



Mile High Flyer

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



Volume 48 Issue 1

On the web @ www.eaa43.org

January, 2021

President's Corner - by Chapter President Cliff Goldstein

We had a board meeting with most of the members of our new board. During the meeting, we discussed some procedural "stuff" that the board is responsible for. The big topic was what can we do to cause our chapter to continue to be viable during these COVID times. For those of you that read the newsletter, the Zoom meetings we're having require a good deal of planning over a live meeting. And no matter how much ZOOM they've done, our members hang back and don't participate as easily as in our normal in person meetings. So... I'd like to continue to ask you to bring up topics you'd like to discuss during our meetings. If you'll email them to me, even if you don't want to participate, I'll throw the topic open for discussion. Also, please submit pictures of your projects or interesting aviation related subjects. My goal is to continue to have less of a predictable format and drive Val CRAZY trying to take notes regarding where our meetings are going. (Note: The Secretary's husband has said she's crazy for over 4 decades now...Editor)

During the board meeting Will Heltzel brought up a very cool idea regarding an online multiple simulator program that allows a group of Sims do a flyout mission. During these groundhog days, it might be a good deal of fun. He'll be sending out a questionnaire regarding building such a group. Please take a moment to fill it out.

This month a friend donated a couple of welders for the chapter which will end up in the tool crib. For those wishing to learn to weld, I'm looking for a volunteer who'd like to "teach" a welding class. Plenty of steel to play with. I think we could hold welding classes and remain safe from the Virus with strict rules of distance and mask.

And speaking of building. Where is my rag and tube teacher? Would someone experienced in the art of fabric volunteer to teach this aspect?

For either of these two activities, I'm happy to provide the Eclipse "heated" (woohoo) hanger to conduct either of these two schools.

And finally, Proficiency. I'm never afraid to look in the mirror and realize how important training is. I took a short ride over to Greely with Stephanie. Upon returning to Erie, I got the Thorp too slow and probably a foot or so off the ground, I stalled the left wing. Nothing serious but it resulted in a taxi back and another trip around the pattern. (Never put the plane away after a really stinky landing). I was out in the RV last week doing some aero in some turbulent air. To say the least the entry and exits from the maneuvers was sloppy by even my standards. And yesterday, doing T+G in the Thorp, while I was doing everything I could, my control was not at all what I was used to. Unfortunately, 3 months off with a shoulder replacement had taken away some of my reaction time. So, while the skill was there, the timing was way off. I bring this up as we sit with our aircraft cuddled up inside our hangers with the wind howling outside.

The really COOL part of this is that to get me back to the proficiency I'm used to I get to do the one thing I simply love doing, and that's flying more before that next trip. And if you're uncomfortable with your level we have plenty of instructors who just love watching us make really stinky landings. Gives them something to write about. So take a lesson from me, GET OUT THERE AND FLY.

Mitch Lock President of Van's Aircraft will be our guest speaker Saturday night. Mitch has been with Van's for many years. He was their East Coast Rep proofing the build on an RV-14A and finally migrating to Oregon to take over as president of Van's a couple of years ago.

Our meeting will be on Zoom promptly starting at 6:00 PM Saturday night. Please be sure to mute your mic during the presentation, but feel free open up and either ask questions during the presentation or meeting.

We look for all of you on Zoom.

Next Gathering - Saturday, January 9, 2021, 6pm
Virtual on Zoom

6 PM Program by Mitch Lock, President of Van's Aircraft

The program will include a very brief history of the company, Van's continuing involvement, market demands that caused each model to be developed, Van's future (new model?), and EAB liability issues.

Join the meeting with your computer, tablet, or smart phone:

<https://us02web.zoom.us/j/85134620112?pwd=NFZxbGV5ZnFsWjQwMGxEWTKrUitNUT09>

Meeting ID: 851 3462 0112

Passcode: 867873

To dial in by phone:

+12532158782,,85134620112# US (Tacoma)

+13462487799,,85134620112# US (Houston)

Dial by your location

+1 346 248 7799 US (Houston)

+1 669 900 9128 US (San Jose)

+1 253 215 8782 US (Tacoma)

+1 312 626 6799 US (Chicago)

+1 646 558 8656 US (New York)

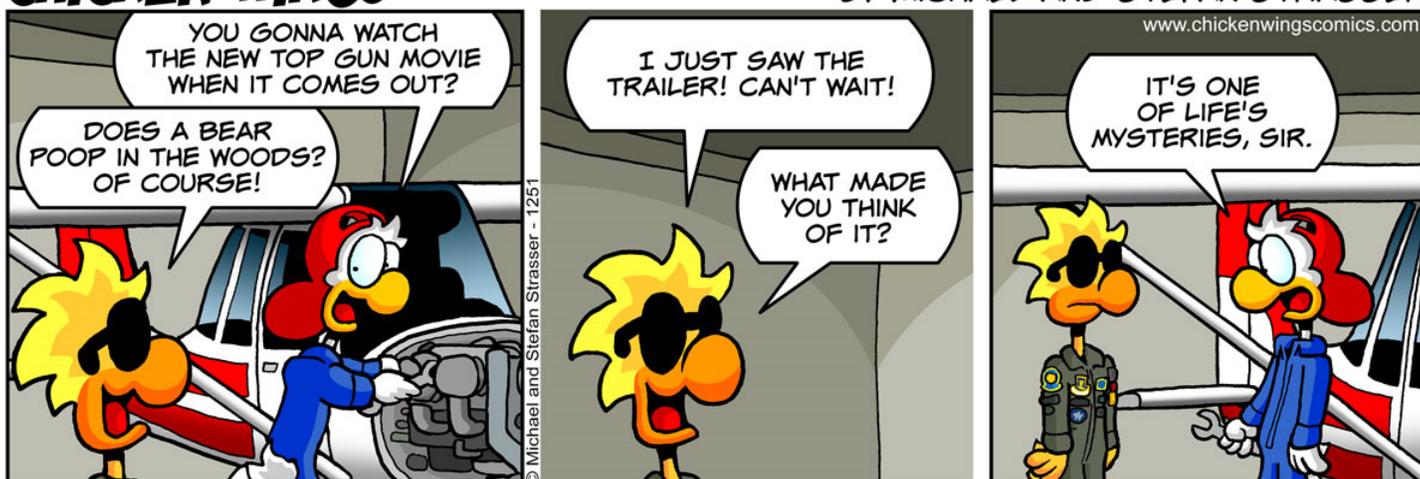
+1 301 715 8592 US (Washington D.C)

Meeting ID: 810 5005 7564

Find your local number: <https://us02web.zoom.us/u/kbpgVPEGIj>

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



One of the things I miss most about the pandemic (besides Wednesday Lunch at the Blue Sky Bistro) is seeing a movie on the big screen with a bunch of other people. Hopefully we'll be vaccinated before this comes out!

Upcoming Events Calendar

2021 CHAPTER EVENTS

JANUARY

- Sat 9 Chapter Meeting - Virtual starting at 6 PM, see page 2 for attendance instructions.
 Tue 12 Chapter 43 VMC Club, 6 PM, virtual, contact andresmith76@hotmail.com for attendance instructions
 Thu 28 Chapter 43 IMC Club, 6 PM, virtual, contact llearnsh@gmail.com for attendance Instructions

FEBRUARY

- Tue 9 Chapter 43 VMC Club, 6 PM, virtual, contact andresmith76@hotmail.com for attendance instructions
 Sat 13 Chapter Meeting - Virtual starting at 6 PM, see page 2 for attendance instructions.
 Thu 26 Chapter 43 IMC Club, 6 PM, virtual, contact llearnsh@gmail.com for attendance instructions

2021 AREA EVENTS

JANUARY

- Mon 11 EAA Chapter 648 Membership Gathering, Colorado Classics Aircraft office building, LMO, 7 PM
 Sat 16 [Drone as a Career Showcase](#) at Exploration of Flight, 13005 Wings Way, Englewood, 10 AM-4 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, 7 PM
 Sat 23 [Drone Certification Class](#) (Intro) at Exploration of Flight, 13005 Wings Way, Englewood, 10 AM-12 PM

FEBRUARY

- Sat 6 [Breakfast Fly-In/Drive-In*](#), Centennial Airport, 13005 Wings Way, Englewood CO, 8AM
 Mon 8 EAA Chapter 648 Membership Gathering, Colorado Classics Aircraft office building, LMO, 7 PM
 Wed 17 EAA Chapter 1627 Membership Gathering, KBDU, 6 PM
 Fri 19 EAA Chapter 301 Membership Gathering, South Metro Fire Rescue Authority Building, 9195 East Mineral Avenue, Centennial, 7 PM

* Events at Exploration of Flight now require museum ticket purchase. That's not a bad thing, it keeps the museum running!

Young Eagles Update - Cliff Hasenbalg

As vaccinations are starting, I don't see that we will be flying Young Eagles until maybe the summer months. I'm keeping abreast of the health department's changing recommendations, and until they improve, our Young Eagles program will remain in a holding pattern. In 2020 we had 4 of our members fly Young Eagles. Theresa (Terry) Bazacos, 1 flight. Emmett Dowling, 3 flights. Robert Ellis, 24 flights. Stan Specht, 7 flights. I am hoping for the best in 2021 or at least that we can find a way to get in the skies with Young Eagles again.



In this issue:

- Events on the calendar may be cancelled or virtual, depending on existing state and local requirements for dealing with the COVID-19 pandemic.
- Are you a builder (or thinking about it?) EAA National is hosting an online builder's seminar the last week of January, with a wide range of subjects. See page 5 for more info and a link to the schedule and signup.
- Read to the end of the newsletter, there's a really cool In Closing this month.
- 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. Then come to the next chapter membership gathering for your cookies! (I'm compiling a list; when it's safe to feed you cookies from scratch, it's gonna be right after a BIG baking day at Casa Gregory!)

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.

Training Missions

Mike Sutton writes:

FNL control tower is a bit unusual since it is a control tower in Class E airspace. I've received several questions from students related to this that I didn't really know the answers to so I gave the tower a call to try and clear things up. It was kind of a funny/disjointed conversation as he talked to me while he was the only one in the tower and he had about 5 aircraft in the pattern. Here's a few answers I got that I thought I'd pass along:

- Since it is Class E airspace, do you technically even need to contact them to transition or land? Answer: It functions like a Class D with a 4 nm radius up to 2,500.
- The Class E airspace obviously goes up to 18,000 ft. If I want to transition *above* what altitude do I need to be at? Answer: treat it like a Class D. If you are above 2,500' AGL, no need to contact them.
- Will it eventually become class D? Yes. Was supposed to be in September but delayed due to COVID. Maybe next year. Currently they are in a mobile tower and will move to a remote tower.
- Do they have any radar? No. This is a big challenge for them as they get more aircraft in the pattern. They will have radar when they move to the remote tower (whenever that happens).
- I was denied touch and goes the other day? Why? Since they don't have radar they can only see aircraft a couple of miles out. When there are more than just a few aircraft, they are just denying requests for pattern work.
- (Theoretically speaking) if I happened to fly through the 4nm radius below 2500' without contacting them, is it a violation? Again, a bit of a gray area. Right now, given the above radar limitations, they have no idea if you happen to do this. Probably best to just try and avoid this.

EAA Homebuilders Week

LEARN. BUILD. FLY.

EAA.org/HomebuildersWeek



Homebuilders Week – Online Event Starts January 26

An online opportunity to learn about all aspects of building your own aircraft

By Charlie Becker, EAA Homebuilt Community Manager

EAA is launching a new online learning event for aircraft builders: (www.EAA.org/HomebuildersWeek). It will be five straight days of educational forums covering a broad spectrum of aircraft building topics. It will launch on Tuesday, January 26, 2021, and run until Saturday, January 30, 2021. The live online presentations will be open to everyone interested in building their own aircraft. Sessions will start at 1 p.m. CST and run until 8:30 p.m. CST daily.

This event is an opportunity for a new person to jump in with both feet and learn a lot about the wonderful world of homebuilding. We will cover areas like getting started successfully and techniques when building with sheet metal, composites, steel, and wood. But it won't be just for the newbie; we are offering in-depth talks on panel planning, engine selection, FAA certification, flight testing, and selling a homebuilt aircraft. There will be something for every builder, whether you are just starting out, knee deep in a project, or just received your airworthiness certificate — it is going to be a great learning opportunity.

EAA is working with industry experts, kit manufacturers, and other subject matter experts to provide top-notch material for builders. The sessions will be live and allow plenty of time for attendee questions. Recordings will be archived and available to EAA members for review.

The launch of EAA Homebuilders Week coincides with the 68th anniversary of the founding of the Experimental Aircraft Association in 1953. Those founding members of EAA lit the fuse on the homebuilt movement that provides affordable access to aircraft ownership and today has spread worldwide.

EAA Homebuilders Week is possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, Scheme Designers, Inc., and Van's Aircraft, Inc.

Visit EAA.org/HomebuildersWeek to review the schedule and sign up for a session.

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

Want Ads

Jean-Pierre Verdier has sold his plane but still has a few items that others might be interested in:

Magnetos synchroniser \$30

Brake pad rivet tool kit \$15

Outdoor protective thread for the wing \$15

Compression kit \$40

Tube for an RV7 front wheel, brand new \$10

Contact Jean-Pierre at eaglecliff1994@gmail.com or 303-670-5259



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!

Complete Airplane Needed - for St. Vrain Valley Schools' Innovation Center Aeronautics Program

The Innovation Center of St. Vrain Valley Schools' Aeronautics Program is seeking a donated **un-airworthy** complete airplane for ground based educational experiences. Students will learn about airplane structures, aerodynamics, light maintenance, all the airplane control and operational systems and pre-flight practices with an actual hands on airplane. The ideal complete airplane is a typical Cessna or Piper, Experimental will be considered and no projects please.

The Innovation Center of St. Vrain Valley Schools' Aeronautics Program provides an engineering and industry certification platform for students looking to prepare for a career pathway in Aviation Engineering and Flight.

Your airplane donation is tax deductible per the rules of IRS Publication 526. The Innovation

Center of St. Vrain Valley Schools is a qualified organization to receive charitable contributions and will work the supporting documentation with you.

Please Contact anyone below:

Jake Marshall
Aeronautics Program Coordinator/Project Manager
Cell (970)-213-7056
Office 303-702-8200
email marshall_jacob@svvsd.org

Steve Kerchner
Aeronautics Program Ground Instructor/Pilot
Cell (719) 471-0518
email kerchner_stephen@svvsd.org

Dan Berry
EAA 648 Aeronautics Program Volunteer Mentor
Cell (303)-818-3876
email - dan648@zggtr.org

Warbird Aficionados? This is for you! From Ed Clarke, mandeclarke@gmail.com

I am a current member of EAA Cincinnati Warbirds Chapter 18 which is affiliated with the Tri-State Warbird Museum in Batavia, Ohio.

My wife and I moved to the Highlands Ranch area from the Chicago area in the past year. More importantly, I have accumulated over the years an extensive collection of aviation books and VHS/DVDs, as well as an on-going subscription to Flight Journal and Warbird Digest magazines.

I would like to donate all or part of the above either to your organization or a "crazy-about" old-airplane enthusiast like myself. The Tri-State Warbird Museum wanted all of these items, but the pandemic and/or the cost of getting it back to Cincinnati prohibited me from donating these to them.

I have contacted local aviation museums here in the Denver area with zero response. I would appreciate the email address or phone number of anyone in Chapter 43 who might be interested.



Thorp T18 for sale. Flies great. Gobs of fun. Great round town and good for cross countries too. Climbs like a bat out a hell. Easy to work on. A pleasure to land in a cross wind. Enough gizmos to do an instrument approach at DIA. And an auto pilot to make it all comfy. Asking way too much money...mid 30's. If you want to know the details call

Cliff 720-280-2916

2007 Zenith 601 For Sale



Beautiful Light Sport, single owner, 2007 Zenith 601 XL-B \$32,900

Zenith upgrade package. Leather seats with covers. TTA 723.2 in like new condition. 120HP Jabiru 3300, SMOH 295.2 (Last condition inspection 08/24/20). Dynon FlightDEK D180; DUAL ADSB Wx & Traffic (iPad included); Garmin SL40 Com; Garmin GTX 320A Xponder; Trio A/P with Altitude Control; Kannad 406 ELT; LED Landing lights; strobes; Ray Allen Grip stick; Exp2Bus; Power plug-in, huge baggage area; Tip up canopy. EXCELLENT logs, POH, docs and receipts.

Contact: Jerry Pryce, EAA 292 Independence, (755) OR. Ph: (503) 409-4065 sierrab24r@yahoo.com



Proceeds benefit EAA Chapters 292 and 1345

Minutes for EAA Chapter 43 Meeting Saturday, December 12, 2020

TONIGHT'S PROGRAM started at 6pm.

Tony Galofaro is an Air Traffic Controller at the Denver TRACON at DIA. You may have been in contact with him during flight following or an IFR flight plan through the Denver Class Bravo airspace and surrounding areas. Tony is a graduate in Aeronautics from Embry-Riddle Aeronautical University in Daytona Beach, Florida.

Tony has a Commercial Pilots License, so he's very familiar with what's happening in our cockpits. He's a team lead in Pilot Outreach, a group responsible for education regarding Denver Terminal air traffic operation. As a controller for 12 years, he's been in Denver for the last 6 with TRACON. Preceding that he's been in Rochester, NY and Daytona Beach as tower and radar controller. Tonight Tony will focus on operations in our area and emergency procedures. Please welcome Tony.

This is my first Zoom presentation; the program is set up for an in-person briefing and tour, questions are invited!

At Denver International Airport, TRACON controls a 42nm radius from the surface to FL230, including DEN and 4 other airports (including Grand Junction, Pueblo, and Colorado Springs). There are 82 controllers (42 for Departure, 40 for Arrival), 7 front line managers, 2 operations managers, and 1 AT manager. There are 20-24 controllers per shift and 2 overnight. Tony showed a diagram of the Control Room layout. A scope shows STARS radar display and Flight Awareness Strips. TRACON's radar map also shows area satellite airports. He showed an RNAV (Radar Navigation) vs. pre-RNAV screen displays. RNAV arrivals and departures are very predictable. Just prior to the COVID shutdown, the Denver Metro Plan further improved predictability. Tony showed a chart of flights in 2020 vs. 2019 at DIA; Centennial stayed fairly consistent due to training and General Aviation. TRACON deals with a lot of airspace, with no Class C (except at COS). Tony reviewed FAR Section 91.131 requirements to control Class Bravo excursions and showed a chart of the excursions in 2015-2016 - over 10K! Much less now. He showed the radar track of a 2015 near-miss intersection of a commercial jet vs. VFR general aviation plane and noted that there were 5 similar near misses in 2015. He showed the 2/5/2017 tracks for 849 VFR aircraft! The Denver Metro Plan created the Denver VFR flyways, which can be pulled up on ForeFlight and on the reverse of Terminal Area Charts.

When requesting VFR flight following, speak slowly and succinctly with the request, aircraft type, and N number in a single (first) transmission. If there's a lot of traffic, longer callups tie up the frequency.

Traffic Advisories vs. Safety Alerts - the former is non-mandatory, issued as a courtesy. The latter is mandatory, issued for an unsafe situation (traffic or ground merge).

Class D airspace - if talking to Denver approach, they don't control Class D at Metro, Centennial, Front Range, etc.

TFRs - TRACON will track and let the pilot know, can be a violation. Check ForeFlight, tfr.faa.gov, or NOTAMs. Common TFRs include professional and collegiate sports events, forest fires, VIP movement (Presidential at DEN, Vice Presidential at Buckley), and aerobatic airspace (especially at COS for the Thunderbirds).

Emergency Procedures - Aviate, Navigate, Communicate. If you have any reason to declare an emergency, PLEASE DO! Always use 121.5/243.0 frequencies which are always on in ATC. Squawk codes are 7700 for a general emergency or outlanding, 7600 for radio failure, and 7500 for unlawful interference. Everybody in ATC will get the squawk or 121.5/243.0 transmission. Recently a pilot lost his engine and landed infield, squawked 7700 and ATC had law enforcement called before the pilot could call 911.

Weather - unpredictable in Denver! Frequent winter issues with southeast flow rolling around DEN

(the joke is that no matter what direction you're landing, you'll have a tailwind). In the summer, thunderstorms pop up regularly around 2pm, May through September and especially in June (warm on the plains, cold wet air from the mountains). Thunderstorm winds may be 18kts gusting to 30. DEN can be calm on some runways, windy and multidirectional on others, leading to wind shear and microburst alerts. Had one microburst that lasted 1 1/2 hours! Had to shut down DEN, holding outside DEN airspace. Frontier flights can divert to FNL, others to COS, and some turn around to their origin!

ATC controller requirements - US citizen, age 30 or younger (due to mandatory retirement at 56), and a positive security investigation. Must pass FAA air traffic test (multitasking), speak English clearly, have completed a Bachelor of Arts or Science degree or 3 years work experience, and be willing to relocate. Apply at www.usajobs.com. LOTS of opportunities.

Questions?

Dustin Mahoney - If the pilot is given a traffic advisory, is a response wanted? Yes, once you've seen the traffic.

Stephanie Wells - How to request flight following of an experimental plane? Type is experimental unless very common (RV), use HXA (slow), HXB (110-180mph), or HXC (>180mph). Stephanie said she'd been asked which RV, because some controllers and professional pilots are familiar with experimental.

Stan Specht - If close to Bravo airspace, is a call a good idea? Yes, and it's possible to overfly Bravo (12,000') or fly ~500' below the floor (100' is legal, but...) Most of the floor is at 8000'. Can 121.5 be used if traffic is very busy? Yes, and give distance from next point. Squawk 7600 if need be.

Cliff Goldstein - When does a pilot get a violation? If ATC sees, they're required to report (ADS-B gives aircraft ID). If the plane gets close, it will be tracked and followed, and a phone call requested.

Dustin Mahoney - What impact from ADS-B? Not much, will advise the pilot if ADS-B is not operational. ADS-B gives much more accurate position, 1 second vs. 5.8 second refresh rate. Tech Ops may get more benefit.

John Stewart - What if ADS-B is turned off? Radar is still in place with multiple inputs (DEN and Greeley) as well as MOTSI. ADS-B (1 sec) confirms RADAR guesses (5.8 sec). ADS-B turn off doesn't trigger anything, just switches info to radar. No specific alert. An ADS-B check can be requested.

Sweta Kolisetti - What's the extent of communication between tower controllers? It's available on STARS radar display as well as speaking to a controller across the room. We're constantly communicating with other controllers, a manager can also coordinate. What if you have an IFR plan, then transfer to tower and go VFR? Rulebook says to operate traffic and transfer to tower controllers. For example, for the NoCO (FNL) remote tower, DEN calls traffic because NoCO doesn't have radar (yet).

Cliff Goldstein - Are you still printing out the paper strips? At the towers, yes. IFR from Metro and Centennial use strips.

Mike Sutton - If you file for IFR on a nice day, is it okay to depart VFR? No sweat on air pickup of IFR, except due west - you have to clear the peaks! Get IFR on the ground in that case. Flying ODP (?) out of Erie - use phone number for the flight data desk to get clearance from the FBO, then call for release so path can be cleared (303-342-1916).

Brad Walker - Flew out of Metro to shoot touch & goes at DEN, called for clearance and there was a long pause - what's going on? Not supposed to allow VFR operations at DEN except on runway 26 - but that won't be available if winds are high out of the west, because jet traffic will be landing on 26. Have to check things, coordinate with the tower. Brad has flown into the LA basin and San Francisco a lot but generally can't get clearance in Denver. That has to do with the winds and which runways are in use as a result. On the west side of the metro area (flying Centennial to FNL, for example) if TRACON Approach isn't super busy, you can get a Bravo clearance to clear other GA traffic.

Tim Stansbury - What's your recommendation for commercial dropping below Bravo? 500' below the Bravo shelf (or lower!) is safest. Jets don't have clear data on Bravo levels, and can drop below easily.

Cliff Goldstein opened the Regular Meeting at 7:32pm.

Anecdote

No anecdote this month.

Do we have any Visitors?

Dustin Mahoney, Matt Walker

Meeting Dedication

Michael Savino who set up this month's speaker. Thank you Michael.

Steve Beach donated tools to the Tool Crib for our members to enjoy. Our greatest asset are the people that make Chapter 43 what it is today. Mike Sutton said they're getting the tools set up in the management application.

Trip Reports

Sweta Kolisetti got pie in Goodland at King's Café!

Dustin noted that fuel in Lamar, KS is by car delivery only with a \$20 surcharge. Great Bend is the next airport to the east.

Projects

Val and I are working on spicing up the newsletter. Could you please take a picture or two of your project with a brief description? Please do NOT send your album, just a couple of low-resolution pics. We'll leave it to Val to pull this together. Thank You Val

Michael Savino - RV-14 - left side fuselage skin done, hope to finish right side tomorrow.

Michael's RV-14A "flying" on its rotisserie!



Bruce Lee - RV-14 - about the same status as Michael's, plane is in Arizona's at Bruce's dad's.

Glenn Farrant - 1946 Taylorcraft to be delivered tomorrow! A&P Mechanic recommendations needed. The Taylorcraft will join Glenn's Kitfox Lite and RV-6.

Safety Report - Stephanie Wells

Will save for next month.

Safety Report - Stephanie Wells

Will save for next month.

Young Eagles

Cliff Goldstein - March is next scheduled, likely to be held until June/July.

Young Aviators

Scott Serani - The B-25 is now stationed at Exploration of Flight, running simulations similar to KidVenture. Young Aviators trained the museum staff. Not in a position to talk about a Young Aviator airplane build, still working details.

SCHOLARSHIP COMMITTEE - Your scholarship committee held virtual interviews with candidates this afternoon!

Mike Sutton - Have been reviewing applications over the past 2 weeks and narrowed 22 applicants down to 7, trying to figure out EAA Camp since the camp is picking up its 2020 registrants in 2021. Scott Serani said there had been 10 committee members on an 8 hour Zoom call today and now this meeting. If they had been students, they'd be forming a revolution!

New and Old Business

Election results - Val Gregory reported the final results:

Vice Presidents - Larry Earnshaw and Steve Paschke

Directors, Class of 2022 - Stephanie Wells and Kirk Brennan

Backup Directors (so we can easily slot in a Director if needed) - Chuck Kubin and Will Heltzel

An introductory Board meeting is being scheduled for next week.

IMC/VMC

VMC - Stephanie Wells reported that the meeting went well, Bill Mitchell posed an interesting scenario!

Anything Else?

Mitch Lock, President of Van's Aircraft, will be the program in January.

Respectfully Submitted,
Val Gregory
EAA Chapter 43 Secretary

IN CLOSING...

Vicki went up with John in their Kitfox for the first time for a sunset flight on 12/27. Seriously, that smile...





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 <i>or</i>	\$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.

2020 Chapter Officers

President	Cliff Goldstein	720-280-2916
Vice President	Larry Earnshaw	720-425-7987
Vice President	Steve Paschke	303-451-8490
Secretary	Val Gregory	303-908-1252
Treasurer	Myles Lee	720-295-8778

Board of Directors

Cliff Goldstein (Chair)
 John Evens*
 Stan Specht*
 Kirk Brennan**
 Stephanie Wells**

(Note: *- 2 year terms expire end of 2021, **- 2 year terms expire end of 2022)

Volunteer Officers

Technical Counselor	Jim Sutton	303-598-4205
Technical Counselor	John Reuterskiold	303-881-3517
Technical Counselor	Phil Brown (fabric, wood & tube)	303-506-3886
Technical Counselor	Stewart Bergner	303-229-7799
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	303-744-8180
Young Aviators Advisor	Pat Miller	303-666-8233
Young Aviators Advisor	Scott Serani	303-358-2858
Data Base Editor	Tim Stansbury	719-494-7398
Web Master	Steve Paschke	303-451-8490
Safety Officer	Stephanie Wells	303-503-0147
Refreshments	John & Roxie Juul	720-626-7707
Audio/Visual	Herrill Davenport	303-460-7789
Scholarship Chair	Mike 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

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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Mile High Flyer
EAA Chapter 43
P.O. Box 1725
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First Class



Gatherings are normally held on the second Saturday of each month at 6:00 P.M.—Location determined monthly. See Page 2 for details of the upcoming gathering.