



## *Mile High Flyer*

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



*Volume 47 Issue 7*

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

*July, 2020*

### **President's Corner - by Chapter President Cliff Goldstein**

Hi Everyone,

I wanted to share an experience I had this month with all the members of our Chapter.

This week I saw the culmination of 11 months of working on a Private Pilot Check Ride. But, more important to reaching the finish line, this is all about being a Mentor to a some of our Young Adults, and future pilots who will one day carry on the tradition of the best EAA Chapter in the USA, our Chapter 43.

I'll just mention that Wendy Elliot after 11 months with tons of adversity, including failing airplanes, failing examiners, going to college, Covid 19, closed flight schools, and finally taking her check ride this week with a failed electrical system not to mention the mother of all Colorado Eastern Thunder/Tornado storms is a newly minted Private Pilot. Congratulations Wendy!!!

Being a mentor to an up and coming pilot to me, is one of the most gratifying experiences. In this case, I felt like I lived through all the trials and tribulations that Wendy went through. And the accomplishment was simply a wonderful feeling of accomplishment that I feel we both shared.

Let's face it, being a Pilot of anything that leaves the planet requires perseverance and patience. It's expensive, and without someone helping to lead the way makes it almost insurmountable. But as members of a very exclusive group we have an opportunity to continue to share those experiences with those who are in the group and those up and comers who will one day share the skies with us.

For me, personally, being a mentor of up and coming pilots is a very rewarding experience, and while many of us volunteer when we go to OSH every year, this type volunteering happens all year long and makes a lasting impression.

Like many builders, I receive questions regarding a particular part of a build, which feels the same way. You feel a part of helping a fellow pilot put another bird in the air.

When I took the job of President, I really did not expect our members to jump in as so many of you have by volunteering in so many ways.

For that I want to say Thank You all for making this job fun. When you see someone who wants to become a pilot, become a Mentor and get involved. It is incredibly rewarding, and gives you one more opportunity to enjoy the many aspects of aviation.

Val and her picnic group have been hard at work planning our "on site" picnic next Saturday night in front of the KEIK FBO, Vector Air, on the grass at 5:00 PM

Please Please Please, social distance, wear masks and I look forward to seeing those that will be comfortable in that environment. And for those that will not, I completely understand. These are personal choices which we all respect.

## **Next Gathering - Saturday, July 11, 2020, 5pm**

***In Person and Virtual\* on JoinMe***

### ***Chapter 43's Annual Picnic***

Vector Air FBO at EIK, bring your own eats and seats, picnic starts at 5 PM. Cold beverages will be provided, masks (unless eating) and social distancing required. Google Map at <https://tinyurl.com/ya68aaz2>

For those who can't make it, we will try to the Join.Me app as before with the exact same settings as our previous meetings. Please learn how to mute and unmute. During our meetings participation is encouraged.

**Join the meeting with your computer: [join.me/eclipseeal](https://join.me/eclipseeal)**

Saturday, July 11, 2020 5:00 PM

Mountain Time (US & Canada)

[In my time zone?](#)

**To dial in by phone:**

United States - Denver, CO

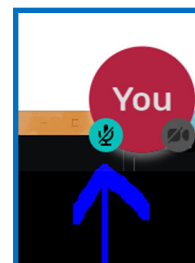
**[+1.720.650.5050](tel:+17206505050)**

**[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)

\* We're gonna try, but be aware that we'll be sitting in a large grassy area with traffic and other noise in the background. We'll do our best.



### **In this issue:**

- July title picture - seriously, how cool would it be to do THAT paint job?
- 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.
- Many thanks to Steve Beach, who's been keeping me up to date on EAA National's status in Oshkosh, WI. If you were thinking of flying there for the logbook entry, please see the guidelines on page 5.
- AirVenture is cancelled, but all is not lost! Our Social Butterflies are organizing a fly/drive-out to Oshkosh! No, not that Oshkosh, Oshkosh, Nebraska. See the article on page 6.
- Since I currently don't have a second set of eyes to review the newsletter, I'd like to ask all of you to help find my boo-boos for cookies! Let me know at [newsletter@eaa43.org](mailto:newsletter@eaa43.org). Then come to the next chapter membership gathering for your cookies! (I'm compiling a list; when we finally CAN get together, 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](mailto: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.

## *Upcoming Events Calendar*

### *2020 CHAPTER EVENTS*

#### *JULY*

- Sat 11 EAA Chapter 43 Annual Picnic, Vector Air FBO at EIK, bring your own eats and seats, picnic starts at 5 PM. Cold beverages will be provided, masks (unless eating) and social distancing are required. Google Map at <https://tinyurl.com/ya68aaz2>, see page 2 for virtual attendance instructions,
- Sat 11 EAA Chapter 43 Young Eagles Rally, EIK, 7:45 AM CANCELLED

#### *AUGUST*

- Sat 8 EAA Chapter 43 Membership Gathering, 6 PM, VIRTUAL - see page 2 for attendance instructions
- Sat 15 EAA Chapter 43 Young Eagles Rally, EIK, 7:45 AM (Tentative)

### *2020 AREA EVENTS*

#### *JULY*

- Wed 8 EAA Chapter 1627 Membership Gathering, KBDU, 6 PM
- Sat 11 EAA Chapter 1627 Young Eagles, KBDU, 7-11:30AM
- Mon 13 EAA Chapter 648 Membership Gathering, LMO, 7 PM
- Fri 10 EAA Chapter 301 Membership Gathering, South Metro Fire Rescue Authority Building, 9195 East Mineral Avenue, Centennial, 7 PM
- Sat 18 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/>
- 31-Aug 1 EAA Chapter 301 Young Eagles, Friday 7-9pm at 301 meeting location, Saturday at KFTG <https://www.eaa301.org/young-eagles>

#### *AUGUST*

- Sat 6 Donut Breakfast Fly-In/Drive-In, Centennial Airport, 13005 Wings Way, Englewood CO, 8 AM
- Mon 8 EAA Chapter 648 Membership Gathering, LMO, 7 PM
- Wed 10 EAA Chapter 1627 Membership Gathering, KBDU, 6 PM
- Sat 13 EAA Chapter 1627 Young Eagles, KBDU, 7-11:30AM
- Fri 19 EAA Chapter 301 Membership Gathering, South Metro Fire Rescue Authority Building, 9195 East Mineral Avenue, Centennial, 7 PM
- Sat 20 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/>
- 28-29 EAA Chapter 301 Young Eagles, Friday 7-9pm at 301 meeting location, Saturday at KFTG <https://www.eaa301.org/young-eagles>

**MY MEDICAL/AIRMAN KNOWLEDGE TEST/CFI CERTIFICATION HAS OR IS ABOUT TO RUN OUT, CAN I GET CURRENT? CAN I STILL FLY UNDER THE SAFER-AT-HOME ORDER?**

Read AOPA's take on the new FAA issued SFAR at <https://www.aopa.org/news-and-media/all-news/2020/april/29/faa-special-rule-extends-many-operating-privileges-to-june-30>. You can also peruse AOPA's collection of state rules at <https://pic.aopa.org/blogs/70>. Check with the airports you're flying from and to for additional local restrictions, FBO service availability, NOTAMs, etc.

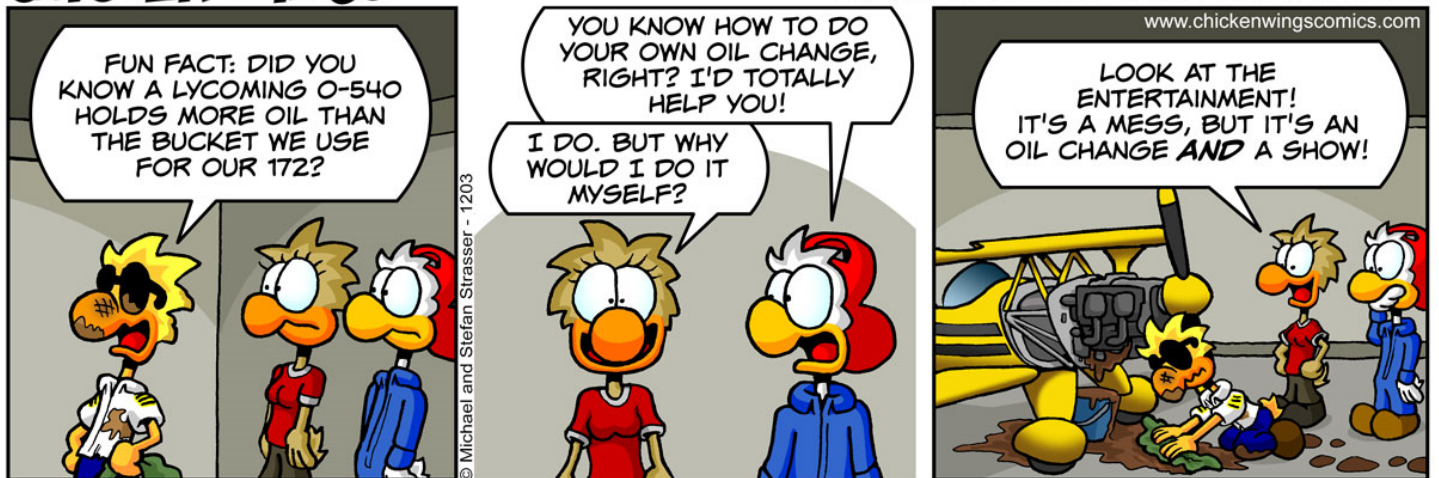
# CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



# CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



Darn it, two good ones and Ms. Indecisive couldn't make up her mind. The first is the last panel for last month's FAR/AIM - Check Ride series, and the second ties in with last month's meeting program. Something tells me Chuck has NOT been to Lycoming's Piston Engine Service School!

Oh, in case you forget your mask when you come to the picnic, fear not, we'll have some disposables available. No shirt destruction required.



**In case you were thinking of visiting Oshkosh, WI during what would have been AirVenture, Wittman Regional Airport has posted the following:**

We're all disappointed with the cancellation of EAA AirVenture Oshkosh 2020, as it means so many different things for everyone who attends. For thousands of aviators, flying to Wittman Regional Airport (KOSH) is a highlight in the logbook.

As AirVenture 2020 is not taking place, Wittman Regional Airport will operate normally as a public use airport with contract tower services. For those considering flying to Oshkosh in late July, it's important to manage expectations about what is permissible:

- Aircraft parking for itinerant traffic is available on the Terminal / Basler FBO Ramp. No permit has been obtained for aircraft parking or camping on any turf areas of the airfield and therefore is not permitted.
- No buildings or facilities on the AirVenture grounds will be open. Those attempting to camp will be asked to move to Terminal / Basler FBO ramp parking or depart.
- The Warbird / Homebuilt camping areas near P-1 taxiway will not be open. Papa 2 taxiway (Boeing Plaza) will not be accessible.
- There will be no access to EAA facilities from the airport. EAA did not obtain a Wisconsin temporary campground permit for Camp Scholler in 2020, so it is illegal to accept or allow campers there this year. The EAA Aviation Museum also will be closed to the public through July.
- For those who still want to fly to Oshkosh during AirVenture week, we encourage you to park at the Terminal / Basler FBO ramp, stay at one of our local hotels, and enjoy some of Oshkosh's hospitality. Please coordinate with Basler Flight Service to arrange any ground handling needs.

EAA's Jack Pelton also offered some additional details when reaching out to questions raised by an EAA Chapter.

"There will be no work parties this year. The situation is very serious over here. Things were looking good but the early open now has OSH as the #6 city nationwide for new positive cases post Memorial Day. With our flight experiences grounded until after summer at minimum there just won't be bringing in volunteers any time soon. What adds to the problem is we have a 14 day quarantine requirement for any who leave the state. Our employees are adhering to that, so if you came over you gotta rent a place and sit for 14 days. We will not open the lodge at all this year. This is getting old but it is what we have to do..."

"So... we all hate the thought of missing Oshkosh... especially those of us who have made it part of our lives for over 4 decades... but gatherings at Oshkosh will have to wait to 2021."

"We'll let you know if anything changes..."

Editor: The Great American Airplane Raffle 2020 has also been suspended. If you had purchased tickets, you'll be getting a letter that will give directions for requesting a refund, or your tickets will automatically roll over to the 2021 Raffle, which opens on August 10th.

## It's Oshkosh 2020 Time!

**Oshkosh 2020 time is near.** After all, it's only about 180 miles northeast of the Denver area, so you can fly there quickly or drive there in three hours! Oh...did I fail to mention we're going to Oshkosh, NEBRASKA? The EAA National President, Jack Pelton, recently encouraged EAA chapters to indulge in alternative activities now that the "other Oshkosh 2020" has been canceled.

**Garden County Airport, Nebraska (KOKS)** is a great rural airport with a fantastic board of directors. It's located in a wonderfully friendly small town of 800+ residents, and they're anxious to share their eager hospitality on July 25<sup>th</sup> and 26<sup>th</sup>. Plan to arrive the morning of the 25<sup>th</sup> for a welcoming ceremony about noon and then we'll find our way across the street from the airport to the local establishments for lunch. We'll find things to keep us busy in the afternoon (you're welcome to bring your favorite activity) as we sip cold drinks and eat provided snacks and "chew the fat," as pilots are known to do. Then it's back to town to enjoy dinner in the local eateries right close to the airport. We are not providing meals since we have no idea how many of you may attend. However, **all are welcome**, so spread the word!

We'll camp out at the airport (some may wish to set up their cot in the huge red hangar generously provided for us by the airport Board) as we share more of those unbelievable flying stories pilots like to tell. Restrooms, but no showers, are in the hangar. Then it's back to town on Sunday morning for breakfast nourishment before returning home or discovering some local airports (many are nice grass strips). The Shady Rest Motel (308) 772-4111 may possibly have a room or two available if you act right away, but the wheat harvesters will be in the area.

**Now for a serious note.** We're all aware of Covid-19 and we've learned to respect the possibilities. And because we must abide by the Nebraska and local requirements, as well as CDC, and as a requirement of our insurance, please DO NOT ATTEND IF you have reason to believe you may have the virus or have been exposed to it. Oshkosh is essentially void of the virus and we certainly do not want to expose the residents or each other. So, bring your mask (we'll have some masks and hand cleaner available) and practice social distancing and cleanliness as best we can. We will still have a great time! Also, **PLEASE REGISTER** at the welcoming table at the hangar in the event we need to contact you upon returning home. You may also find several **take-home souvenirs** here to remember OSHKOSH 2020.

So, now that you've learned of this uniquely special one-and-only event in the whole wide world, be sure to make plans right now to attend July 25<sup>th</sup> and 26<sup>th</sup>.

If you have further questions or concerns, you may contact Stan Specht at [sourdostan@aol.com](mailto:sourdostan@aol.com). But, please, do not overwhelm his inbox!!!

Brought to you by The Social Butterflies Committee,  
Stan Specht, Steve Beach, and John Reuterskiold



## Social Butterflies Committee - John Evens, Banquet Coordinator

To my fellow Chapter 43 members –

I will be in charge of planning and coordination for our yearly banquet next January. We're getting a nice, early start on that this year. In light of that, I have a request of all chapter members. We would like to increase participation in the event, and I need input on what we have done right, or wrong with recent previous banquets. Please share any comments and/or suggestions about the venue we've used in recent previous years, and anything else about the event that has been good, or bad, in your opinion. Having been a member of this Chapter since the early '70s, I've seen the banquet held at many different locations in the area and, believe me, some of them have been much less accommodating and desirable than others. Some of the advantages of last year's venue, in my mind, are –

- Nice location & facility, with plenty of parking and a wet bar.
- We have it all to ourselves - less noise and distraction than some other places.
- The price is very reasonable compared to what some other aviation groups in the area pay for their banquets.

Aside from those points, the facility may not be the best choice for us and that's why I'm asking for feedback, about that and anything else that would improve the event in your opinion. I really welcome any and all thoughts. Please reply via email to: [jrepilot@hotmail.com](mailto:jrepilot@hotmail.com)

Thank you,  
John Evens

***Want Ads & articles for publication may be sent to the editor -  
[newsletter@caa43.org](mailto:newsletter@caa43.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](mailto: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**  
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720-352-2630  
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Longmont, CO 80501  
email: [valandjimw@yahoo.com](mailto: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!

**From:** J S <[brisingammen@gmail.com](mailto:brisingammen@gmail.com)>  
**Sent:** Thursday, May 21, 2020 4:58 PM  
**To:** [president@eaa43.org](mailto: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 Sheldons' 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 hangared, fresh annual, builder and maintenance logs. Laramie, WY. **MEDICAL ISSUE**, Price reduced, \$35,000 Wes (307) 721-8804

[bressler@wyoming.com](mailto: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 hangared (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

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## 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 Membership Gathering Saturday, June 13, 2020

Started with the program tonight to accommodate the EDT presenter.

### **TONIGHT'S PROGRAM** - Shannon Massey

Shannon is a Senior VP and General Manager of the Lycoming division of Textron/Lycoming. Born and raised in Texas, she's been at Lycoming for 1 year following her first job at Bell Helicopter. She has a degree in Chemical Engineering and an MBA, no pilot's license yet. She started at Lycoming as the Customer Service Team lead in Williamsport, PA. Cliff met her while trying to get engine parts last year.

Lycoming designs and builds engines for fixed wing, unmanned, and rotor aircraft and is looking for other opportunities. Lycoming has been in PA for over 100 years and employs 500. In 2019 they celebrated 90 years in aviation. The company started in 1845 making sewing machines. In 1907 they added a foundry and machining, and in 1929 entered aviation for the Armed Services. The company has been union since beginning and has won the Shingo Prize for vertically integrated manufacturing. Lycoming's core competencies are in material processes, eliminating hazardous waste, and enhancing safety. 325,000 engines produced, from 5 to 500 HP. Type designs for over 700 features. Lycoming produces OEM engines, its aftermarket products include parts, engine overhaul and rebuild. The company also provides services for engine build and test.

COVID impact - Lycoming is considered an essential business and has continued full operations during the pandemic. VERY involved with their suppliers, had a 2 week shutdown due to a supplier issue. They have instituted work from home and electronic communication. Thus far, zero COVID cases.

#### Products

- iE2 - integrated electronic engine. Reduced pilot complexity, turbine performance with a standard piston engine. Government program applications.
- Thunderbolt engine line - custom balancing, ported and polished cylinders, custom paint.
- Lycoming Electronic Ignition System to replace magnetos, improving performance and eliminating scheduled maintenance. CubCrafters is working on certification with the 390 engine.
- Piston Engine Service School - a 5-day class. See [www.lycoming.com/engineschool-2020](http://www.lycoming.com/engineschool-2020), will make a Facebook announcement in July and start publicizing in a couple of weeks.
- Products and services for aerobatics, racing, even the Goodyear Blimps!

#### Questions?

Cliff Goldstein asked about the cost involved with FAA certification of the iO540 (and 390) engines. Had to do testing, not cheap. COVID hits to training? The training program was shut down for 1 1/2 months, now open. Facility tours will soon be available now that the county is green. Shannon pointed us to the company website for tour information. Andre Smith asked if Lycoming's engine business started with tractors, Shannon said automotive but didn't know what brand. Cliff Goldstein asked if there was a superior competitor to the iO360, and Shannon pointed out Lycoming's quality rebuild, same quality as brand new (Lycoming does not service competitor engines). Timeline for engines? Currently 30 days for all, which was the reason Shannon was brought on board. Vans is selling Lycoming engines - would it be better to buy direct? Shannon said no, get from Vans. Jim Sutton asked if the electronic ignition system had internal power, no, it has to be hooked up to the battery. Jim asked if power should be redundant with two sources? Electronic fuel injection is in work, including engine recertification. Andre asked who to contact for questions and Shannon pointed him to Customer Service/Product Support links at the Lycoming website.

Shannon thanked us for allowing her to speak, Cliff Goldstein thanked her and noted that builders are moving forward to more modern engine designs. Shannon asked that we contact Lycoming's Product Support for engine feedback.



**ANECDOTE - Scott Serani**

No anecdote this month, they're better in person.

**VISITORS, NEW MEMBERS - Please Introduce yourself to our Members**

- Sign our virtual (Val) sheet and get a six month trial chapter membership! (FREE!)
- Frank Wolfe, who's taking lessons at Vector Air
- David Bratton
- Jim Wood, has a '67 Piper Comanche at Jeffco and friends in Chapter 43 and other chapters.
- Brian Garrett, longtime member though this is his second meeting. He's working on his commercial license and getting ready to start build on a Sling TSI.

**TRIP REPORTS**

Jim Sutton flew to Greeley.

Cliff Goldstein flew to Salida recently and will be flying to Illinois to visit his son in July.

**PROJECT REPORTS**

Wayne Gibson and Edward have fully rivetted the bottom wing skins on their Zenith 650, and are working the wing internals before installing the top skin. The composite wing tips have been problematic. Able to do part priming outside now that it's nice.

Steve Paschke (Adventure) is fitting the engine cowling, waiting on camlocks from Aircraft Spruce. Planning on first flight in late August or early September. He's doing his ADS-B wiring tomorrow. The cowling required cut and patch to fit, but small areas so not too hard. He's building his EFIS on a 3"x4" screen Ardwen Omega (\$150 vs. Garmin at \$1300!); its New Haven screen is daylight visible. The nav light bulbs have been replaced with LED and a servo has been installed in the cabin to regulate heat. The previous owner built a back seat, Steve took it in to an upholsterer to narrow so it fits. Steve says he has triple redundancy on his instruments - iPad, steam, and EFIS!

Michael Savino's RV-14 fuel tanks are leak-free after passing multi-day manometer tests. The flaps are done, but the ailerons were problematic:

Left vs Right. (Not a political statement.)

The left was damaged. (Not a political statement.)

The right had what the left needed. (Not a political statement.)

The left took from the right. (Not a political statement.)

The left made progress. (Not a political statement.)

The right wasn't expecting change. (Not a political statement.)

The right will have to wait for the left. (Not a political statement.)

The left aileron is moving forward. Sorry right.

(And we thought there wasn't going to be a anecdote! - Editor)

Jim Sutton says excellent workmanship on Michael's build! He added that Gib Cardwell's plane has been moved to Erie. Thomas Schibli sent Jim build pictures. Mike Dugan (former 43 member building a CubCrafter) had his engine hoist tip and damage his carbon fiber engine cowling.

**SAFETY REPORT – Stephanie Wells**

Filing VFR flight plans - some don't, especially with flight following. Stephanie recently filed a plan on her iPad; if no one is following, it's a good idea. She always files for flights crossing the mountains. ForeFlight makes it easy, sends an email with the plan, NOTAMs, etc. Jim Sutton always lets family members know his plan, especially his wife. Cliff Goldstein always files for VFR in the mountains, as well as IFR flying into California's valleys. ForeFlight allows for opening and canceling plans.

**YOUNG EAGLES** – Cliff Hasenbalg

No Young Eagles on June 20th due to insurance, might have a small group June 27th.

**YOUNG AVIATORS** – Scott Serani

No report

**SCHOLARSHIP** – Roxie Juul

Kofi Asari soloed on May 24th!

**NEW/OLD BUSINESS**

- The chapter's first IMC meeting was held in late May as a virtual event. There were 9-11 participants, but Zoom made things stilted. Larry Earnshaw is heading up the IMC and the next meeting on June 25 will be virtual and in-person, observing social distancing. Stephanie Wells got an email from Larry asking if folks would be comfortable meeting in-person in a large hangar and she said she'd be there, as did Jim Sutton. Kevin Fall and Andre Smith want to start a VMC, they need at least 5 members. Members do NOT have to be EAA or Chapter 43 members. Stan Specht, Michael Savino, Jeff Caine, and Jim Sutton would be interested. Cliff Goldstein asked who would be willing to coordinate the VMC, Jeff Caine was nominated but Cliff will do some additional arm twisting.
- The July meeting will be the annual chapter picnic. Cliff Goldstein attended the EAA webinar on food service and noted that we have to be sensitive to member safety. He suggested pizza or BYO. Stephanie said the Colorado 99s are meeting at Erie and thinking about inviting a couple of food trucks. Cliff Hasenbalg noted that with his slow connection he'd really like a live meeting. Jim Wood said he's in favor of food trucks. Stan Specht is also in favor of a live meeting. Cliff Goldstein can host, or another Erie hangar? Michael Savino asked if the meeting could be virtual as well, so members who can't attend in person could still be involved, and Cliff Goldstein agreed.
- Stan - Social Butterfly - Phil Brown suggested since AirVenture is canceled, how about a chapter fly/drive-out to Oshkosh, Nebraska? Stan contacted the airport manager, they'd appreciate the business. Stan's nephew is coming up with a graphic for t-shirts. Phil has scouted the area, others are checking it out next week. Stan needs to know if this will be a chapter event for the graphic. Need officers to vote on whether this can be a Chapter event. Some will camp out, could do flour bombing, balloon busting, a poker run, etc. Cliff Hasenbalg is driving and can bring gear (grill!) Cliff Goldstein will poll Chapter officers next week.

**Cliff's Question of the Month**

What is your favorite airplane, have you flown it or not, and what did you like about it?

Stephanie Wells wants to fly in an F-16. She's flown in an F-18, but an F-16 can pull 9Gs, and she wants to see what that's like.

Cliff Goldstein wants to fly barrel rolls in a Stearman (has a buddy...)

Thomas Schibli wants to fly a Cub J3 - an airplane speed his brain can process.

Stan Specht wants to fly in an open cockpit plane, and in an A-10 - wouldn't it be fun to shoot that gun! (Saw a presentation on the plane at Longmont.)

Steve Paschke wants an autogyro. After his retirement he'll be spending winters in northern Thailand; there's enough room to take off and land an autogyro.

Anyone else?

Jeff Caine would like to fly an Aeronca C3, even slower than a J3 Cub or his Hatz! Good to land on grass, and it's a great taxi trainer at this altitude.

Michael Savino would like a P-38 flight - his dad piloted one in WWII for photography missions.

Cliff Hasenbalg wants to fly a WWI Spad.

Brian Garrett has a long list, but F-16 at 9G. He noted that the maximum acceleration experienced by a test pilot was 43G (on a sled).

Val Gregory's favorite is the F-16, and she recounted hanging on the Carswell AFB runway fence with her dad (F-16 Advanced Design lead) for the production rollout. Colonel Bud Anderson's planned Paris Airshow routine was interrupted when a warning light showed the nose gear had not retracted properly following the high-G roll up during takeoff and after troubleshooting and burning off fuel, he landed it gear up on the grass between the runway and the fence.

Jim Sutton's favorite is the Cassutt Racer that Bill Mitchell had access to - Bill suggested a high speed taxi, but the plane drifted so Jim took off, then had to figure out how to land! Most exhilarating flight ever.

President Cliff Goldstein closed the meeting at 7:42 PM.



In taming of wild Sukhoi 24, it takes many vigilant men. The beast is not easily broken due of strong soviet will.

(Say THAT in your best Boris Badenov accent!)



**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**

<b>President</b>	Cliff Goldstein	720-280-2916
<b>Vice President</b>	Zach Malone	443-610-3469
<b>Vice President</b>	Scott McEwen	303-895-5058
<b>Secretary</b>	Val Gregory	303-908-1252
<b>Treasurer</b>	Myles Lee	720-295-8778

### **Board of Directors**

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**

<b>Technical Counselor</b>	Jim Sutton	303-598-4205
<b>Technical Counselor</b>	John Reuterskiold	303-881-3517
<b>Technical Counselor</b>	Phil Brown (fabric, wood & tube)	303-506-3886
<b>Technical Counselor</b>	Stewart Bergner	303-229-7799
<b>Technical Counselor</b>	Will Heltzel	303-345-5784
<b>Flight Advisor</b>	Bill Mitchell	303-427-4025
<b>Newsletter Editor</b>	Val Gregory	303-908-1252
<b>Young Eagles Coordinator</b>	Cliff Hasenbalg	303-744-8180
<b>Young Aviators Advisor</b>	Pat Miller	303-666-8233
<b>Young Aviators Advisor</b>	Scott Serani	303-358-2858
<b>Data Base Editor</b>	Tim Stansbury	719-494-7398
<b>Web Master</b>	Steve Paschke	303-451-8490
<b>Safety Officer</b>	Stephanie Wells	303-503-0147
<b>Refreshments</b>	John & Roxie Juul	720-626-7707
<b>Audio/Visual</b>	Herrill Davenport	303-460-7789
<b>Scholarship Chair</b>	Roxie Juul	720-626-7707
<b>Scholarship Fundraising</b>	<b>(Volunteer Needed)</b>	

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

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

## Mile High EAA Chapter 43

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*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.**