



Mile High Flyer

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



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CONTACT!

Tomorrow as I write this, Monday, November 26, NASA's InSight spacecraft is expected to land successfully on Mars. InSight will unfurl solar panels and place a seismometer and heat flow probe on and in the Martian surface. An article in today's (Boulder) Daily Camera mentions that the spacecraft was built by Lockheed Martin's Denver team. Lockheed Martin is just one local aerospace player. Include also Ball Aerospace, Boeing, Northrup Grumman, United Launch Alliance, and Sierra Nevada. That's just the majors, and, to quote the article, "Colorado's aerospace economy is second only to California's. Colorado has 180 aerospace companies and more than 500 businesses that provide space-related products and services."

Like many of us, as a kid growing up during the early manned NASA missions, I wanted to be an astronaut. I made it to pilot, but somehow missed the NASA cut by a couple of million. I thought too that it would be fun to work for NASA, but I didn't live in Florida or Houston.

But we do live in Colorado. And that kid that was in us is now in today's kids. And today there are many more opportunities in aerospace, companies big and small pushing the envelope of exploration of our solar system, our universe, and very importantly our own fragile planet. A sharp science & math kid could well land in an exciting aerospace job. And one with some flying experience, perhaps even a private ticket, just has a better understanding of how life in the air works. And a kid that has some experience in general aviation knows that their inexperience is something that can be overcome by their own curiosity and the resources available to them.

Our role? Big. We can often be the spark that ignites a kid's imagination. If we can get a youngster to one of our Young Eagles flights, we can make that introduction. If we can enroll a kid in Young Aviators, we can demonstrate that aviation is a blast, and something that they can be part of. If we can get a parent and kid to a chapter meeting, they can see that regular people like us and them can be passionate about aviation.

So talk it up. If you run into an adult or a kid that seems to have a glimmer of interest, tell them about EAA and Chapter 43. Give them one of our chapter business cards (I have them for handout at meetings) or simply write down "www.eaa43.org" and "eaa.org". Give them your phone number or mine, and maybe collect their number and follow up on it or pass the task to me or Cliff. Mention too that we award scholarships to help kids get their aviation careers off to a flying start. Colorado is an excellent place to let a yearning for aviation and space to grow. And heck, we are a mile closer to space here!

And to those that are already active with our Colorado kids, my hat is off to you. Always, as you work miracles. To the rest, consider getting more active in Young Eagles or Young Aviators to learn more about what is going on. We need you at the Erie operations, and we could use you too at Airventure every summer. Getting active is a way to rekindle your spirit by passing it on to an excited youngster.

Soft Landings, Phil Brown, Chapter 43 President

Next Meeting - Saturday, December 8, 2018
7 PM @ the Mt. Evans Room in the Terminal Bldg. @ Metro Airport (BJC)

Presentation for the November Membership Meeting

Brent Olsen - Power Distribution and Lithium Iron Battery Technology

Brent Olsen, FAA DER, Systems & Equipment – Electrical. Brent owns Olsen Technologies & Management, LLC

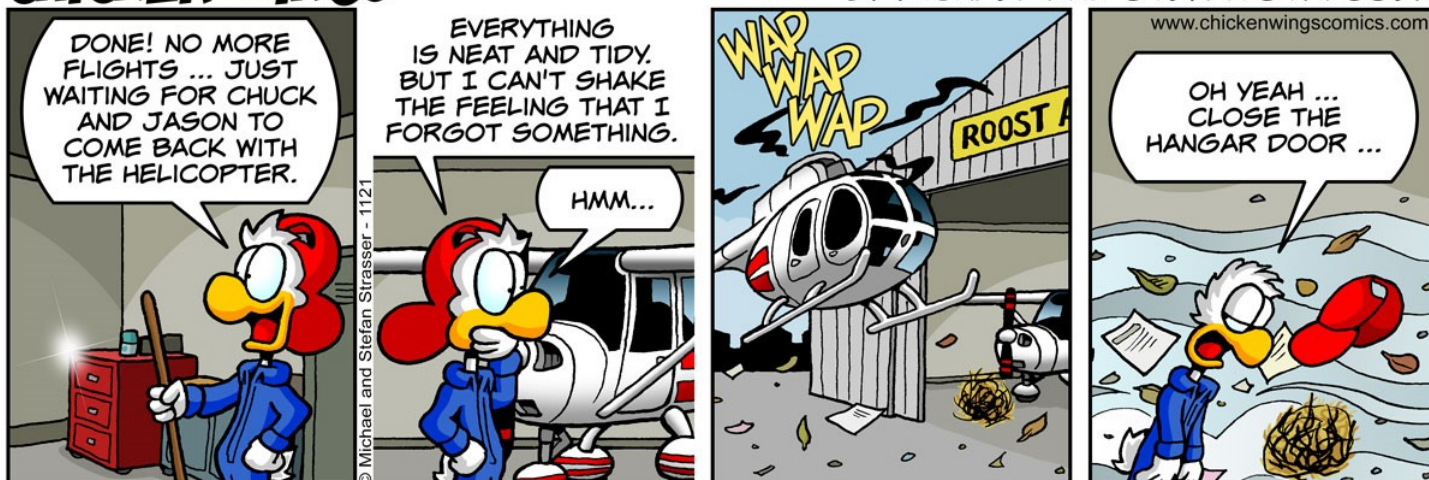
Brent will speak about building a primary and main bus distribution system and explain the differences in the latest battery technology

In this issue:

- This month's title picture is the InSight Mars probe, tucked into its payload fairing on the launch pad at Vandenberg AFB.
- The Annual Chapter Banquet is coming in January! Sign up and pay online via the Banquet link at the bottom left of the Chapter 43 webpage (eaa43.org) or use the signup form attached to the newsletter to mail with your check! OR bring the signup form and check/cash to the November or December meetings and turn in to the Chapter Treasurer, Myles Lee.
- It's also time to renew membership - Sign up and pay online via the Join/Renew button just below the Banquet button at eaa43.org, or use the form attached to the newsletter to mail in with your check OR bring it and check/cash to the November meetings and turn in to the Chapter Treasurer, Myles Lee. If mailing, save a stamp and put your renewal and banquet signup together!
- A little explanation on this month's Chicken Wings - the Publisher's hubby finally got to the top of the RMMA Class 1 hangar waitlist (we've had the KitFox in a Class 2 for about a year). So he went up to see if the smaller and less expensive accommodations would work. He was a little disturbed by the winch cable attached to the roof of the T-hangar, which is located near the runway on the east side of the airport. Probably not there for a helicopter, but jet wash or Colorado spring winds could be an issue! Guess we'll be staying in that roomy (and less exposed) Class 2!

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



Upcoming Events Calendar

2018/2019 EVENTS

DECEMBER

- 1-2 AOPA FIRC (Flight Instructor Refresher Course), Crowne Plaza Denver Airport Convention Center, 15500 E. 40th St., Denver, CO <https://hangar.aopa.org/events/item/92/1442>
- Wed 5 Antique Aircraft Association of Colorado meeting, BJC, 7 pm
- Fri 7 11th Annual Wine & Wings Fundraiser, Spirit of Flight Center, Erie, CO, 6 pm
<http://spiritofflight.com/2018/01/14/friday-december-7-2018-11th-annual-wine-wings-silent-auction-and-fundraiser/>
- Sat 8 EAA Chapter 43 Membership meeting, BJC, 7 pm
- Mon 10 EAA Chapter 648 Membership meeting, LMO, 7 pm
- Sat 15 AOPA Rusty Pilots at Centennial, 9 am - 12 pm - see <https://hangar.aopa.org/events/item/52/1783> for details and a link to the registration page
- Fri 21 EAA Chapter 301 Membership meeting, 7 pm

JANUARY

- Sat 12 Unveiling Aviation History at Spirit of Flight in Erie CO, 12-4 pm
- Sat 12 EAA Chapter 43 Annual Banquet at the Colorado National Golf Clubhouse Restaurant, 2700 Vista Parkway, Erie, CO. Cocktails at 6 pm, dinner at 6:30 pm.
- Mon 14 EAA Chapter 648 Membership meeting, LMO, 7 pm
- Fri 18 EAA Chapter 301 Membership meeting, 7 pm

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! YOU have a chance for cookies in December if you find something in this newsletter. Let me know at newsletter@eaa43.org!

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 with anything ya got in electronic format. Be aware that Gmail limits attachments to 25 MB, so if it's bigger than that, try multiple emails.

In Memoriam...

On November 8th we lost a great friend and aviator Mas Yoshida, he lost his battle with a rare lung disease that he battled over the last couple of years .

He was one of the original members of EAA Chapter 43, the Saturday breakfast group, and the Wednesday lunch bunch. He enjoyed his passion of flying for 50 plus years, When he gathered Saturdays with the group to decide where to go he would ask around to make sure everyone had a ride or was a part of the flight. If you didn't and he had a empty seat he would offer it to you. On Wednesday lunches he would share his experiences of flying and listen to yours.

I had the privilege to fly with him on several local flights and to Oshkosh in 2003.

He will be sadly missed by all.

By Ricky Domenico



Suggested by John Evens, originally published in the Midwest Antique Aircraft Club newsletter.

This came from a gent who runs a 2000 acre corn farm up around Barron, WI, not far from Oshkosh . He used to fly F-4Es and F-16s for the Guard and participated in the first Gulf War.

His story: "I went out to plant corn for a bit to finish a field before tomorrow morning and witnessed The Great Battle . A golden eagle - big, with about a six foot wingspan - flew right in front of the tractor. It was being chased by three crows that were continually dive bombing it and pecking at it. The crows do this because the eagles rob their nests when they find them. At any rate, the eagle banked hard right in one evasive maneuver, then landed in the field about 100 feet from the tractor. This eagle stood about 3 feet tall. The crows all landed too, and took up positions around the eagle at 120 degrees apart, but kept their distance at about 20 feet from the big bird. The eagle would take a couple steps towards one of the crows and they'd hop backwards and forward to keep their distance. Then the reinforcement showed up. I happened to spot the eagle's mate hurtling down out of the sky at what appeared to be approximately Mach 1.5. Just before impact the eagle on the ground took flight, (obviously a coordinated tactic; probably pre-briefed) and the three crows which were watching the grounded eagle, also took flight thinking they were going to get in some more pecking on the big bird. The first crow being targeted by the diving eagle never stood a snowball's chance in hell. There was a mid-air explosion of black feathers and that crow was done. The diving eagle then banked hard left in what had to be a 9G climbing turn, using the energy it had accumulated in the dive, and hit crow #2 less than two seconds later. Another crow dead. The grounded eagle, which was now airborne and had an altitude advantage on the remaining crow, which was streaking eastward in full burner, made a short dive then banked hard right when the escaping crow tried to evade the hit. It didn't work - crow #3 bit the dust at about 20 feet AGL. This aerial battle was better than any air show I've been to, including the war birds show at Oshkosh The two eagles ripped the crows apart and ate them on the ground, and as I got closer and closer working my way across the field, I passed within 20 feet of one of them as it ate its catch. It stopped and looked at me as I went by and you could see in the look of that bird that it knew who's Boss Of The Sky. What a beautiful bird! I loved it. Not only did they kill their enemy, they ate them. One of the best Fighter Pilot stories I've seen in a long time... There are no noble wars-- Only noble warriors."

Want Ads & articles for publication may be sent to the editor - 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!

Challenger II Ultralight Serial Number CH2-0908-CW-2850

Kit in unassembled form, includes Hirth 3202-03 engine, seats, and transport racks. Asking \$20,000. Please see photos at <https://1drv.ms/f/s!Aq1feZw5G-ofkRNBH9qLknRGMcKI>. Located at Pueblo West. Contact Daryl Jacobs, daryljacobs46@yahoo.com, 208-421-3589 cell.

Completed Challenger II



2011 ELSA Zodiac 601XLB, TTA/E 335 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 hangared, fresh annual, builder and maintenance logs. Laramie, WY. MEDICAL ISSUE forcing sale, \$47.5k (See specs on next page.)

Wes (307)721-8804



DATA SHEET

ELSA ZENITH 601XL-B - \$47.5K

By owner/builder

- 2011 Zodiac 601XL-B; always hangared (KLAR); TT335 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; Kruger sunshade
- Necessary maintenance tools, Lightspeed Zulu headsets (2), canopy cover, new upholstery set, extra tires, manuals

Minutes for EAA Chapter 43 Member Meeting

Saturday, November 10, 2018

Cliff Goldstein called the meeting to order at 6:59 pm.

RECENT DEATHS IN THE CHAPTER AND LARGER AVIATION FAMILY

Ricky Domenico first met original chapter member Mas Yoshida in 2000 or 2001 and frequented the Breakfast Club and Wednesday RMMA lunches with him. Mas would invite others to chapter activities and supported builders with his "KISS" advice. He will be greatly missed. Ricky regrets not taking him flying – don't put off ideas like that, you never know when it will be too late. No news of services, information will be passed on as soon as we get it.

Cliff Goldstein told us that John Campbell and his son Tobias lost their lives in a Mustang II crash near Erie. Probably a base-to-final accident with a heavy wind from the west. Bill Mitchell noted that tight turns with ailerons are not safe, it's better to bank. Practice turns with ailerons and banking at higher altitudes to learn your plane's characteristics. Cliff Goldstein related a landing the previous week with a 20kt west wind – setting up a stable approach is key, as is practice at altitude.

VISITORS, NEW MEMBERS - Please tell us about yourself

Location

Flying, What? Many Months/Years?

Building anything?

Flying HOPES?

Sign in and get 6-month trial membership in Chapter 43

Frank Jackson, from California, is an active member of Chapter 1175. He's been flying his RV-7A for 6 years.

Kirk (Brennan?) is working on a plane with Frank's help.

Fredy Tello came to last month's meeting at Bye Aerospace. He has his A&P license but specializes in electronics (which meant he was set upon by Scott Serani and other Young Aviators advisors at the break, looking for his expertise in upgrades to the B25 and other simulator projects). He always wanted to fly, but early on was told he couldn't due to color blindness.

Stephanie Wells brought a guest, whose name I didn't catch and who did not sign up on the guest list.

Kevin Fitz from Broomfield is trying to design an electric ERA. He's a defense contractor pilot in a King Air, and a CFII (Instrument CFI).

Scott Wilson is a Chapter 301 member who's moving to Thornton and is 40 hours into his private license.

Nick Koukoutsakis is working on his IFR and flies on a fire rescue helicopter.

Jaiden Batts is 17, from Lyons, and is working on his license with the help of one of the 2018 Cleon Biter "challenge" scholarships. He's helping with the build of a Quickie which survived the 2013 floods.

Dustin Putnam is tonight's speaker, a Stanford Aerospace Engineer graduate who works for Ball Aerospace.

ANECDOTE – Scott Serani

An elderly lady hands the driver of a senior tour bus a handful of almonds from her seat behind him. More almonds are repeatedly offered, about 8 times, when the driver asked why his passengers weren't eating them. The lady replies that they had purchased a bag of chocolate almonds, but discovered that the almonds themselves were too hard to eat...

TRIP REPORTS

Glen Grove introduced himself as an Air Force brat and sheriff's office helicopter/fire rescue pilot who is one of the co-owners of Gene Horsman's Luscombe. He's been training with Bill Mitchell for about 20 years. He recently happened on a Stinson that flipped at RMMA, and attended the annual International Stinson Club in Beaumont, Kansas. The historic Beaumont Hotel operates a grass strip – land on the strip and taxi to the hotel! The club met in the old train station, which features a train water tower that was the last operating in the US. Univair is the Type Certificate holder for the Stinson 108 series and built the 108-5 planes. Saturday morning was a tour of each of the airplanes in attendance discussing their mods. Comparing vintage aircraft brands to auto makes, Glen said Staggerwings are Cadillacs, Beeches are Ford/Chevys, and the Stinsons are Buicks.

Minutes for EAA Chapter 43 Member Meeting continued Saturday, November 10, 2018

TRIP REPORTS continued

Dave Shenk attended a tour of the Loveland remote tower (with about 200 other folks). The tower will be certified next spring. It is Class D with a 4 mile radius around the tower and claims it can handle 95,000 operations per year. It has ADS-B capable radar as a TRACON facility. If it works out, remote towers may proliferate. Scott McEwen asked about the benefit of remote towers; it allows for remote operations like military drone control from Nevis AFB.

In September, Stephanie Wells flew her RV-7 to Coeur d'Alene, ID then to Spokane, WA. On her return to RMMA from Spokane, she flew 711 nautical miles in 4½ hours and used 29 gallons of fuel for a nonstop trip, using IFR, oxygen, etc.

SCHOLARSHIP – Eric Serani

Eric talked about the I Heart Flying challenge and the great need for pilots. The challenge scholarship award was \$5000 towards aviation training (as a pilot or other aviation related training) and a Bose A20 headset. The challenge resulted in 40 applicants, which the Scholarship committee narrowed to 6 finalists with great difficulty and could only down select to 2 winners.

Jaiden Batts described how at the age of 2, he wanted to be an airplane, then figured out that a pilot was the closest thing. His first flight was with Mike Whip in a J3 – Jaiden didn't realize the GA community was so welcoming! He's attending flight school at Aerosphere, and his instructor is a neighbor. He has 26 hours on his private license and should be complete by high school graduation. He wants to be a CFI and CFII, and a commercial pilot.

Kenzie Choitz is from Ellsworth, KS and has been attending Chapter 43 meetings for about 1½ years. She volunteers with Young Eagles. She's half way through her license but lost her instructor. When she was 17 her middle brother was killed in a car accident just before he was due to solo. Her older brother is a CFI, and friends took Kenzie flying. Kenzie's brother's insurance above costs was split between Kenzie and her older brother, and she decided to spend it on her license – 29 hours in, all the local instructors moved away. She appreciates the Chapter's willingness to involve her in activities.

Eric thanked the chapter for opportunities to work with the scholarships and applicants. Cliff Goldstein commented that if you see a kid hanging over the fence at the airport – offer to take them flying!

PROJECT REPORTS

Jeff Jones is buying parts for an RV-14; Scott and Dale Serani are helping with the build. A control part was bad, and Vans is replacing it, but the team is forging ahead with the skin.

Gordon has a wing kit shipping soon, and Zach Malone is working out wing twists on his Pitts. Cliff Goldstein is still chasing down oil leaks on his RV-14 but making progress.

SAFETY REPORT – Stephanie Wells

Stephanie shared an AOPA Air Safety Institute video "Engine out!" From Trouble to Touchdown (find it at <https://www.youtube.com/watch?v=qbzIFD6YW8Q>). Practice glide at altitude with a CFI, and always plan to land with an hour's worth of fuel.

YOUNG EAGLES – Cliff Hasenbalg

Last rally of the year was October 20, flying 32 kids. Cliff thanked this year's 19 pilots. He's put the Offseason Eagle Flight request on the website for pilots to complete their 10 annual flights. John Redding from Red Dot Props was going to take 5 kids up but had to cancel due to wind shear. Cliff is still working on rural outreach and has also been contacted by Boulder. Good year, only a couple of issues.

Minutes for EAA Chapter 43 Member Meeting continued Saturday, November 10, 2018

YOUNG AVIATORS – Scott Serani

Done for the year! The Flight Challenges have been challenging! The last event of the year was today (November 10). There will be a planning meeting in January – the B-25 needs an upgrade, and avionics help is needed (Fredy Tello volunteered). Also working on the flight/tower simulator trailer. Will need to do more fundraising.

NEW/OLD BUSINESS

John Evens nominated Pete Watkins for one of the open Board of Directors positions, and Stephanie Wells was nominated for the other position. Voting for these and other Chapter 43 officers will take place at the December chapter meeting.

ANYTHING ELSE?

Cookies for John Evens and Glen Grove. Thanks, guys!

Cross-Pollinating – Val Gregory

Out of time! This cross pollinating presentation will be rescheduled.

The business portion of the meeting ended at ~8:10.

Respectfully submitted,
Val Gregory
EAA Chapter 43 Secretary

TONIGHT'S PROGRAM – Dustin Putnam

Cliff introduced Dustin, the chief pilot of the Kepler spacecraft, built at Ball Aerospace in Boulder. Kepler was designed to seek out exoplanets that could harbor life. Think of the planets Krypton, Endor, or Pandora from popular fiction. Why look? To find out if we're alone in the universe. The Drake Equation predicts the number of possible civilizations, based in part on the fraction of stars with planets and the fraction of planets that can support life. Direct imaging of planets is difficult, they are usually detected using star wobble, star doppler shift (red/blue) and star velocity, with transit photometry as the most successful. Transit photometry catches a planet transiting its star, dropping visible light from that star by a very small amount (requiring the telescopic error to be even smaller). To determine planetary size and whether the planet's orbit is in the so-called Goldilocks zone (not too hot, not too cold for liquid water), a star must be observed for a long time to catch repeating transits and periodic dimming. Many stars must be surveyed at the same time. In the 4 T-years of Kepler's primary mission, 156,000 stars were observed. Kepler's orbit around our sun is Earth trailing with a 372 day period (so it gets farther from Earth as time passes). Its solar panels need to be aimed at the sun, and the spacecraft is rolled 90° every three months. The telescope itself is pointed at the same 10° x 10° area of space all the time, so thermal movement of the spacecraft (compression/expansion of parts of the spacecraft depending on whether those parts are in sunshine or not). Eclipsing binaries – stars nearer or farther from the telescope in line with the stars of interest can create false positives. Dustin showed a diagram of Kepler's photometer, a simple design to reduce issues. The spacecraft includes a Star Tracker to maintain spacecraft orientation using 4 reaction wheels. The Focal Plane Array Assy (FPAA) is made up of an array of 95 megapixels with an accuracy better than 50 milli-arc-seconds and includes 4 small CCD cameras at the corners for fine guidance.

Steering of the spacecraft is accomplished with sensors (Star Tracker), fine guidance reaction wheels (Kepler started with 4, 3 is the minimum required) and Reaction Control System (RCS) thrusters. The steering systems have to compensate for solar wind.

TONIGHT'S PROGRAM continued

Why is the spacecraft named Kepler? Kepler was the mathematician who defined the laws of planetary motion. Why the 372 day trailing orbit, why not a 365 day orbit at a distance from Earth? To ensure the spacecraft would not have an uncontrolled reentry Earth's atmosphere. How was the area of sky chosen? The chosen area is looking at a spiral arm of the galaxy, at an area known to have many stars with heavier elements, which tend to have more planets. Telescope life? The primary mission life was 4 years, currently the spacecraft is at 10 years total. Have we found anything? Yes! Reaction wheel size is ~15" diameter and provides .2 Newton-meters of torque. The Fine Guidance Sensor are the 4 CCDs focused on 40 stars. The $10^0 \times 10^0$ FOV (that's 0.077% of the sky) includes 4 million stars! 3400 planets have been found, 2700 of those were found by Kepler. Most common planets are sized between Earth-sized and small gas giant (Neptune) sized. Kepler was expected to detect 1-2% of planetary systems and found planets around ~1% of stars in its FOV, which indicates that there are planets orbiting almost all stars in our galaxy! Also found 10 planets in binary star systems (circumbinary planets). Like Tatooine!

In 2012, reaction wheel RW2 failed (signs of failure were evident several months ahead) and in January 2013 similar signs of failure showed up in RW4, which failed in May 2013. Now only 2! Engineers came up with a plan to couple X and Y axial controls. Every 83 days the FOV changed a bit, and the telescope picked up all sorts of interesting observations! Nebulae, protoplanetary disks, super novae.

Kepler was decommissioned in November 2018. Good data was still being received, but fuel for the RCS thrusters ran out at 9 ½ years. A little more data was wrung out of the telescope, but the fuel is gone.

How many planets in the Goldilocks zone? So far about 60 Earth or Super Earth sized, but still working on star brightness to be sure.

Spacecraft fuel was 11kg of hydrazine, plenty for the RCS thrusters since the spacecraft was not designed for orbital insertion.

TESS is the next planet hunter mission. It features a full sky FOV, looking at the 200 brightest stars. It launched in April 2018, resulting in several months of common Kepler and TESS observations at the same time giving greater confidence in the observations.

Reaction wheel failures are thought to be caused by solar flare electrostatic discharge causing microfractures. Reaction wheel maximum speed was 5100rpm; they could go to 7000 but that affects the torque. Reaction wheel mass was ~4kg.

Cliff Hasenbalg asked if a service mission was a possibility for Kepler – probably not until the 1 week/year lag allows Earth to lap the spacecraft 52 years from the original launch. But NASA is tracking the spacecraft with the Deep Space Network.

The final question asked if NASA has any plans for aircraft to land on exoplanets – design dependent on aspect ratio required for planetary atmospheric conditions.

EAA CHAPTER 43 BANQUET SIGN UP

ANNUAL BANQUET, JAN. 12, 2019

COCKTAILS AT 6:00 PM, DINNER AT 6:30 PM

COLORADO NATIONAL GOLF CLUBHOUSE RESTAURANT

2700 VISTA PARKWAY, ERIE, CO.

\$20 PER MEMBER, FIRST GUEST \$20

(ADDITIONAL GUESTS \$30.00)

NAME _____

NO. IN YOUR PARTY _____

AMOUNT INCLUDED \$ _____ (PLEASE INCLUDE FULL AMOUNT)

PHONE NUMBER _____

EMAIL ADDRESS _____

PLEASE PRINT OUT AND MAIL THIS FORM AND, IF YOU DID NOT PAY ONLINE, YOUR CHECK (MEMO ON CHECK THAT IT IS FOR THE BANQUET) MADE OUT TO:

EAA CHAPTER 43

PO BOX 1725

BROOMFIELD CO 80038-1725





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)	____.00
EAA Membership Renewal Date: _____	Total	.00

Are you a: *Scholarship donations are tax deductible.*

Technical Counselor Yes ___ No ___
 Flight Advisor Yes ___ No ___
 CFI Yes ___ No ___

*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.

2018 Chapter Officers

President	Phil Brown	303-506-3886
Vice 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

Phil Brown (Chairman)
 Cliff Hasenbalg**
 Stan Specht**
 Jeff Jones*
 Zach Malone*

(Note: *- 2 year terms expire end of 2019, **- 2 year terms expire end of 2018)

Volunteer Officers

Technical Counselor	Jim Sutton	303-598-4205
Technical Counselor	John Reuterskiold	303-881-3517
Technical Counselor	Bill Truax	303-249-2578
Technical Counselor	Phil Brown (fabric, wood & tube)	303-506-3886
Technical Counselor	Stewart Bergner	303-229-7799
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	303-466-2600
Audio/Visual	Herrill Davenport	303-460-7789
Scholarship Chairman	Eric Serani	303-918-5446
Scholarship Fundraising	(Volunteer Needed)	

CFI's in Chapter 43

Phil Brown	303-506-3886
Mark Davis	303-425-4080
Dave Dooley	303-358-0506
Joe Gilmore	720-318-5100
Jeff Hinkle	303-550-2291
Bill Mitchell	303-427-4025
Mike Sutton	720-515-5269
Richard Treat	303-868-0451
Stephanie Wells	303-503-0147

Mile High EAA Chapter 43

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

First Class



Meetings are normally held on the second Saturday of each month at 7:00 P.M.—Location determined monthly. See Page 2 for details of the upcoming meeting.