



Mile High Flyer

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



Volume 47 Issue 9

On the web @ www.eaa43.org

September, 2020

President's Corner - by Chapter President Cliff Goldstein

It rained... for a day in August, other than that it's been stinkin' hot. I don't know about you but the summer mornings at 6AM are my favorite times to fly. Stephanie had a chance to beat me up on my long-awaited Flight review. Those reviews are so very important. With a good instructor, those areas you need to work on will appear. We all get a bit sloppy and a tune up is good for the soul and your own confidence level.

I'm happy to report that Bill Mitchel has volunteered to oversee the VMC Club. Andre Smith is heading that group. I was finally able to attend an IMC meeting in person this month. Larry Earnshaw, who's working on his instrument rating with Jennifer Wells, well he's doing a great job. Besides the chocolate chip cookies, which were a major draw, the scenarios caused a very lively discussion both in the group and with the online group. Those concerned with Covid, Larry is adopting a better audio system so you on-liners will feel more a part of the group... Good Job Larry.

Jeff Jones' insistence on installing a second alternator in his electron active RV-14 finally won me over. During my Conditional, I popped for the B+C second alternator, for nothing else besides my piece of mind. Thanks for that Jeff. You made it easy. Oh, and speaking of that conditional, Scott Serani, you all remember Scott (we'll get back to Scott in a minute) and our latest Private Pilot, Wendy Elliot. Those two guys were instrumental in helping with my conditional. Just to let y'all know, mid-January I'm going Lefty for a while and getting some much needed bone repair on my Right Shoulder. They told me I'd know when I'd be ready... I'm ready. The good news is, I wore it out. To me wearing stuff out is really a cool thing 'cause it means we're using the hell out of it. That's what we should be doing with our bodies, but most of all, go ahead and wear those aero planes out. That's what they make replacement parts for. Fly the wings off them.

I'd seen a large number of folks wanting to join our beloved chapter 43. One lady really struck my soul. She's trying to get down to Texas and bring her father's Fokker D-1 project back to Colorado and finish the project. That is the spirit of aviation, and our own Chapter 43. Doesn't have a pilot's license yet, but I didn't see that as a problem.

It's time to let my beloved Thorp T-18 go. She's not getting the attention she deserves. Thorpy took me through my first years of being in business, giving me a diversion that pulled me away from working 24/7 and hey really got me into the experimental world... thanks Bobbi for

encouraging me to get the Thorp and Thank you Dean Cochran!

Bobbi finally joined me in the RV for a quick ride this weekend. We're heading to Chicago to go see the kids over Labor Day. Last flight B4 I'll be down for about 6 to 8 weeks.

Just to wrap things up. You Young Aviators, time to pull some kind of event together, just to bring the group back, even if it's just to clean the B-25 hanger. Scott just loves cleanliness and organization, and most of all, he loves all of you. And BTW your Stephanie who's started her Private, keep up the good work. Oscar Hill called me last Thursday for a Zoom invitation to the IMC club. Oscar, you were way past your bedtime, but thanks for tuning in. it means a lot to me.

To answer the age-old question, which I've given a tremendous amount of thought, the house date has moved, it will not be done on Tuesday, it will be Thursday... :) Next month with one hand, maybe a bit shorter.

I almost forgot the most important thing, food. We're having our Pizza Meeting at John Stewarts home in Erie Air Park . Dinner will commence with Pizza and Soft Drinks at 5:00 pm Saturday. DO NOT BRING A SIDE DISH (Covid) but bring your spirit. We'll have a very short meeting at 6:00 pm which we'll make on line for those choosing not to come. Val's great at details so she'll get all the details like directions etc. for the picnic. Please bring your families, masks and the spirit of Chapter 43. Oh, and don't forget your chairs, see you all there...

Next Gathering - [Saturday, September 12, 2020, 5pm](#)

In Person and Virtual on JoinMe

2020 Pizza Party

2435 Cessna Drive, Erie (John Stewart's home and hangar); **bring your own seats**, pizza (live) starts at 5 PM, very short meeting (live and virtual) at 6 PM. Masks (unless eating) and social distancing required. Google Map at <https://tinyurl.com/y6m4ql7q>. Also bring your favorite aircraft maintenance story, something that had a happy ending.

For those who can't make it in person, we will use the Join.Me app as before with the exact same settings as our previous meetings. Please learn how to mute and unmute (see the picture). Meeting participation is encouraged!

Join the meeting with your computer: join.me/eclipseseal

Saturday, September 12, 2020 6:00 PM

Mountain Time (US & Canada)

[In my time zone?](#)

To dial in by phone:

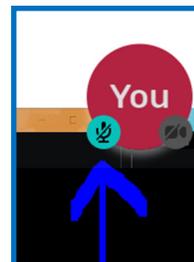
United States - Denver, CO

[+1.720.650.5050](tel:+17206505050)

[Alternate phone numbers:](#) 1-857-444-6500, 1-302-202-5900, 1-213-226-1066, 1-646-307-1990,

1-801-448-0006, 1-415-594-5500, 1-206-636-0011, 1-813-769-0500, or 1-202-602-1295

Then enter this Conference ID: **946-954-526#** (no dashes required)



Upcoming Events Calendar

2020 CHAPTER EVENTS

SEPTEMBER

- Sat 12 EAA Chapter 43 Membership Gathering, Pizza Party, see page 2 for details, bring your own seats, dinner starts at 5 PM. Masks (unless eating) and social distancing are required. Google Map at <https://tinyurl.com/y6m4ql7q>. Virtual meeting starts at 6 PM, see page 2 for virtual attendance instructions.
- Sat 19 EAA Chapter 43 Young Eagles Rally, EIK, 7:45 AM (Cancelled)

OCTOBER

- Sat 10 EAA Chapter 43 Membership Gathering, 6 PM, VIRTUAL - see page 2 for attendance instructions
- Sat 17 EAA Chapter 43 Young Eagles Rally, EIK, 7:45 AM (Tentative)

2020 AREA EVENTS

SEPTEMBER

- Sat 12 EAA Chapter 1627 Young Eagles Rally, KLMO, 7 AM
<https://chapters.eaa.org/eaa1627/young-eagles>
- Mon 14 EAA Chapter 648 Membership Gathering, LMO, 7 PM
- Wed 16 EAA Chapter 1627 Membership Gathering, KBDU, 6 PM
- Fri 18 EAA Chapter 301 Membership Gathering, South Metro Fire Rescue Authority Building, 9195 East Mineral Avenue, Centennial, 7 PM

OCTOBER

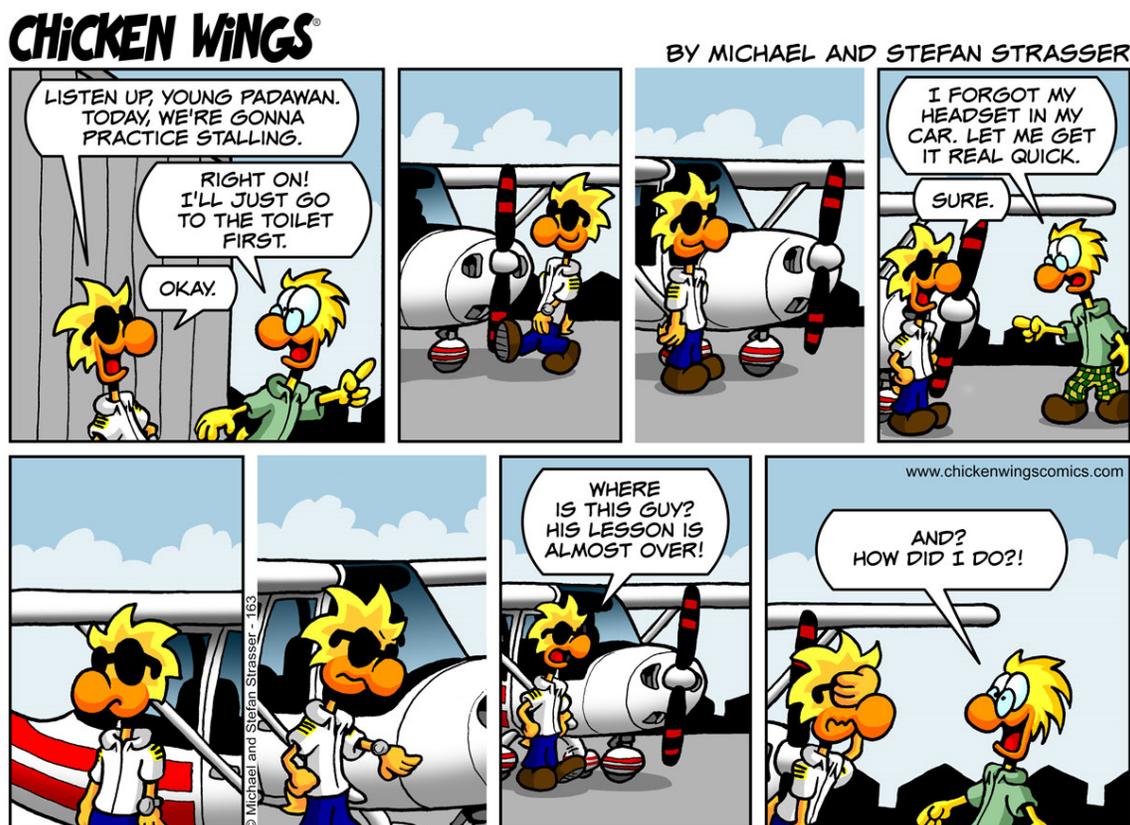
- Sat 3 Breakfast Fly-In/Drive-In*, Centennial Airport, 13005 Wings Way, Englewood CO, 8AM
<https://explorationofflight.org/event/breakfast-fly-in-2-2020-10-03/2020-10-03/>
- 3-4 Virtual 5k Run for the Angels, benefitting Angel Flight West
<https://runsignup.com/Race/CO/Broomfield/Runway5KRunfortheAngels>
- Sat 10 Homebuilt Fly-In*, Centennial Airport, 13005 Wings Way, Englewood CO, 10AM - 12PM
<https://explorationofflight.org/event/homebuilt-aircraft-fly-in/>
- Mon 12 EAA Chapter 648 Membership Gathering, LMO, 7 PM
- Fri 16 EAA Chapter 301 Membership Gathering, South Metro Fire Rescue Authority Building, 9195 East Mineral Avenue, Centennial, 7 PM
- Sat 17 Exploration of Flight Young Eagles, 13005 Wings Way, Englewood CO, 8AM-12 PM
<https://explorationofflight.org/event/young-eagles-saturdays2-2-2-2019-02-16/all/>
- Wed 21 EAA Chapter 1627 Membership Gathering, KBDU, 6 PM

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

In this issue:

- September title picture - a challenge? Check out <https://www.flitetest.com/articles/flying-wing-made-from-a-cardboard-pizza-box>.
- Note that events on the calendar may be cancelled or virtual, depending on existing state and local requirements for dealing with the COVID-19 pandemic.
- It's time to start planning future Chapter events, in particular the 2020 Banquet (held in 2021). See page 5 for a request from the organizer.
- It's Election Time! Nationally, and in the chapter! See the articles starting on page 5.
- Got a hangar queen you're tired of shifting around? See the request on page 7 to donate it for a worthy cause.
- 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. Be aware that Gmail limits attachments to 25MB, so if it's bigger than that, try multiple emails, Dropbox, Google Drive, etc.



Good thing the Publisher's significant other (otherwise known as Mr. Literal) won't read this, otherwise I'd have to warn his CFI...

Annual Banquet Request from John Evens

I would really, really appreciate feedback from the membership, including officers and directors, regarding our yearly banquet meeting that is held in January. I requested this several months ago and received very few replies. I'm setting up an online survey, but know that not everyone will be able or willing to respond to that, so for the rest of you, the most important question to me at this time is - if you did not attend the banquet in 2020 at the Colorado National Golf Club in Erie, please let me know why. If it was the location or choice of venue that influenced your decision, or perhaps something else that prevented you from attending, it would be extremely helpful to know. We would like to make the event as enjoyable as possible for everyone in the chapter, and the banquet attendance has dropped off in the last few years, so I would like to know if there is anything in particular that may be causing that which we might be able to change. Your input would be very appreciated! Please respond to me via email at: jrevens@comcast.net or give me a call - my number's in the chapter roster. Thank you!

John Evens

Chapter Elections are Coming!

The Chapter Officers and Board of Directors are looking for nominations for Officers and Directors! Open positions (as in, nobody will be serving after this year) include two Vice Presidents and two Directors, and all Officer positions are open for nominations! If you're interested or wish to nominate another, please contact any of the current Officers or Directors. Contact info is listed on page 17. Following is a list of the positions and duties from the bylaws:

The President of the organization shall be the Chief Executive Officer of the organization and the Board of Directors. The President of the organization may call any special meeting of the members of the Board of Directors and shall have, subject to the advice and control of the Board of Directors, general charge of the business of the organization. The President of the organization shall execute with the Secretary of the organization all contracts and instruments which have first been approved by the Board of Directors of the organization. In case of the absence or disability to the Treasurer, the President of the organization may execute checks for the expenditures of the organization authorized by the Board of Directors of the organization. (The President also is the primary point of contact for EAA National and any others seeking to contact the chapter.)

The Vice Presidents of the organization shall be vested with all the powers and shall perform the duties of the President of the organization in case of the absence, disability, or inability, for any reason, of the President of the organization, to perform the duties of his office. The Vice Presidents of the organization shall also perform such duties connected with the operations of the organization as he may undertake at the suggestion or direction of the President of the organization. (In practice, the Vice Presidents are the primary organizers of the programs presented at Chapter meetings, though any member can offer to make a program presentation.)

The Secretary of the organization shall have the responsibility to take and publish minutes of all meetings of the members and the Board of Directors. The Secretary of the organization shall attend to the giving and serving of notice of all meetings of the members and Board of Directors and otherwise. The Secretary, with the assistance of the Membership Chairperson, shall keep a proper membership book or record showing the name of each member of the organization, the bylaws of the organization, non-profit incorporation, and such other books and papers as the Board of Directors of the organization may direct. The Secretary shall execute, along with the President or the organization, in the name of the organization, all contracts and instruments that have been first approved by the Board of Directors of the organization. The Secretary shall perform all other duties incident to the office of Secretary, subject to the control of the President of the organization and the Board of Directors of the organization, as directed by them. (Note that this position requires reasonable computer and website skills as the Secretary maintains the information presented in the Chapter website.)

The Treasurer of the organization and the President and/or Vice Presidents shall execute in the name of the organization, all checks for the expenditures authorized by the Board of Directors of the organization. The Treasurer of the organization shall receive and deposit all funds of the organization in a bank selected by the Board of Directors of the organization, which funds shall be paid out only by check as provided. The Treasurer of the organization shall also account for all receipts, disbursements and the balance of funds on hand. The Treasurer of the organization shall perform all other duties incident to said office subject to the control of the President and the Board of Directors of the organization as directed by them. The Treasurer of the organization shall be responsible for the accurate maintenance of all insurance records of the organization, including proper application, binding, and premium payment for all necessary insurance provided or required by the Experimental Aircraft Association.

The power, business, and property of the organization shall be exercised, conducted and controlled by the Board of Directors of the organization.

The Board of Directors of the organization shall consist of the following:

Class I Director: Class I Directors shall be the elected President, Vice Presidents, Secretary, and Treasurer.

Class II Director: Class II Directors shall be four (4) additional members of the organization elected to the position of Class II Director as described herein: The term of office for the elected board members will be two (2) years. Two members elected in even numbered years and two elected in odd numbered years.

[Presidential TFR Violations Have Serious Ramifications
for General Aviation as a Whole
EAA News August 20, 2020](#)

Since the dark months immediately following September 11, 2001, when general aviation was all but grounded around major metropolitan areas, and EAA along with other aviation associations were fighting for the future of personal and recreational aviation, the use of temporary flight restrictions (TFRs) have increased in prevalence and size. Whereas a presidential TFR was once a three-mile restriction, today they are ten times that size — 30 nautical miles of restricted operations with a 10-mile no fly zone in the center. The closure of these massive swaths of airspace become far more frequent and unpredictable during campaign season, especially in a presidential election year.

While the level of in-person campaigning has been dramatically reduced during this presidential election cycle due to the COVID-19 pandemic, the president is still making many stops across the country, often on very short notice, resulting in pop-up presidential TFRs appearing in what otherwise might seem like unlikely places. Further, in the event that the administration changes in November, both the president-elect and the sitting president receive full security protection, thus resulting in even more TFRs.

Whenever a general aviation pilot violates a presidential TFR, a series of event is triggered across the presidential protective service, law enforcement, and the military. It is hard to overstate the seriousness with which these security services take incursions to the restricted airspace, and the response ripples from the president's immediate protective service members all the way through the North American Aerospace Defense Command (NORAD) system. The offending flight is intercepted by fighters, radio contact is attempted, and failing that, flares are released to try to gain attention. Under the gravest of circumstances, if an incursion appears to pose an imminent threat, the use of deadly force is an option — albeit the absolute last resort.

Thankfully, no incursion has resulted in a deadly outcome to date, but violations of presidential TFRs continue to happen. It is understandable that many VFR pilots who fly, day in and day out, through a given piece of airspace might have no reason to believe that today is any different. But particularly during a campaign season when TFRs are more numerous, no pilot should ever assume that there won't be a TFR along their intended route of flight. Careful pre-flight planning and checking in with Flight Service should be a part of even the most routine VFR flight.

Each time there is a GA incursion of a presidential TFR, it not only increases scrutiny on our community from the security and military services tasked with presidential protection, it hardens that viewpoint that more should be done to keep general aviation flights at an even greater distance, an issue that EAA and others have had to repeatedly fight against. Furthermore, incursions attract significant media attention as the press are often in the midst of, or at least witness to, the scramble to protect the president, drawing first-hand attention to the matter. This never fails to paint personal and recreational aviation in a negative light, something none of us want or need.

So please take extra precautions every time you fly, even for the most routine VFR flights, to ensure that your intended flight path will not come anywhere near a presidential TFR. Your extra diligence will go a long way toward ensuring that the freedom of personal flight is not further impinged upon by those mandated to provide protection to our top elected official.

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

Want Ads

I'm a senior who recently completed ground school. I want to include a chapter member who is a CFI with their own aircraft among my options for private pilot lessons. I'm more advanced than a newbie on both age and experience, with some antiquated taildragger time and extensive recent experience "instructing" in the Wings Over the Rockies' Redbird sim C-172. If this describes you and you'd like to take on a student, please contact me at dreamwoodck@yahoo.com or call 303-908-8753. Leave a message if you call so I don't think you are a robocaller.

Chuck Kubin



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



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

From: J S <brisingammen@gmail.com>
Sent: Thursday, May 21, 2020 4:58 PM
To: president@eaa43.org
Subject: Snowbird Gyro to sell

Mr. Goldstein,

Back in 1991, my husband bought a Snowbird Gyro kit from a guy in Enumclaw, WA, for \$10,000. He had learned to fly the gyro from Marian Springer in Pleasanton, CA.

Here's a video of Marian <https://www.youtube.com/watch?v=ud29q6anPCo>.

Three months later, he was transferred to Denver and the gyro, still in original packaging, came with us, and got forgotten in the garage where it remains to this day. He only unwrapped, and painted bright orange, the plywood rudder. Somewhere in the house we still have the manual, etc., but I haven't found those yet.

We'd like to sell the gyro, but have no idea where or how.

I would appreciate any advice/information you might be able to provide.

Jan Sheldon
Littleton



Photos are of a completed SnoBird Charger 582, which in the early '90's was priced similarly to the Sheldon's' kit. (Editor)

FOR SALE

LIGHT SPORT

2011 Experimental Zodiac 601XLB, N601WL, TTA/E 340 hr., Jabiru 3300, Dynon 180 EMS/EFIS, Garmin AERA500 GPS, ICOM A-200, ELT, Garmin GTX 320A Xpdr, AOA, Sensenich GA prop, elevator & aileron trim, dual brakes and throttle, always hangered, fresh annual, builder and maintenance logs. Laramie, WY. **MEDICAL ISSUE**, Price reduced, \$35,000 Wes (307) 721-8804

bressler@wyoming.com



ALSO INCLUDED: MISC. PARTS, LIGHTSPEED HEADSETS, NEW UPHOLSTERY AND NECESSARY TOOLS

DATA SHEET
ZENITH 601XL-B - \$35K

By owner/builder

- 2011 Zodiac 601XL-B; always hangered (KLAR); TT340 hrs.
- Fresh condition inspection
- Sensenich ground adjustable composite propeller
- 15 gallon fuel tanks
- Navigation and strobe lights
- Electric elevator and aileron trim; electric flaps
- Center yoke with dual brake and throttle controls
- Jabiru 3300 with oil cooler
- High Altitude Control-manual (HAC man)
- Dynon 180 EFIS/EMS
- Dual VSI, AS, & Alt.
- Removable GPS – Garmin AERA 500
- Communication-ICOM A-200; Intercom-Flight Com 403mc
- Transponder- Garmin GTX 320A
- ELT – Ameri King AK450
- Tannis engine heater; baggage wing lockers; Koger sunshade
- Necessary maintenance tools, Lightspeed Zulu headsets (2), canopy cover, new upholstery set, extra tires, manuals

FOR SALE

AVID MARK IV HEAVY HAULER (STOL)

ACFT is almost finished – only needs instrument panel completed and engine control hookup. Stratus 2000 Subaru engine - EA 81 (100 HP). Excellent craftsmanship by factory employees. Wide, gun drilled, spring landing gear. All factory options including seat storage compartments and additional fuselage storage and plex bubble doors. Three blade, Warp Drive, adjustable prop. Cleveland brakes. Ready for paint.

\$19,900

CALL OR TEXT JD @ 970-215-5519
LOCATED IN FORT COLLINS, CO.



Minutes for EAA Chapter 43 Annual Picnic Saturday, August 8, 2020

President Cliff Goldstein opened the meeting at 6:01 PM

GENERAL ANNOUNCEMENT

COVID announcement regarding social distancing, and care and feeding of the virus. Please wear masks when not eating and fill out your information on the tracing sheet being passed. If you're online, please mut your mic and email Cliff Goldstein. First time visitors, please sign up on sheets under the tracing sheet. Cliff G. asked for a show of hands for having a pizza party in September, decision is YES.

ANECDOTE - Scott Serani

Scott brought out a history lesson - The US standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches. That's an exceedingly odd number. Why was that gauge used?

Because that's the way they built them in England, and English expatriates built the US Railroads.

Why did the English build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used.

Why did "they" use that gauge then? Because the people who built the tramways used the same jigs and tools that they used for building wagons, which used that wheel spacing.

Okay! Why did the wagons have that particular odd wheel spacing?

Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that's the spacing of the wheel ruts.

So who built those old rutted roads? Imperial Rome built the first long distance roads in Europe (and England) for their legions. The roads have been used ever since.

And the ruts in the roads? Roman war chariots formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels. Since the chariots were made for Imperial Rome, they were all alike in the matter of wheel spacing.

The United States standard railroad gauge of 4 feet, 8.5 inches is derived from the original specifications for! an Imperial Roman war chariot. And bureaucracies live forever

So the next time you are handed a spec and told we have always done it that way and wonder what horse's ass came up with that, you may be exactly right, because the Imperial Roman war chariots were made just wide enough to accommodate the back ends of two war horses.

Now the twist to the story...

If you remember a Space Shuttle sitting on its launch pad, there were two big booster rockets attached to the sides of the main fuel tank. These were solid rocket boosters, or SRBs. The SRBs were made by Thiokol at their factory in Utah. The engineers who designed the SRBs would have preferred to make them a bit fatter, but the SRBs had to be shipped by train from the factory to the launch site.

The railroad line from the factory happens to run through a tunnel in the mountains. The SRBs had to fit through that tunnel. The tunnel is slightly wider than the railroad track, and the railroad track, as you now know, is about as wide as two horses' behinds.

So, a major Space Shuttle design feature of what was arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a horse's ass.

And you thought being a horse's ass wasn't important.

VISITORS, NEW MEMBERS - Please Introduce yourself to our Members

1. Introduce yourselves and please sign up to receive our newsletter
2. If you're online and would like to receive the newsletter, please email the chapter at dbeditor@eaa43.org to be included in the newsletter. Applications for membership can be found at

<https://chapters.eaa.org/aaa43/join-or-renew>. If paying dues in person or by mail please use a check, or use PayPal.

- Dan Hughes, who bought a Pulsar in Illinois and flies with Bill Mitchell.
- John Hill - ex Navy pilot who's looking for a hangar at BJC for his RV-8
- Sean Olson and daughter Stephanie. She's learning to fly, working on her private, and is a Young Aviator. Currently doing spin training with Eric Sutton.
- Pat Claar - first meeting in a year or more.
- Tom Powers - part Comanche owner, came with Jim Wood and John Culler, all of whom went to the Oshkosh 2020 fly-out.
- Dave Bratton - RV-6 owner, involved with Young Aviators.
- Bill Kendall and wife Carol.
- Tim Stansbury and wife Meggin (Tim runs the chapter's membership data base)
- Miles Lee, Chapter Treasurer
- Any visitors online, email Cliff Goldstein or Tim Stansbury to get the newsletter.

MEETING DEDICATION

Cliff dedicated this meeting to the Social Butterflies for taking an idea from Phil Brown and turning it into a Chapter 43 event. Thank you to Phil and the Butterflies, great job.

TRIP REPORTS

Cliff Goldstein made a trip to the west coast with Wendy Elliott, going to McMinnville where they met with Cliff's friend Aaron Miller and flew all around.

Bill Mitchell flew up to the Chapter 342 Breakfast fly-in.

Steve Paschke drove to Minnesota, got his tailwheel endorsement and made 13 water landings.

Stephanie Wells thought she'd finished landing at all of the CO airports, but the Aspen Flying Club missed 6 gravel strips in the southwest.

Stan Specht didn't get to take his planned trip, but met a Chinook pilot at BJC - toured the helicopter and Stan's Kitfox.

PROJECT REPORTS

Cliff Goldstein is working on a backup alternator for his 14 and its annual.

SAFETY REPORT – Stephanie Wells and Bill Mitchell

Stephanie posed the situation of landing at a new (to you) airport with no AWAS or windsock. Neighboring airports have differing conditions and the landing airport is on a mountain pass. Bill suggested taking 3 laps around the field at about 500' AGL to determine conditions, land into the wind, use seat-of-the-pants, and common sense.

Jeff Jones recently took an IFR test flight. His lesson learned is to make sure the official knows where the ELT button is! The panel needed to be covered on approach. Suddenly there was an amber alert in the headset - whoop whoop! Had to do a go around, the alarm subsided, and he and the official were briefing in the airport when Scott Serani ran in and said "Call home!" Jeff's wife had gotten an ELT call from the Air Force!

Val Gregory noted that caution with the ELT is required of builders as well. Gary accidentally triggered his ELT while installing it in the Kitfox in their garage, resulting in a late night visit by a couple of Jeffco Sheriff's deputies, 3 Civil Air Patrol members (including one of that year's camp scholarship awardees), and 2 Air Force uniforms with handheld antennae. The CAP leader mentioned that the alert had been picked up by a satellite that was still in test operations. Gary said "GPS?" and Val elbowed him - she'd just

had a briefing about a recent launch she'd been involved in and knew it was a satellite that Gary had worked on before retiring!

YOUNG EAGLES – Cliff Hasenbalg

Cliff, what's the prognosis going down the road??? It's a what-to-do quandary. 12 kids signed up for August, need to be masked. Some pilots unwilling to fly until there's a vaccine. Insurance is valid as long as CDC/local requirements are met. Stan Specht said another local Chapter has had an event, but he would only be comfortable flying with kids he knows. Bill Kendall is okay with flying YE. Roxie asked about solo Young Eagle Flights, and Stephanie Well is fine with those. Stan said that Chapter 301 has canceled for the year. Cliff made the decision to cancel the August event.

YOUNG AVIATORS – Scott Serani

Scott and Lynn, do we have any Covid activities happening? Scott reported some parents are ready to go, more are not.

SCHOLARSHIP – Roxie Juul

Kofi is doing well, waiting to turn 17 to finish his license. Julie is waiting for the weather to cool before making more progress. The Committee has a meeting coming up.

NEW/OLD BUSINESS

- IMC/VMC Clubs - The IMC had 2 people show up in person and 5-6 online. The VMC is still organizing.
- Tim Stansbury reported that the online directory is ready to go and he's trying to figure out how to get an access email set up and distributed.

PROGRAM - OSHKOSH NEBRASKA FLYOUT - Stan Specht

Phil Brown made the suggestion and Stan was concerned with Covid but called the airport manager who was supportive. Stan, John Evens with his son in law and grandson, and Paul Phillips flew out to tour the airport and town, and speak with the airport manager. Cliff Hasenbalg volunteered to drive and bring a grill for the event, but how to plan for an unknown number of attendees? The local restaurants, Quick Trip gas station, and hotel were excited for the business. Stan's nephew Pat's wife printed out Covid signage. One family in Oshkosh had had the virus and were concerned about Colorado exposure. Scott Serani put the event on the RV forum and got respondents from all over the country. Stan was concerned about respondents from Texas, a hot spot at that time. He was also concerned about airplane and attendee marshaling. The airport made a large hangar available for free, to encourage locals to attend. John Evens' son Matt took on the marshaling task, with help from brother-in-law Bill. Cliff Hasenbalg brought a big load of stuff up late Friday. Stan sent an event hat and mug to Jack Pelton (Steve Beach knows his executive assistant.) 56 mugs were awarded to pilots, in addition to 55 others arriving by plane and a similar number who drove or walked across the street. Donations came very close to covering expenses. Stan thanked Bill Mitchell for attending - he hit his head and his son and Jeff Caine offered a choice between Oshkosh or the hospital. The event resulted in a front page and interior article in the local newspaper after the event and Stan read the article from the week before. Stan also read some of the newspaper's 1930's articles to show the flavor of the small rural town.

Stan asked for feedback from the event - the town couldn't be happier. The Airport Board was ecstatic - the event was clean and well organized.

Cliff Hasenbalg wants to add the town for an overnight Rural Outreach Young Eagle event. Scott and Heidi Snyder (Scott's an ex-Navy P3 pilot) who put on a powered parachute airshow routine are planning on returning in the fall with about 20 others from their club. The event featured many events downscaled from AirVenture, including a windy thunderstorm!

Stan noted that the town of Oshkosh was founded in 1910 by immigrants from Oshkosh Wisconsin.

Steve Beach made up a certificate that was presented to the airport, which is proudly displayed in the airport office along with the event banner. Dan Hughes said it was a great time. Stan said that the wheat harvesters had left the town the day before. John Evens talked about the town's founding. Scott Serani said pilots had noted "Finally we have someplace to fly!" Pat Claar was told a kid was drawing a picture of his plane. Pat talked to him for a few minutes and Wyatt presented him with the sketch. 92 year old Bill Marcy (ex Lockheed Martin) from Chapter 301, who built the three-axis simulator KiddieHawk, got there late but wants to go back with the Young Eagle event. Kirk Brennan asked if we'd make this an annual event, and the town asked if we'd return for their 4th of July event.

Once most had left the event, a 100 year old lady came over and thanked those still present.

Numbers - 40 planes, 60+ cars. Maggie the hotel manager was very supportive. Friday a thunderstorm loomed, but split around the town. The Saturday thunderstorm was a little messy, but passed through quickly. Dave Shenk commented that the townspeople were so nice. Stan followed up with the airport manager Don about any resulting Covid cases - there were none, and no reports from any of the attendees.

The meeting adjourned at 7:12 pm.

Respectfully Submitted,
Val Gregory
EAA Chapter 43 Secretary

In Closing:

Last month's newsletter included the draft of an article for EAA Sport Aviation about Chapter 43's flyout to Oshkosh (Nebraska). You can find the final version online [HERE](#), but the final photo is pretty cool...



Yup, that's EAA CEO and Board Chair Jack Pelton, wearing his Oshkosh (Nebraska) 2020 hat!



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.

2020 Chapter Officers

President	Cliff Goldstein	720-280-2916
Vice President	Scott McEwen	303-895-5058
Secretary	Val Gregory	303-908-1252
Treasurer	Myles Lee	720-295-8778

Board of Directors

Cliff Goldstein (Chair)
 Pete Watkins*
 Stephanie Wells*
 John Evens**
 Stan Specht**

(Note: *- 2 year terms expire end of 2020, **- 2 year terms expire end of 2021)

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	Roxie Juul	720-626-7707
Scholarship Fundraising	(Volunteer Needed)	

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

Disclaimer

Be aware that as always, in past, present, and future, any communications issued by Experimental Aircraft Association Chapter 43, regardless of format, and/or media used, which includes, but is not limited to, this newsletter and audio/visual recordings, is presented only in the context of a clearing house of ideas, opinion, and personal experience accounts. Anyone using ideas, opinions, information, etc., does so at their own risk. Therefore, no liability is expressed or implied by the Experimental Aircraft Association, Chapter 43, or any of its members. Any event announced and/or listed herein, except as noted, is done as a matter of information and does not constitute approval, sponsorship, control, or endorsement of said event.

This newsletter is published by Chapter 43 of the Experimental Aircraft Association for the use, education, and enjoyment of the members and others to whom it is provided. No claim is made for technical accuracy of material presented. Editorial content is the opinion of the contributor and does not reflect the position of Chapter 43 or the Experimental Aircraft Association. The submission of articles, comments, or inquiries for publication in the newsletter is encouraged - email to newsletter@eaa43.org.

Mile High Flyer
EAA Chapter 43
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 2 for details of the upcoming gathering.