

#### **MAS YOSHIDA - MEMORIAL WALL**

Phil has the 20 minute DVD available for borrowing.

## TRIP REPORTS

Jeff Caine went to Blakesburg, Iowa, home of the Antique Airplane Association, for their annual Fly In over Labor Day in his “girlfriend’s” plane, a J4 Cub. They stopped for a picnic lunch along the way at the Red Oak Airfield near Minden, Iowa. In Blakesburg, they joined 250-300 planes, including other Piper Cubs and Wacos. There is no formal airshow, and landing utilizes a flagman on the landing strip. Jeff met a fellow prosthetic pilot who had flown in his antique Taylorcraft. Jeff was parked next to another J4, which happened to be the one originally built right after Jeff’s. Blakesburg has a 2300’ grass strip. Jeff showed a video of an approach and landing. There was a J4 formation flight!

## PROJECT REPORTS

None

### SAFETY REPORT - Stephanie Wells or Bill Mitchell or...

Jeff Caine practices low density altitude flying, but the landing at Minden was particularly difficult due to high temps. His other piece of advice - MAKE SURE THE GAS CAP IS SECURELY ON! He showed a picture after takeoff following fueling with the gas cap perched precariously outside the windscreen... He also showed a later shot taken between Longmont and Erie of a hitchhiking bee perched on the gas cap.

Phil’s title slide for the Safety Report showed an Airbus 340 whose crew failed to chock the wheels during its first engine run up. The plane drove its nose gear over a large barrier, which resulted in the cockpit breaking off the rest of the fuselage.

### YOUNG EAGLES - Cliff Hasenbalg

The last Young Eagle Event is scheduled for 10/19. 38 kids were signed up as of two week ago. Many are older kids. Cliff is looking for some female pilots to participate and provide role models. He has 10 pilots signed up for the 10/19 event. Chapter 43 has flown 255 kids thus far, and stands to receive \$5 credits per flight from EAA national!

### YOUNG AVIATORS - Scott Serani (whose knees are doing better)

2020 programs are starting. The B-25 is DONE. Last year’s programs had an issue with new kids coming in mid-program, the new programs are not so picky. The first program utilizes \$35 drones with weather, radio, etc. to achieve five certifications leading up to fully licensed drone operators. Cliff Goldstein described the second program of mentored flying - pairing Young Aviators with chapter pilots to help with maintenance, building, etc. in return for airtime.

Young Aviators has events coming up including the Longmont Veteran’s Day Parade, STEM in March, and other Veteran’s Day activities. Phil pointed out that Young Aviators is unique to Chapter 43 and asked for volunteers.

**SCHOLARSHIP** - A Ray Aviation Scholarship, sponsored by EAA National, has been awarded by Chapter 43 to Trevor DeLong, a very impressive sixteen-year-old. We have awarded \$4000 (National, not chapter money) to Trevor to finish his private license.

Piper Bailey, originally from Wisconsin, achieved her private license with a Ray Aviation Scholarship. Scholars are required to be involved with their chapters during their training and encouraged to continue their involvement afterward. Piper was flown to AirVenture and recommends that Trevor be as well. Contact Young Eagles or Young Aviators if you have space next year!

## **AIRVENTURE**

July 20-26, 2020

## **NEW/OLD BUSINESS**

- √ Phil has blueprint plans for a Stitts Playboy - anyone interested.
- √ 2020 EAA Calendars will be available soon, \$14.99 each. A signup sheet was passed around.
- √ From Erie, the FAA has been receiving noise complaints from a resident northeast of the golf course, far from the airport pattern. This individual has been added to the FAA's "chronic complainer" list.
- √ We need a Chapter Calendar Maintainer (was one of Don Smith's roles in the chapter)
- √ We need a Scholarship Fundraising Manager
- √ We need a Publicity Officer (see President's message in October Newsletter)
- √ Model Planes GALORE! Zach Malone said Trever DeLong needs chapter volunteer work, may be able to put models for sale online. Bill Mitchell asked about Phil opening his hangar for a model viewing. Ricky Domenico asked about donations to police departments, etc. Pete Watkins suggested bringing the models to the Longmont Air Show in June.

Stan Specht asked to speak about Don Smith, whose passing was missed in the recently published roster (Val Gregory has let Tim Stansbury, the chapter's Data Base Manager, know about this oversight.) Don was active in the chapter, served on the Board of Directors, and compiled calendar input for current and past newsletter publishers. His wife Pat has donated his books to Chapter 43 and to EAA National. Stan called for a moment of silence.

Respectfully submitted,  
Val Gregory

## **TONIGHT'S PROGRAM** - Chuck Stout, Exhibits Manager at Wings Over the Rockies Museum, "Apollo 101"

In celebration of the 50th Anniversary of Apollo 11 and the Apollo Program, Chuck will talk about the Apollo Program and some of society's benefits.

Chuck noted during his introduction that there are new tiedowns at Wings Over the Rockies' Blue Sky Aviation Gallery at Centennial.

Summing up, Apollo sent 24 Americans to the moon, 12 who walked and 12 who orbited, but in the last 47 years humans have gone no farther than 353 miles. We needed a reason for getting to the moon and we used the Cold War and the policy of mutually assured destruction (MAD). On October 4, 1957 the Russians launched Sputnik 1, while Americans watched the premiere of "Leave It to Beaver". Then less than a month later, they launched Sputnik 2, containing Laika, a Moscow stray dog, the first living creature in space. The United State's first launch, Vanguard on December 6, 1957, failed on the pad. On January 1, 1958 the US used Explorer I, a medium range

missile with instrumentation that proved the existence of the Van Allen Radiation Belts. In September 1959 the Russians crashed Luna 2 on the moon. Luna 3 sent back pictures from the lunar far side. On April 12, 1961 the Russians launched Yuri Gagarin on an orbital flight. The US launched Alan Shepard on a suborbital flight on May 5, 1961. We were behind. President John F. Kennedy proposed lunar exploration to Congress, who responded with vacant stares. JFK then made [his speech to Rice University](#). Chuck suggested that we remember that speech when our projects get tough!

Chuck showed a slide comparing the Mercury, Gemini, and Apollo launch vehicles illustrating how big each had to be in order to carry enough fuel to perform their missions. Mercury-Redstone, carrying one astronaut into orbital flight, was 83.38' tall and weighed 66,000 lb. The Titan II Gemini Launch Vehicle, carrying two astronauts into orbital flight, was 109' tall and weighed 304,000 lb. The Apollo Saturn V, capable of carrying three astronauts along with a lunar lander to the moon and back (except for that lander), was 363' tall and weighed 6.5 million pounds.

The Apollo Saturn V first stage included five Rocketdyne F-1 engines, burning RP-1 kerosene and liquid oxygen (LOX) at the rate of 671.4 gallons/second/engine. The second stage was powered by five Rocketdyne J-2 engines burning liquid hydrogen and LOX. The third stage included the Command and Lunar Modules.

#### The Astronauts

1. They were smart. Most had masters, some had doctorates. Almost all were pilots, most built model airplanes as kids.
2. They were fit - the most thoroughly documented humans ever.
3. They were courageous - military and test pilots.
4. They were tough, trained in desert, mountain, etc. Centrifuge trained as high as 20g.
5. They were articulate - because they were our ambassadors to the world.
6. They were the rock stars of the 60s. They featured in toys, models, books, parades, and owned matching cars (Corvettes). A Florida dealership offered them \$1 annual leases on the 'vettes and at the end of the year, the cars carried the cachet of being driven by an astronaut. Cliff Hasenbalg said the "Remember When" in Denver has one of Alan Shepard's 'vettes for sale.
7. They were humble, and always pointed out the team of scientists, technicians, mechanics that backed them. Note that there was one woman in Mission Control for Apollo 11.

#### Apollo 11 Astronauts and Flight Profile

The astronauts trained as geologists. They trained for working in space collecting, documenting and storing samples. They also spent years in simulator training, some in pressurized pressure suits.

During the Apollo 11 launch, sound pressure dumped ceiling tiles on Walter Cronkite! The launch resulted in a maximum velocity of 25,000 mph, then deceleration to 3000 mph for the transition from Earth to Lunar gravity. After the lunar module separated, Michael Collins in the command module did a visual inspection to check for any damage. Then there was the landing, and Neil Armstrong's first step. Time on the moon was short and scripted. Neil and Buzz Aldrin deployed scientific experiments, and planted a US flag (a little too close to the module). Phil Brown commented on the grid marks visible in the photos shown. Meanwhile the command

module surveyed the lunar surface for future landings.

Space food was pretty bad at that point! But it was the source for mylar food packaging, freeze drying, granola bars, and much more.

Chuck showed a 1963 rendering of capsule reentry. Coasting back from lunar orbit at 3000 mph, accelerating under Earth's gravity to reentry at 25,000 mph - but capsule internal temperature maxed at 88°F. Before reentry, the astronauts changed into isolation suits so any possible contamination (think Andromeda Strain) could be contained. After recovery, they were isolated in an Airstream trailer that could be carried by an airlifter. The US beat the Russians to the Moon, after being behind until the mid-60's during the Gemini program. Apollo 11 was a moment of world peace and unity - "We came in Peace for all mankind." But the cost - NASA's space budget maxed in 1967 at ~5.6% of the Federal budget. It's now at 0.5%, or \$15.8 billion per year, \$1 per American per week.

#### Why Explore Space?

1. It's Good Business! Better living through NASA! ALL open tech. Chuck listed numerous spinoffs in every market, industry, and public service - about 23 areas.
2. Economic Security - it keeps us competitive! Chuck noted imported car dominance, electronics, tools, construction equipment, regional jets. He noted that our current astronauts wear Russian garb. He showed the list of 25 countries with active space programs, 14 of which have or are orbiting satellites.
3. Knowledge - in the last 50 years we've learned more than we had in all the years before. Chuck showed the [Hubble telescope "dark sky" picture](#) - two stars plus galaxies galore! Weather forecasting, ocean temperatures and hurricane tracking, wave heights for surfers and cruise ships. Mapping the ocean's dead zones and geology. Monitoring the ozone hole and glacial melting. Developing theories for the Moon's creation.
4. Our future depends on it! Chuck shared a quote from Carl Sagan - "All civilizations become spacefaring or extinct." Chuck discussed asteroid impacts - we all know about Chelyabinsk and Tunguska, but impacts are evenly distributed across the globe. Chuck showed a timeline of Earth (along with all the extinction events).
5. Curiosity - Space helps us answer big questions that trickle down into benefits for humans and the rest of the Earth.

#### Questions

Why did the Americans land in water and the Russians on land? Answer: Because we launch from the coasts, and the Russians launch from inland.

How many photos from the Moon? Answer: Not that many - a few hundred? The astronauts were able to switch film in space.

Thoughts on private enterprise in space? Answer: Space exploration, like aviation, started as government funded. Aviation was military & air mail, then commercial. Space is transitioning now.

Paul Phillips asked about biological matter found on asteroids. Answer: Evidence says yes, similar to Earth extremophiles. Apollo 14 landed next to the Surveyor probe - its camera still had live Earth microorganisms. Likely candidates for exo-life are the moons of gas giants.

Chuck brought up Jim Lovell's (of Apollo 13 fame) book "Lost Moon". The farthest out we've been since the Apollo missions is 353 mile high for Hubble maintenance. Travel outside the Van Allen Belts requires protection!

## ELECTIONS ARE COMING!

And here are the candidates.

President – Cliff Goldstein

Vice President – Zach Malone and Scott McEwen (choose two)

Treasurer – Miles Lee

Secretary – Val Gregory

Board of Directors, class of 2021 (choose two)

Phil Brown

John Evens

Stan Specht

If you are willing to help the chapter by serving as an Officer or Director, please let the current Secretary know (contact info on page 13) so you can be added to the ballot.



*"Can you teach me how to fly? I'd like to take a vacation every year around Thanksgiving."*



**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.*

## **2019 Chapter Officers**

<b>President</b>	Phil Brown	303-506-3886
<b>Vice President</b>	Cliff Goldstein	720-280-2916
<b>Vice President</b>	Scott McEwen	303-895-5058
<b>Secretary</b>	Val Gregory	303-908-1252
<b>Treasurer</b>	Myles Lee	720-295-8778

### **Board of Directors**

Phil Brown (Chairman)  
 Jeff Jones\*  
 Zach Malone\*  
 Pete Watkins\*\*  
 Stephanie Wells\*\*

(Note: \*- 2 year terms expire end of 2019, \*\*- 2 year terms expire end of 2020)

### **Volunteer Officers**

<b>Technical Counselor</b>	Jim Sutton	303-598-4205
<b>Technical Counselor</b>	John Reuterskiold	303-881-3517
<b>Technical Counselor</b>	Phil Brown (fabric, wood & tube)	303-506-3886
<b>Flight Advisor</b>	Bill Mitchell	303-427-4025
<b>Newsletter Editor</b>	Val Gregory	303-908-1252
<b>Young Eagles Coordinator</b>	Cliff Hasenbalg	303-744-8180
<b>Young Aviators Advisor</b>	Pat Miller	303-666-8233
<b>Young Aviators Advisor</b>	Scott Serani	303-358-2858
<b>Data Base Editor</b>	Tim Stansbury	719-494-7398
<b>Web Master</b>	Steve Paschke	303-451-8490
<b>Safety Officer</b>	Stephanie Wells	303-503-0147
<b>Refreshments</b>	John & Roxie Juul	303-466-2600
<b>Audio/Visual</b>	Herrill Davenport	303-460-7789
<b>Scholarship Co-Chairs</b>	Roxie Juul	303-466-2600
	Zach Malone	443-610-3469
<b>Scholarship Fundraising</b>	<b>(Volunteer Needed)</b>	

### **CFI's in Chapter 43**

Phil Brown	303-506-3886
Richard Brown	303-558-0793
Mark Davis	303-425-4080
Joe Gilmore	720-318-5100
Jeff Hinkle	303-550-2291
Bill Mitchell	303-427-4025
Tom Shaw	303-275-0904
Mike Sutton	720-515-5269
Stephanie Wells	303-503-0147

## *Mile High EAA Chapter 43*

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*P.O. Box 1725*  
*Broomfield, CO 80038-1725*

**First Class**



**Gatherings are normally held on the second Saturday of each month at 6:00 P.M.—Location determined monthly. See Page 1 for details of the upcoming gathering.**