



## *Mile High Flyer*

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



*Volume 44 Issue 9 On the web @ [www.eaa43.org](http://www.eaa43.org)*

*September, 2017*

### *President's Message*

We are having our annual Chapter 43 AirVenture Recap and Pizza Party on September 9th at 6 PM. Lynn and Pat Miller have again graciously agreed to host the event at their home located at 3015 Piper Drive South, Erie, CO. So get your pictures and/or videos in order and bring them to the party on a flash drive. The more we have the better. Pizza and drinks will be provided by the chapter but please bring a salad or dessert dish to share with fellow members. These events are always such great fun so plan to be there.



### *Next Meeting - Saturday, September 9, 2017*

*6 PM @ 3015 Piper Drive South, Erie, CO, adjacent to Erie Municipal Airport (EIK)*

### *AirVenture Recap and Pizza Party*



# ***Upcoming Events Calendar***

Submitted by ***Don Smith***

## **2017 EVENTS**

### **AUGUST**

30-9/4 Antique Airplane Assn./Air Power Museum Invitational Fly-In, Blakesburg, IA  
<http://www.antiqueairfield.com/flyins/2015-join-the-record-breakers.html>

### **SEPTEMBER**

7-9 8<sup>th</sup> Annual Midwest LSA Expo, Mt. Vernon Outland Airport (MVN), Mt. Vernon IL  
<http://mountvernonaviationexpo.com/>

8-9 AOPA Fly-in, Norman OK (KOUN)

Sat 9 Colorado 99s Poker Run: KAPA, KFTG, KBJC, KFNL, and KGXY, 8:30 am - 1:00 pm  
 Colorado99s.org

Sat 9 Rusty Pilots at Boulder Municipal Airport (KBDU), 9:00 am – 12:00 pm  
<https://hangar.aopa.org/events/item/52/437>

Sat 9 Wheels & Wings Festival, Vail Valley Jet Center, KEGE, 9:00 am – 3:00 pm  
<http://www.vailautomotiveclassic.com/event/wheels-wings-festival/>

Sat 9 Cockpit Demo Day, WORM, 10:00 am – 2:00 pm  
<http://wingsmuseum.org/event-calendar/cockpit-demo-day-27/>

Sat 9 EAA Chapter 43 Annual Pizza Party/AirVenture Recap, Lynn Miller's home, EIK, 6 pm

Fri 15 EAA Chapter 301 Membership meeting, 7:00 pm

Sat 16 EAA Chapter 43 Young Eagles Rally, EIK 7:30 am

Sat 16 1V6 Fremont County Air Show, Fly-in and Pancake Breakfast

Sat 23 EAA Chapter 301 Young Eagles Rally, FTG 7:45 am

Sat 30 The annual "EAA Chapter 301, Kniese, Lemen hanger party", FTG, 11:00 am

Sat 30 September Swing, EAA Eagle Hangar, Oshkosh, WI, 7 to 11 pm (CDT)

### **OCTOBER**

6-7 AOPA Fly-in, Groton CT (KGON)

Sat 7 Runway 5K Run for the Angels, Rocky Mt. Metro Airport (KBJC), 8:00 am  
<https://runsignup.com/Race/CO/Broomfield/Runway5KRunfortheAngels>

Sat 14 EAA Chapter 43 Membership meeting, BJC, 7:00 pm

14-15 Rans Fly-in/Open House 2016 at Rans Factory Strip (8KS4), Hays KS

Fri 20 EAA Chapter 301 Membership meeting, 7:00 pm

Sat 21 EAA Chapter 43 Young Eagles Rally, EIK 7:45 am

27-28 Copperstate Fly-in, Falcon Field Airport (KFFZ), Mesa AZ  
<http://www.copperstate.org>

27-28 AOPA Fly-in, Tampa FL (KTPF)

Sat 28 EAA Chapter 301 Young Eagles Rally, FTG 7:45 am

In this issue: Lots of new sale ads for near-complete aircraft. In the Upcoming Events Calendar above, there's an EAA Chapter 43 team set up for the BJC Runway 5K Run for the Angels - join me for a run or walk (I'll be walking!) to support a very worthy cause, Angel Flight West. And there's a report on watching the recent eclipse up at the Alliance, Nebraska Municipal Airport.

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! With that in mind, congrats to Brian Garrett, who noticed I'd flubbed the date for the August meeting last month. Hope you'll be up at Erie this month, Brian, those cookies won't eat themselves but I'm sure someone else will take 'em if you don't!

If you'd like to contribute 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. Thanks in advance for your help!

# CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



Bet a lot of pilots flying into or out of airports in the eclipse totality can relate to this strip!

*Want Ads & articles for publication may be sent to the editor - [newsletter@eaa43.org](mailto:newsletter@eaa43.org)*

## Want Ads



**Custom Embroidery**  
**Valerie Wait**  
 720-352-2630  
 1705 Flemming Drive  
 Longmont, CO 80501  
 email: valandjimw@yahoo.com

Bill Mitchell reports that these folks can embroider a couple of different sizes of our chapter logo on jackets, shirts, etc. Bill showed some examples at one of our meetings, and they were beautifully done!



## Want Ads Cont'd

From: **De Strelow** <[de.strelow.1957@gmail.com](mailto:de.strelow.1957@gmail.com)>

Date: Tue, Jun 27, 2017 at 6:13 PM

Subject: Hatz CB-1 plans and project for sale

Dear EAA Chapters

Hoping you may be able to help me. My name is De Strelow, I live in Buena Vista, CO. I have a welded fuselage, wood and tubing plus the plans to build a Hatz CB-1 experimental aircraft. My late husband, Wayne Strelow started the project back in the late '90's and never finished it. He wanted to learn to fly and that he did. He owned and flew a Quicksilver ultralight and then went on to earn his VFR wings in January 2001. He was for several years involved in the local EAA chapter in Salida, CO. I contacted Jim Pinkerton with the Hatz Biplane Assoc. and he suggested I send an e-mail to the Colorado chapters of the EAA to see if there might be someone out there looking for a project. Jim came up to BV last Saturday to see the project himself, took notes and pictures. My husband retired from DOC in April 2009 and passed away in July 2013 after a short 4 month battle with esophageal cancer. I am now looking at relocating and I'm working on selling his personal items. I have included some pictures and a parts list and price. I'm negotiable on the price, just need it out of the upstairs garage workshop. Thank you for any assistance you can provide.

Sincerely,

De Strelow

29994 CR 354

Buena Vista, CO

[719-395-8410](tel:719-395-8410) H

Editor: See following pages for addition description and photos. FOR REFERENCE, here's a photo of a completed Hatz CB-1.



## ***Want Ads Cont'd***

For sale: Hatz CB1 Plans/Material/Project

#773 Plans + Material for \$2100 OBO

Must sell, space and well being force sale. Price is material cost at time of purchase, not new price. Includes Oxy/Acetylene welded frame, rib jig and 15 completed wing ribs T88 glued. Material always stored inside garage. All steel is from Aircraft Steel in Erie, all spruce is from Aircraft Spruce.

Steel (all is 4130N): 54'-.1875x.0625; 66'-.343x.035; 23'-.50x.035; 9'-.625x.035; 8'-.625x.049; 47'-.75x.035; 22'-.75x.049; 18'-.875x.035; 18'-.875x.049; 21'-.875x.065; 22'-1.375x.035; 7'-2.023x.875x.049 Streamline.

Wood: Hatz CB-1 Complete Spruce Kit P/N 02-04800

QTY	Size
700 feet(~300 ft remaining)	1/4" x 1/4" x 48" min. capstrip
4 pieces	5/8" x 3/4" x10' leading edge
8 pieces	2-3/32" x 1/8" x 6' center section bow
32 pieces	1/8" x 3/4" x 61" wing tip bow
32 pieces	1/8" x 3/4" x 23" aileron tip bow
30 feet	3/8" x 3/8" randoms - corner blocks, stiffeners
30 feet	1/2" x 1/2" randoms - corner blocks, stiffeners
30 feet	5/8" x 5/8" (4pc. X 4' bal randoms) - wing walk
60 feet	1/4" x 1/4" 90° triangular corner block
1 piece	1" x 6" x 24" filler block
4 pieces	1/4" x 1" x 6' stringers
4 pieces	3/4" x 4-7/8" x 10' front spar-bevel 10° top/3° bottom
4 pieces	3/4" x 3-11/16" x 10' rear spar-bevel 10° top only
1 piece	3/4" x 4-15/16" x 4' 6" front center section-bevel 10° top only
1 piece	3/4" x 3-3/4" x 4' 6" rear center section-bevel 10° top only
4 pieces	1/2" x 2-7/8" x 5' 8" aileron false spar
4 pieces	1/2" x 2-9/16" x 5' 8" front aileron spar
4 pieces	1/2" x 1-3/16 x 5' rear aileron spar

NOTE: Spars do not come beveled.

# *Want Ads Cont'd*

Hatz CB-1 Cont'd





## Want Ads Cont'd

### Stits SA3B Playboy N1294V

Recently appeared in the weeds outside the fence at "Frightmare", near Old Wadsworth and 108th. Contact Karl Sutterfield, [kasutt@blindhog.com](mailto:kasutt@blindhog.com) for more information.

According to the FAA Registry Inquiry, N1294V is an amateur built experimental powered by a Lycoming model O-290 Series 140 hp piston engine. Its airworthiness certificate is dated 09/18/86.



Above is an example picture of the single seat low *folding* wing aircraft in flying condition.

### Rans S-19 Project for Sale.

Vertical stab/rudder complete; stabilator complete except for tips & balance. Fuselage approx. 75% complete. Wing structure complete, needs to be plumbed, wired, and skinned. Ailerons complete except balance. All airframe kits/parts included to complete, including cowling, seats and canopy. Project located at Rocky Mountain Metro Airport (KBJC). \$26,000. Contact Don Smith at 303-524-4344.



**MILE HIGH EAA Chapter 43**  
August 12, 2017

Phil Brown called the meeting to order at 7:03 PM.

**GUESTS** Please tell us a little about yourself

Interest in aviation, Flying Building

Sign in and get 6 month trial membership in Chapter 43

Grant Colley from the Ken Caryl area is building a Sonex and presenting tonight's program.

Richard Treat from Golden is former Air Force, a retired 767 pilot, has been instructing at BJC since 1980, and is interested in Young Eagles and Young Aviators. Richard also flies for Angel Flight West, which donates air transport to serve those with healthcare or other compelling human needs.

Thomas Schibli is building a Kitfox.

**ANNOUNCEMENTS**

Ken Scott told us that Stephanie Wells has a friend who can't use their pass to fly in to Alliance Nebraska on August 21 for the solar eclipse. Contact her if interested. Grease Monkey has free eclipse sun glasses.

**Program Ideas Talk to Phil Brown or Jeff Jones**

Someone (secretary didn't catch the name) recently met with the (now former?) president of the Commemorative Air Force and will ask if he can be a speaker at some point. Stephan C. Brown (who resigned as president of the CAF effective August 17) has checked out in numerous warbirds including the B29, B17, and P51.

**ANECDOTE OF THE MONTH**

Scott Serani was not in attendance tonight following a full day with the Young Aviators at the Erie Air Fair.

**APPROVAL OF July 2017 MINUTES**

Bill Mitchell moved for approval and Ricky Domenico seconded; the minutes were approved unanimously.

**TREASURER REPORT**

Treasurer Miles Lee reported approximately \$10,500 in the General Fund, \$1300 for Young Aviators, \$2000 in the 2017 Scholarship Fund and \$3000 in the 2018 Scholarship Fund.

**TRIP REPORTS**

Herrill Davenport will be flying to Casper, Wyoming for the eclipse; he's been assigned a 15 minute arrival window.

Bo LeMay will be assisting with NASA's eclipse coronal studies, flying down the path of the eclipse.

John Evans flew his Thorpe T-18 to AirVenture; it was a good year with good weather. His build of the Thorpe started in 1975 and was tested in 1990. A Thorpe T-18 was the first homebuilt aircraft to circumnavigate the world, flown by Don Taylor in 1976.

**SCHOLARSHIP**

No report.

**PROGRESS REPORTS**

Zach Malone reported that welding is now complete on his Pitts S1, and that he'd also spent 2 weeks polishing an aluminum gas can. (Not to worry, Zach, we've all spent more than reasonable time on similar projects. Once you get started, you can't stop just because it's taking longer than expected! – Secretary)

**SAFETY REPORT** Stephanie Wells or Bill Mitchell

No report.



## YOUNG EAGLES

Cliff Hasenbalg has 32 Young Eagles signed up for August 19 and is posting notices for the kids, parents, and pilots. To become a Young Eagle pilot, please take the [EAA's Youth Protection Training](#). Young Eagle flights are scheduled on the third Saturday of the month, March through October. Young Eagle brochures are handed out at aviation events like the Erie Air Fair with contact information. Since 1992, the Young Eagles program has flown 2 million kids. In honor of the 25<sup>th</sup> anniversary of the program, the EAA is teaming with Stan Lee to come up with an aviation super hero based on Paul Poberezny. Bill Mitchell told a story of Mary meeting Paul at the initial planning sessions for Young Eagles. Richard Treat asked about the Young Eagles flight profile. Cliff has flown 78 Young Eagle flights since 2014. Bill and Mary once flew a 3 year old – who pointed out his own home from the air! Phil Brown related a story of kids at the KidVenture rib building station who already knew how to build ribs.

## YOUNG AVIATORS      Scott Serani

No report.

## FLIGHT ADVISORS and TECH COUNSELORS

No report, but Bill Mitchell was asked to explain the roles of Tech Counselor and Flight Advisor. Home-built aircraft used to be inspected by the FAA. That inspection has been delegated to EAA Tech Counselors who have built aircraft and want to help others find and correct any issues with their build. Flight Advisors help builders prep for their first flights and test flight programs. Both services are free on request and help with insurance costs.

## OLD BUSINESS

None

## NEW BUSINESS

Pizza Party and AirVenture Recap, 6 pm on September 9, 2017. Bring photos/videos from AirVenture on a flash drive and a salad or dessert to share. Friends with an aviation interest are welcome too! Can also bring photographic slides if you've got them!

Nominations for 2018 Officers and Board Members – nominations are due at the October meeting.

John Reuterskiold – ADS-B for experimental aircraft – NavWorks and uAvionix have a group buy deal for three or more units. If you don't want to add ADS-B, you can apply for a Mode C exemption, which will require you to carry a letter on your plane and undergo an annual or biannual review. John Evans pointed out that NavWorks units are not officially approved for experimental. John E. has uAvionix and is impressed with the size and cost. It includes a 20W transmitter, 2"x2"x1/2", 2 oz, dual channel receiver and wifi! The wifi works with Apple and Android, and is compatible with legacy transmitters. The \$999 unit works on the UAT frequency without WAS GPS, which can be added for an additional \$300 for a total of \$1300.

During the break, Phil showed a U-Tube video entitled Rocket Failures and Explosions Compilation from 2016 – 1942.

## TONIGHT'S PROGRAM – Grant Colley, History of the Atlas Rocket

Introduction – Grant has worked on the Titan II, III, IV, Atlas II through V and Delta IV programs.

Rockets deal with the same forces as other aircraft – gravity, lift, drag, and thrust – but lift is bad for rockets. Loads are limited to Max Q (maximum aerodynamic pressure) levels. Trying to accelerate to 17,000 mph at the correct orbital orientation is not an easy thing.

The Beginning – the German V-2. Early Martin Marietta missiles included the Matador and Mace. There is a Mace missile on display at Belleview Park in Englewood – it used to be part of the playground until recently. North American developed the Navaho ICBM, which failed, but the engines were later used on the Atlas I. Convair won a test missile contract to include steerable engine nozzles and propellant tanks whose walls were the sides of the rocket – the Atlas I ICBM started as the X-11 (Atlas A) and the X-12 (Atlas B). From 1955-58, Atlas A had 2 engines; Atlas B had 3. Atlas C tested the concept of jettisoning 2 of the 3 engines. Atlas D (1959) and Atlas E and F (early 1960s) were ICBMs. Note that the fourth Atlas launch (Atlas-Score) in early December of 1958 was an Atlas B with the warhead payload replaced with an 8,750 lb communication satellite that broadcast a 58 word Christmas message pre-recorded by President Eisenhower – following Sputnik by 14 months. Convair also developed small upper stages, the Atlas Burner and Atlas Able in this timeframe.

Manned space – the Mercury Redstone rockets were suborbital; the orbital Mercury rockets were Atlas D. Cliff Goldstein asked what the estimated chance of success was for the Mercury launches – 60%. The rockets had an automatic system to eject the capsule and get it out of the way of the rocket, which would have subjected the astronaut inside to 8-9G. There was a question on the Atlas vernier engines, 2 of which were used to control roll and pinpoint the orbit after main engine cutoff. The Atlas launches involved lots of telemetry and cameras for failure data.

Continued Development - Just as with airplanes, once the rockets worked it was time to improve performance. Thor, Titan, and Atlas used Agena upper stages. Convair developed the Centaur upper stage for NRO and NASA missions (including Mariner, etc.) Centaur used liquid oxygen (LOX) at -280°F and liquid hydrogen at -450°F – pumping at cryogenic temperatures was VERY difficult. The liquid hydrogen tank was always on top LOX tank since the hydrogen is lighter. The Centaur and its Pratt & Whitney/Aerojet Rocketdyne RL-10 engines is the longest lived aerospace system still in use. Commercial Atlas launches started following the Challenger disaster, on Atlas I, II, IIA and IIAS rockets. The missions included Intelsat, Dish, and Direct TV. Atlas rockets worked so well the Air Force bought some, too.

Mid 1990s – Atlas III utilized Russian RD-180 engines as a buildup to the Atlas V rocket. Numerous rocket failures in the 1990s triggered the Evolved Expendable Launch Vehicle (EELV) program, which increased payload capability from 6500 lb to GTO for Atlas II to 10,000 lb for the Atlas V 401 configuration and 20,000 lb for the Atlas V 551.

On January 1, 2019 the Pluto New Horizons space probe will arrive at Kuiper Belt Object 2014 MU69. Kuiper Belt Objects are hard to see; we don't know that there's an additional KBO in New Horizon's reach from which communication is still possible, though its radio-thermal generator (RTG) has a life of 40-50 years.

Future Development - The rockets designed to meet EELV requirements have significant redundancy in most of their systems that is making it easier to man rate them. A Mercury-like emergency ejection system is being added. And Atlas is evolving into the Vulcan rocket, with a larger diameter Centaur – that will still use the RL-10.

Lots of questions on flight quarter from Vandenberg Air Force Base, the U.S. western launch site.

## Driving to Totality

The Great American Eclipse, as seen from Alliance Municipal Airport (KAIA), Nebraska  
By Val Gregory

Sometime in the week before the eclipse, Gary suggested driving up into the totality zone to watch. Knowing the traffic would be bad, he figured Bridgeport Nebraska was our best bet, and driving in the middle of the night would likely have less gridlock. So Sunday night we went to bed at 7pm, got up at 10:30, and left the house less than an hour later in the Mini, to chase the eclipse. No traffic to speak of, so we continued past Bridgeport to Alliance, since we knew at least 4 friends from the chapter (Stan, Pete, Steve, and Mike) planned to fly in there. Past Bridgeport we were driving through fog, but after a 4am stop at the Alliance Maverick gas station for a bathroom and hot chocolate break, we headed for the airport, parked by the small terminal building, reclined the car seats and napped for a couple more hours.

Right around sunrise we woke up, ate the breakfast we'd packed, and checked out the terminal. Alliance Municipal started its life as Alliance Army Airfield in 1942, a training airfield for paratroops using C-47 Skytrains and CG-3/CG-4 Waco gliders. The C-47s required a long runway when used to tow the gliders, resulting in the 9,202' long 12/30 in addition to 6,200' long 8/26 and 6,311' long 17/35. With as many as 14,000 troops and personnel, Alliance AAF nearly quadrupled the civilian population of Alliance at the time. Along the street running past the hangars, FBO and terminal, a row of concrete foundations with two story brick chimneys runs in both directions for quite a way, and many of the 775 WWII-era buildings are still in use. However, today the runways were shrouded in low clouds and fog. Back outside we saw the first arrival, a Cirrus SR22 that parked in an apron area between the terminal and FBO after an IFR landing. Not long after, the clouds started to lift and break, and soon more aircraft were parking on the closest runway.



The FBO, Heartland Aviation, REALLY had their act together! If you zoom up on the runway picture above, you'll see a fuel truck on the right end, and a golf cart "shuttle" by the wind sock. As planes landed, they were refueled and their pilots and passengers whisked to the FBO hangar. Just outside the hangar was a big grill trailer; inside they had breakfast burritos and other eats and drinks, as well as tables and chairs for diners. Inside the bustling FBO the manager was busily dispatching volunteers to where they were needed and fielding fuel purchases. A table was set up with eclipse glasses and t-shirts. In addition to the terminal and FBO restrooms, additional



porta potties were stationed between the FBO hangar and an area further south where the CPA (Colorado Pilots Association) had set up a big pop-up. Speaking with the FBO staff while we were buying t-shirts, we discovered we'd been wise to arrive early - the road into the airport was closed to further entry around 10am.

We set up our camp chairs in the shade just inside the FBO hangar and continued with our plane-spotting (dang, why didn't we think to pack binoculars?) It wasn't long before we saw what looked to be a white Kitfox with something bluish on the tail - was that Stan and Pete? The pilot and passenger got out (looks like them!) and a few minutes later they arrived on one of the golf carts, set up their chairs next to ours, picked up souvenir shirts and got drinks. Right after they got seated, Steve and Mike arrived as well.

While waiting for the eclipse to start, we chatted with the folks sitting near us - all from Colorado. Somebody set up a telescope with an attachment at the eyepiece to project the sun's image onto a small screen visible to more people. Some of us stayed by the chairs while others visited the CPA pop-up. And then the eclipse started.



Stan noticed something crossing the sun on the telescope and asked the owner if it was Hillary, but was told no, that's the International Space Station (what are the chances of THAT happening?) He also cannibalized his eclipse glasses to use on his camera and got some pretty good pictures; I tried the same thing with my phone camera but couldn't get usable shots. Slowly the eclipse progressed, until it was getting both darker and cooler - the cooler temps caused the clouds to start to rebuild. Everyone watched as the eclipse went from a little impingement to a "Chiquita Sun" to a tiny sliver. And then the moon seemed to snap over the sun to a chorus of "Ohs!" from the crowd, exposing the solar corona.

Shortly after the totality completed, we heard a high-up jet roar - was that one of NASA's eclipse chasers with Chapter member Bo LeMay on board?

Although a few folks de-camped as soon as the totality



was complete, most stayed put. The FBO served lunch, and started shuttling folks back to their planes, this time with a pair of trailers with rows of chairs bolted on.

After stepping back into the FBO to complement them on the awesome job they'd done organizing and tending all of us, Gary and I headed back to the Mini to leave for home (around 2pm). As predicted, the traffic was pretty bad, but the Nebraska State Patrol and the cities of Alliance and Bridgeport had state, county, and city officers as well as other volunteers at all the intersections directing traffic. In between Alliance and Bridgeport was stop and go, but seeing the country around us, much of it in bloom, was a big improvement over the dark foggy drive in. By the time we got to Bridgeport at around 4, the traffic cops were looking mighty tired, but once past Bridgeport the traffic was better and aside from construction traffic on I76 coming in to Denver, it was pretty much clear sailing. We made it to our neighborhood gas station with the Mini running on fumes!

So it was a really good time, sharing this once-in-a-lifetime event with good friends, pairing it with two of our favorite activities, plane spotting and generally hanging out at an airport. Gary comes up with the best field trips!

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The eclipse photo on page 1 is a seven frame composite of the ISS transiting the sun.  
Photo Credit: NASA/Joel Kowsky

Photos in the eclipse article credit Gary and Val Gregory.



**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 ___	<i>Scholarship donations are tax deductible.</i>  <i>Please make check(s) payable to:</i> <i>EAA Chapter 43</i> <i>P.O. Box 1725</i> <i>Broomfield, Co. 80038-1725</i>
Flight Advisor	Yes ___ No ___	
CFI	Yes ___ No ___	

**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:** \_\_\_\_\_

Spouse: _____	Home Phone: _____ - _____ - _____
Street: _____	Cell Phone: _____ - _____ - _____

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. We also send out periodic news items by e-mail.*



## **2017 Chapter Officers**

<b>President</b>	Ken Scott	303-674-7846
<b>Vice President</b>	Phil Brown	303-506-3886
<b>Vice President</b>	Jeff Jones	303-809-3994
<b>Secretary</b>	Val Gregory	303-908-1252
<b>Treasurer</b>	Myles Lee	720-295-8778

### **Board of Directors**

Ken Scott (Chairman)  
 Stan Specht\*\*  
 Scott Serani\*\*  
 Cliff Hasenbalg\*  
 Joe Gilmore\*

(Note: \*- 2 year terms expire end of 2018, \*\*- 2 year terms expire end of 2017)

### **Volunteer Officers**

<b>Technical Counselor</b>	Jim Sutton	303-598-4205
<b>Technical Counselor</b>	John Reuterskiold	303-881-3517
<b>Technical Counselor</b>	Bill Truax	303-249-2578
<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>	John Reuterskiold	303-881-3517
<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 Chairman</b>	Eric Serani	303-918-5446
<b>Scholarship Fundraising</b>	<b>(Volunteer Needed)</b>	

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

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*  
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**First Class**



**Meetings are normally held on the second Saturday of each month at 7:00 P.M.—Location determined monthly. See Page 1 for details of the upcoming meeting.**