



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



*Volume 50 Issue 11 On the web @ [www.eaa43.org](http://www.eaa43.org)*

*November, 2023*

## **President's Corner.... By Chapter 43 President Jim Wood**

Hello Folks,

Antoine de Saint-Exupéry wrote "I fly because it releases my mind from the tyranny of petty things."

I'm not sure what is driving the craziness of the numerous social and political turbulence that we in aviation are challenged with lately. A growing number of people in Boulder are lobbying hard to close that wonderful airport. Our friends at the FAA are "this close" to issuing an Airworthiness Directive (AD) for 31,000 tube-and-fabric Piper aircraft (near and dear to my heart and wallet). That AD will cost each owner about \$10,000 and who knows how much time to "fix" a non-problem - an issue that mildly impacted two, very unique, highly modified seaplanes in Alaska. No accidents, no incidents, no in-flight emergencies, no fatalities. It's simply an illogical and wasteful AD. Speaking of illogical....you may have seen my long-winded letter that I sent to the Colorado Attorney General to address the, frankly, crazy accusations leveled against us by the large mob of anti-airport people the other day in Superior. Cutting to the core, I believe that those folks, plainly and simply, want to close our general aviation airports up-and-down the Front Range. Will they succeed? Probably not (however, let's not forget Meigs Field...). Can they make our aviation lives miserable (taxes/landing fees/fuel availability/airport hours/etc.)? Probably so. Should we be good neighbors with the surrounding communities? Absolutely yes! I'm no politician and, as such, I *desperately* want these issues to just go away. Sadly, we are absolutely faced with the "tyranny of the vocal" and the issues we are facing are far from petty. I *desperately* want to just fly and release my mind of those things. However...."just flying" won't make them go away. We really must get involved in the public discourse to defend our right to the joy and romance of flight else that tyranny may very well overcome us all.

On to the fun topics...

At last month's Chapter Gathering, we broke into four groups to address our group's more important new initiatives – 1) starting a monthly "Builder's Club" similar to our very successful IMC and VMC Clubs, 2) establishing a new hangar home, 3) organizing more structured "fly-out" events for the Chapter, and 4) expand our Community Outreach and PR. Since we volunteered to pick which group to break into, I figured that would be a reasonable indicator of the perceived value of each initiative. Interestingly, three groups had about the same number of people. No one aligned with the fourth initiative (Community Outreach and PR). That said, we will focus on the first three and take *action* to get there. It's not too late to get involved with any or all of the above.

I am very excited to announce that Sarah Winkler has volunteered to assume a "fill-in" role as our Safety Counselor, helping as her schedule permits. Sarah is a relatively new and wonderful member of our Chapter. She has a spectacular aviation background as a CFI and an active helicopter pilot with the

US Army. She is actively working on her NTSB certification with the Army. Sarah may be deployed next year but she's graciously agreed to help as much as she can. Please join me in thanking Sarah for stepping up. We are very fortunate...

I am equally excited to announce that Victor Pate has volunteered to act as our new IT Coordinator. Victor is also a relatively new Chapter member. He is clearly a brilliant and passionate gem of a resource for our Chapter family. I am confident that Victor will be instrumental in upgrading our IT presence. Please join me in also thanking Victor for helping us out with his time and talents.

Our Holiday Banquet is tentatively scheduled for January 20<sup>th</sup> at the FlyteCo Tower. FlyteCo did such a wonderful job last year we felt that we had no choice but to return again. We are very close to landing another wonderful speaker for that event. Stay tuned for details.

Frankly, I dropped the ball on gathering candidates for this year's Chapter Officer and Board of Directors election. Our bylaws call for elections in November; however, we are going to have to postpone our elections until December. We have several open positions along with the general officer positions – President, two Vice Presidents, Secretary, Treasurer, and three Board of Directors spots all together. If you are interested in volunteering for any of those positions, please contact me or any other Officer or Board member as soon as possible. The more candidates, the stronger our group will become.

Lastly, I am seriously thinking of "mixing-up" the structure of our monthly Chapter Gatherings to leverage more social time. Rather than starting Saturday gatherings with a guest speaker at 6:00 pm, having social time around 7:15 pm, and chapter business from 7:40 pm – 8:30-ish, I am considering the following new format starting with our February Gathering. I'd love to hear your thoughts.

6:00 - 6:10 Welcome New Members

6:10 - 7:00 Potluck Dinner & Social Time (bring a dish to pass or donate \$5 to cover food costs if you don't bring a dish)

7:00 - 8:00 Guest Speaker

8:00 - 8:30 Chapter Business

Hopefully you are able to enjoy some flying during these wonderful Fall days.

Blue skies,

Jim

***Next Gathering - Saturday, November 11, 2023, 6 PM***

***@ the Mount Evans Room in the Terminal Building at RMMA (BJC)***

*Program by Greg Boom, owner and founder of Mountain Air Aviation and Rocky Mountain Flight School*

Join us for a discussion of aircraft maintenance for both production and experimental aircraft.

# CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



## In this issue:

- Title pic - stolen from EAA's Facebook page...
- This month's Chicken Wings had me laughing - in the last several months, a Chapter member got a call from his ELT point of contact checking to see if he was okay, and he realized that a less-than-smooth landing had set off his ELT. Apparently hard but non-crash landings take up 98% of the ELT alerts! So it's a good idea to file and activate that flight plan so there's a backup for getting SAR going when it's needed.
- I noticed the only STOP item on Jim's *golden feedback* list last month was getting rid of the good-ol'-boy attitude. AND he had a reminder that elections are coming up. People, put your self nomination where it can alleviate that attitude! Send me a bio at [newsletter@eaa43.org](mailto:newsletter@eaa43.org) and what you want to do with whatever position you run for to put in the next Newsletter. Maybe we can carve out a little time in the November meeting for some campaigning? And see page 6 for more on the election.
- Also see page 6 for a new column, **Pilot Briefs**.
- Since I don't have a second set of eyes to review the newsletter, help find my boo-boos for cookies! Let me know at [newsletter@eaa43.org](mailto:newsletter@eaa43.org) and come to the next regular chapter meeting for your cookies! 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 air-plane 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. Gmail limits attachments to 25MB, so if it's bigger than that, try multiple emails, Dropbox, Google Drive, etc.



## **Upcoming Events Calendar**

### **2023 CHAPTER EVENTS**

#### **NOVEMBER**

- Sat 11 Chapter Meeting at the Mt. Evans room at BJC, 6PM  
 Tue 14 Chapter 43 VMC Club, 6PM, live and virtual, contact [andresmith76@outlook.com](mailto:andresmith76@outlook.com)  
 Thu 23 Chapter 43 IMC Club **CANCELLED** due to conflict with the Thanksgiving Day holiday.

#### **DECEMBER**

- Sat 9 Chapter Meeting at the Mt. Evans room at BJC, 6PM. OFFICER AND BOD ELECTIONS  
 Tue 12 Chapter 43 VMC Club, 6PM, live and virtual, contact [andresmith76@outlook.com](mailto:andresmith76@outlook.com)  
 Thu 28 Chapter 43 IMC Club, 6:30PM, live and virtual, contact [llearnsh@gmail.com](mailto:llearnsh@gmail.com). May be cancelled or rescheduled due to the Christmas/New Year's Day holiday.

### **2023 AREA EVENTS**

#### **NOVEMBER**

- 9-11 2023 Navajo Christmas Airlift - 39th Annual, KAPA, 7565 S Peoria Street Englewood, CO. Charity donation and pilots needed. See details at [https://coloradopilots.org/content.aspx?page\\_id=4002&club\\_id=612720&item\\_id=2048603](https://coloradopilots.org/content.aspx?page_id=4002&club_id=612720&item_id=2048603)  
 Fri 10 Chapter 301 Meeting, 7 PM (6:30 social) <https://www.eaa301.org/newsletters>  
 Sat 11 CPA Annual Meeting, Mt. Evans room at BJC, 8:30AM-12PM  
[https://coloradopilots.org/content.aspx?page\\_id=4002&club\\_id=612720&item\\_id=2076729](https://coloradopilots.org/content.aspx?page_id=4002&club_id=612720&item_id=2076729)  
 Sat 11 Taildraggers Showcase, Exploration of Flight\*, 10AM-2PM (veterans & active duty free)  
<https://wingsmuseum.org/events/taildraggers-showcase/>  
 Sun 12 SCFD Free Day at WOTR and Exploration of Flight!  
 Mon 13 Chapter 648 Meeting, 6 PM, see <https://chapters.eaa.org/ea648> for location  
 Wed 15 Chapter 1627 Meeting, <https://chapters.eaa.org/ea1627/about-us>  
 Sun 26 Holiday S'Wing-A-Long with Bianca and the Flyboys, Wings Over the Rockies Air & Space, 6-9PM, <https://wingsmuseum.org/events/holiday-swing-a-long/>

#### **DECEMBER**

- Sat 2 Breakfast Fly-In, Exploration of Flight\*, 9:30 AM-12:30PM  
<https://wingsmuseum.org/events/breakfast-fly-in-dec/>  
 Fri 8 Chapter 301 Meeting, 7 PM (6:30 social) <https://www.eaa301.org/newsletters>  
 Mon 11 Chapter 648 Meeting, 6 PM, see <https://chapters.eaa.org/ea648> for location  
 Wed 18 Chapter 1627 Meeting, <https://chapters.eaa.org/ea1627/about-us>

\*Most events at Wings Over the Rockies Air & Space and Exploration of Flight require museum ticket pre-purchase to meet social distancing regulations. That's not a bad thing, it keeps the museums running!

The Editor saw an "interesting" X post Saturday morning saying that the US Military had taken to the skies all over the US in response to some threat resulting from the Israel/Hamas war. The post was immediately shot down by a savvy response showing current flights in the US, the vast majority of which were commercial airliners. For those of us who cheer when they see ANY of our military aircraft in the air, the original post was a call to head to our front porches and backyards to watch the airshow! (Darn tease...) Thankfully for us in the Denver Metro, we DID get an A-10 airshow Saturday afternoon, for the Air Force/Army football game at Mile High. Whoop!



With no Young Eagles 'til next March, I would like to take the time to thank all the Volunteers who make our rallies a success. We were only able to complete half of the scheduled rallies, due to the weather and visibility from the Canadian forest fires. Sadly, we only earned half of the flight credits we normally have. The 2024 schedule is up on the Young Eagles Day and Chapter 43 websites. Let's all make the 2024 our best year ever.

Clifford Hasenbalg  
EAA Chapter 43 Young Eagles Coordinator  
303-359-2758 c

### Chapter Name Tags

Want an official chapter name tag? See Herrill Davenport. Payment to Herrill is requested before the tags are ordered - \$8.50 for a pin fastener or \$9.50 for a magnetic fastener. He'll have your name tag at the next meeting!

### Social Media Coordinator John Kellogg

John administers Chapter 43 accounts on Facebook, Instagram, and Twitter, but he needs content! Send Chapter announcements and project/flight/event pictures and stories to [johnkelloggflys@gmail.com](mailto:johnkelloggflys@gmail.com). Links to the Chapter Facebook and Twitter accounts have been added just under "Welcome to Chapter 43" on the Chapter's homepage at [www.eaa43.org](http://www.eaa43.org). If you select the Instagram logo in the same area, it will take you to [instagram.com](https://www.instagram.com/eaachapter43/) where you can type in the handle @eaachapter43! If you use Facebook you can find the Chapter 43 accounts by searching for EAA Chapter 43 or @EAA43. If you use Twitter, search for @eaachapter43.

### From Membership Coordinator Mike Savino

Periodically the chapter sends out emails from [ea43membership@eaa43.org](mailto:ea43membership@eaa43.org) to all members. To help prevent those emails from ending up in your spam folder, please add [ea43membership@eaa43.org](mailto:ea43membership@eaa43.org) to your email contact list. We can't control how e-mail is marked as spam. What we can do is add the contact and this will help. Watch for an email in November to notify those who need to renew their membership.

### Scholarship

The Chapter 43 Scholarship Committee opened the website October 1 to accept applications for a variety of aviation scholarships, from EAA Oshkosh Camp Adventure for teenagers to private pilot license experiences. There are a variety of categories and age specifications so please review all the information on the Chapter 43 link below.

Especially take note of summer camp options in Oshkosh Wisconsin for ages 12-18. We'd like to send a couple kids to camp. Kids will learn how to build planes and other aviation topics, and build friendships that will last a life time. The registration to the week long camp is paid for including food, the child/parents just needs to cover the cost and plan to get to Oshkosh. Please contact the Scholarship Committee if you have any interest in summer camp. It is an amazing opportunity. Please check out the EAA National link below with the dates and ages for the sessions we would like to send campers.

Session 2 of the Young Eagles Camp (ages 12-13)  
Session 2 of the Basic Air Academy Camp (ages 14-15)  
Session 2 of the Advanced Air Academy Camp (ages 16,17,18)

<https://www.eaa.org/eaa/youth/eaa-aviation-and-flight-summer-camps/eaa-air-academy>

When you apply for a Chapter 43 scholarship you will receive an automated confirmation email when your application is received into the system. If you don't receive an email check your junk email folder, then contact Mike or Jenny Sutton.

Application deadline is November 30, 2022.

The selected applicants will be contacted in December for interviews. Decisions will be made by the end of January 2024.

<https://chapters.eaa.org/eaa43/scholarships>

We look forward to reading these applications.

Chapter 43 Scholarship Committee  
[mikesutton@gmail.com](mailto:mikesutton@gmail.com)  
[suttonjennym@gmail.com](mailto:suttonjennym@gmail.com)



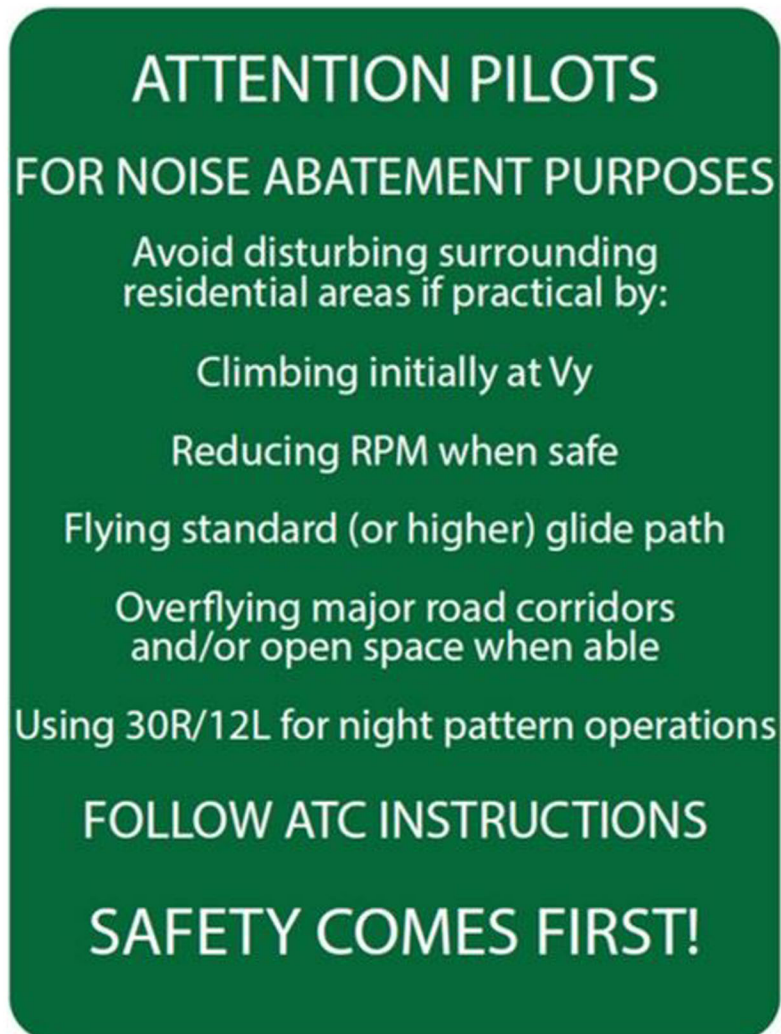
## Elections Are Coming!

There are currently openings for 3 Directors and 2 Vice Presidents. ALL Officers (President, VPs, Secretary, and Treasurer) are voted on annually, so if you have an interest in ANY office, contact one of the current officers or directors and let them know. Page 22 has them listed with (some) contact info.

## Pilot Briefs

Welcome, Chapter 43, to a new column in the Mile High Flyer! As the Chapter becomes aware of information we need to fly as good neighbors to the communities around us, this is where that information will be posted. Yes, some of the complaints are seemingly focused on just shutting down aviation, but some are quite valid. Those are the ones you'll see here.

For those of us flying in and out of RMMA, the following is the current noise abatement procedures that should help reduce VALID complaints.



### **Attention Aerobatic Pilots!**

I recently received a phone call from a very nice and respectful elderly couple that lives in Hygiene - near your aerobatic practice area. They asked if I could please ask the aerobatic pilots to perform their low-level maneuvers within the practice area and not over their little town. Again - unlike some of the noise complainers we encounter - this couple could not have been kinder. They said that they understood the need to practice aerobatics but asked that we please not do low-level maneuvers over their town, outside the practice areas. Certainly not an unreasonable request. I've asked the president of the IAC to pass along a similar message. Thanks for the help folks - Jim Wood

# No Name Column by Cliff Goldstein

(Second article in a series of four)

## Prepping for Check Ride

There was no turning back now, especially after all the kudos from other club members and John Stewart. It might have been John all along pushing me in the back of my head. I had a lot of respect for what he'd accomplished but more for the fact that he was still at it flying with the same desire to be perfect. I've always felt every flight no matter what I'm in will teach me something. It was coming very fast as most of this was new, or I'd not looked at it in over 50 years. And I was stuck with turning on the learning machine. Getting the rating became the driving force and that meant turning those brain cells back on. I've never been afraid to try new things but usually they were an incremental step from something I'd done before. While gliding is still flying, it's an entirely different animal and those skills from power flying would not take me the distance. This was new.

Jeff and I found the perfect day to venture into the mountains and actually soar the glider. We ended up near Longs Peak with more lift than we knew what to do with... We climbed in convergence, thermals, and along cloud streaks. Imagine flying for miles at the same altitude without an engine. It was truly magical. But there it was. We were doing things I'd only read about, and it was within my grasp. All that trip in the mountains did was fuel my desire to achieve the rating and go on from there. Magical.

There were elements in my flying that needed to become crisper and most of the time it was me not understanding the dynamics, and Jeff finally penetrating my ignorance and all of a sudden, maintaining a 45 degree bank at 55 knots for 720 degrees, and rolling out was as easy as driving on a slippery road in the winter...you just did it.

As I was continuing with my book learning (ugh), Jeff was beginning to prepare me for the check ride. He released from the glider at 300 feet above the ground and we landed on 26 in the grass rolling to a stop on the chip seal... But as I got closer I was following the tow plane fat dumb and happy, he pulled the release and I snapped the glider in the 45\50 degree turn back to 26. It happened so fast we ended up high for the approach. Brought in the spoilers and landed smoothly on the Chip Seal. Jeff remarked it had surprised him how quickly I'd rolled the turn in. The muscle memory was now at work.

I truly was enjoying every flight, surprising Jeff on a solo flight that should have lasted 15 minutes. I'd found a small thermal in the glider box and nursed it for about 30 minutes. I was beginning to "feel" the thermal and let my senses begin to tell me which way and how to turn.. I was definitely thinking about what was occurring but allowing my senses to make the corrections. This was a combination of min sink, with 10 to 20 degree turns to stay in the thermal staying away from Stall. It was...fun.

I had a real problem with slack line, and this was my last chance to get it right. We practiced it about 4 times until I nailed one. One day before the check ride and I felt I'd learned that valuable lesson. On my last tune up flight with Jeff prior to my check ride, I spoke to John Lewis, my tow pilot. I asked him to give me a rudder wag somewhere in the flight, along with a wing wag release at 8500 feet. We talked about it and I'd listened to Armand's you tube videos describing it, (Armand's videos were great), but seeing it was the best teacher of all. John gave me both, and when we got on the ground Jeff jokingly told me he was the instructor and was supposed to give the cues to the tow pilot...I just laughed. It was fun.

Continued in December!

## Road Trips in the Works - Chuck Kubin

**NEW IN SEPTEMBER:** If you have ANY interest in attending one or more of the activities below, you can show that interest by taking the survey at <https://www.surveymonkey.com/r/7LNLGNZ>

One of the coolest aspects of doing the coolest thing you can do, flying, is going to cool places and doing cool stuff.

Just call me Captain Roadtrip. If flying in is an option, I'll check into it and provide details. Here's some ideas I'm working on:

\*Visit to Wings Over the Rockies — I have an "in" as a docent, so I'll try to get us a more detailed and longer tour than usual, plus a "behind the curtain" look at the restorations area. Hoping for some discussion about acquisitions and the actual work to meet museum vs. airworthy standards. Recent highlights: the second stage of a ULA rocket, the "Baby BOOM" 2/3 mockup of the next-generation supersonic transport, and a 1926 Eaglerock. A long shot, but since Harrison Ford is a huge backer, maybe we could do a Facebook interview with him from the museum theater. And Lowry Beer Garden and an ice cream stand in a rocket is right next door.

\*Visit BOOM — One of about 158 aerospace companies associated with KAPA, this is the company developing aircraft capable of traveling over land without blowing out your picture windows as we will hear a thump instead of a sonic BOOM. Planes are built in Alabama, so we'll be talking to developers about concepts and production.

\*Visit the towers at KAPA and/or KBJC — Over years I did both, and back then they toured small handfuls of visitors or a still relatively small group divided into shifts.

\*Flight for Life — All the details are pending what we can get, but the concept is to see the birds up close and talk to the pilots, planners and responders.

\*National Museum of WWII Aviation/Westpac Restoration — Smallish, intimate museum has 28 FLYING aircraft on display and 10 more in restoration, including B-25 "In the Mood," the only flying P-47, Dauntless dive bomber, one of six remaining F7-F Tigercats, P-38... Westpac, right next door, gets you right into the thick of the work. Located on the northern tip of KCOS.

\*Pueblo Weisbrod Aircraft Museum — WOW! Where to start! Nationally famous, dedicated to the B-24, but it doesn't have a B-24 (12 B-17s and -24s are rumored to be buried near Pueblo). It does have a small museum, two huge hangars and a big outdoors display with the B-29 "Peaches," a B-47, B-17, A-26, C-45, MiG 15 and -17, F-80, T-33, F-80, F-104, F-86, and even the Sikorsky Seabat 'copter that fished Alan Shepherd and Friendship 7 out of the drink in 1961. Located on KPUB.

\*Denver Air Route Traffic Control Center (ZDV), Longmont. See what it takes to coordinate a region's worth of air traffic.

\*Oshkosh, Neb.— sweet roll/donut humanitarian rescue mission. Repeating a favorite.

\*Space Command satellite operations — My aviation merit badge wingman was recently promoted from satellite driver to satellite driver supervisor at a Space Command detachment at Peterson AFB. He briefly mentioned a control room visit once, so I'll look into it. No, you don't get to see the classified stuff...even if you could tell what it is.

\*USAF Academy — Visitor center is free and the famous chapel (NOT built from spare airplane parts, as rumored) is open daily. The trip can continue into CS to get either the best barbecue or German food in Colorado. Or maybe one of three distilleries or several breweries.

\*Back to FlyteCo — In the wake of our 5-star rated banquet, several members are interested in going back as a group for some social time.

So that should keep us busy for awhile. Hit me at [dreamwoodck@yahoo.com](mailto:dreamwoodck@yahoo.com) with your ideas, and if you want to register high interest in any of what's here. I'll turn up the heat on what seems the most popular and from here I'll get with Larry and Jim and target some dates.



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



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Owner

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NOTES:

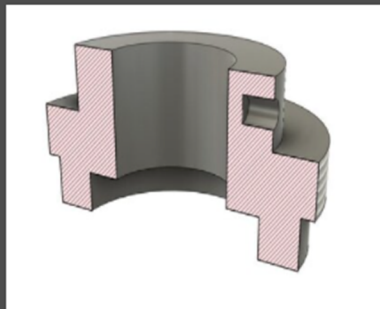
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John was recommended to do some work on Herrill Davenport's 182 fairing, and wants to do more airplane work.

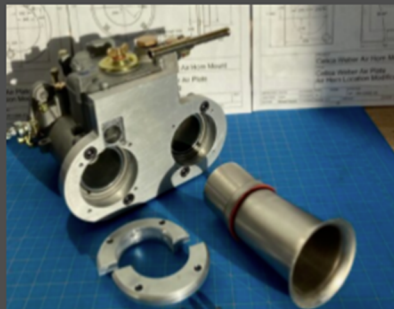


A small machine shop using a manual mill, lathe and surface grinder to offer custom machined parts to the advanced hobbyist or individual seeking support in product development or parts no longer available from a manufacturer. Shop rate is \$55 per hour, typically less than half what most shops charge. Specializing in very small quantities of parts, tools, etc. Turnaround time is one day to a couple of weeks, depending on the needs of the customer. Hansen Precision is your answer.

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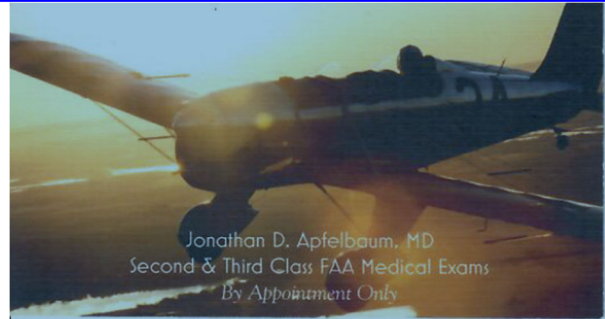
Located at 11905 Corporate Way, 303-469-5633, <https://freedomavionics.com/>

### Chuck Grow Flight Instruction

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No, not that Chuck!



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Contact Greg Hall at [horizongreg@yahoo.com](mailto:horizongreg@yahoo.com) or 303-726-9109



Shown in completed form, from <https://fisherflying.com/horizon1/>

Additional aircraft specifications at <https://fisherflying.com/wp-content/uploads/2020/05/Horizon-1-Info.pdf>



## For Sale - RV14A

This is a rare opportunity to become part of the build team on an RV14 Kit.

Tri County Aviators LLC is in the process of building an RV-14A. We are the 3rd owners of this kit. The kit arrived with quick build wings completely open, the fuselage 40% complete, and with all flying surfaces complete.

We are a team of experienced builders, this being the 6th aircraft to pass through our hands. This is also the 3rd RV-14A that we've worked on. As builders, we have meticulously gone through every rivet on the aircraft to ensure the quality of the work from predecessors. As builders, our standards required us to ensure that every bolt was torqued properly and every seam near perfection. We started this project by going to the front of the build manual and ensuring each step had been completed per the plans, including any service bulletins that have occurred since the start of this project.

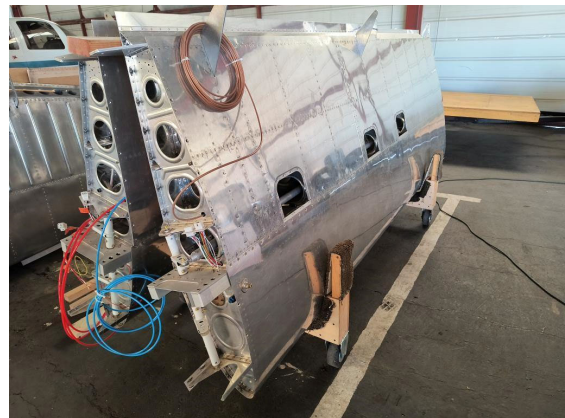
Our IO-390 Thunderbolt engine with P-Mags will be arriving shortly, so we'll have most of the components in house to move the project along.

Our team expects to fly off the hours when the aircraft is complete.

Coming into the project now allows a buyer to become a member of our team and become intimate with the aircraft, having a complete understanding of the build process. You would also understand all the systems involved in the RV-14.

The panel will be an all-GARMIN suite with dual G3X touch screens. GTN650 Navigator, autopilot, with auto trim. And a backup G5 to insure safe IFR operation of this aircraft. The aircraft is being built at KEIK and available for viewing upon request.

Please feel free to contact Cliff Goldstein for further information at 720-280-2916.



From: **MOONEY SPACE** <[lindaeljays@gmail.com](mailto:lindaeljays@gmail.com)>

Subject: RV 9A Kit and Caboodle for sale!

It pains me greatly to post this, but... life sometimes forces us to chart a new course. I am running out of time to finish my projects and I'm sure someone would love to jump on this one. I have assembled the core elements of a lovely flying machine and am offering it at replacement cost. The deal here is not the cost advantage, but the time advantage. I really would like to recoup my expenses if possible. The purchaser has the benefits of an advanced project with no wait line for pieces. I have the following for sale. (Prices edited 12-24-22)

Quickbuild fuselage -\$23,000

Mostly complete wings, -\$12,900

Empennage assembled - \$2,400

Finishing kit - \$11,750

IO-360 Superior (Brand New, and preserved) - \$34,300.00

Catto 3 Blade Prop (Red tips, White, and Nickel plated, with carbon fiber spinner, extensions - \$5800.00

I would be happy to send more detail if someone is genuinely interested.

I have some avionics that I could sell also. I was planning for 2 G3X touch, with an autopilot, 507, a GTN 650xi, GNC 255, 245BT Audio panel, and a G5. These are available right now, if you think you will need them before I do in my RV10 project. The way my time is going it is possible. These avionics have all the install kits and I have someone who could help with harnesses if needed.

2- G3X Touch - GDU™ 460, 10.6" Display \$4,495.00 ea

System LRU Kit with GSU 25C, GMU 11, GTP 59 and Configuration Module \$1,695.00

GSU25 C/D Connector Kit (1 required for each GSU 25 C/D) \$95.00

GMU 11 Installation Kit (1 required for each standard LRU kit) \$55.00

GDU 460/465 Installation Kit (1 required for each display of this type) \$77.00

DU 450/455 Installation Kit (1 required for each display of this type) \$77.00

G3X Sensor Kit, 6 Cylinder Lyc/Cont \$1,349.00

G5 Unit Only \$1420.00

G5 Installation Kit \$105.00

G5 Battery Pack \$235.00

Kit, GAD 13, GTP 59, Connection Kit \$495.00

GTN™ 650Xi 4.9" IFR GPS Navigator, VHF Navigator and Comm Radio \$12,200.00

GFC™ 507 Digital Autopilot \$1159.00

GMC 507 Install Rack (Optional) \$40.00

GMC 507 Connector Kit \$50.00

GSA 28 Servo (1 per axis, roll only, roll + pitch, or roll + pitch + yaw damper) \$845.00

3 -GSA 28 Servo Connector Kit (1 per servo) \$55.00 ea

GSA 28 Servo Installation Kit, RV-7/8/10 Roll \$105.00

GSA 28 Servo Installation Kit, RV-10 Pitch \$105.00

GSA 28 Servo Installation Kit, RV-10 Yaw \$560.00

GNC 255A Standard (Comm, Nav, 8.33 kHz spacing, 10 watt power)

GMA™ 245 BLUETOOTH Audio Panel with Installation Kit and Pilot's Guide

GTX™ 45R Remote Mount Transponder ADS-B In/Out Transponder

GSB 15, Vertical Connector (Back of Unit), Standard

GAD 27 Interface Adapter

GAD 27 Connector Kit

GAD 29 Interface Adapter

GAD 29 Connector Kit

GAP 26 Heated/Regulated

***But wait, there's more!***

New Lightspeed Zulu 3 \$600

Bose ProFlight 2 headset with Bluetooth Dual Plug \$650

DC PRO-X2 Hybrid ANR Headset w/ Bluetooth \$800

David Clark Pro X Bluetooth, Bose QC3's \$300

David Clark H10-13X ENC Headset \$300

DC Pro X 1st gen \$300

David Clark DC PRO-X2 Hybrid Electronic Noise-Cancelling Aviation Headset \$400

QT Halo (in ear) Headset \$250

BOSE A20 BLUETOOTH DUAL PLUG \$700

UFly Harmony pro bundle \$200

Clarity aloft headset \$400

Bose Aviation X Headset \$300

DC One-X Excellent Condition (with Bluetooth) \$700

I'm out of time :O , please email for the rest of the prices. All of the parts have been lovingly kept in a climate-controlled shop and are in excellent condition. I would really like to sell this as a complete kit if possible. Looking forward to meeting the new owner!

# Garmin GPSMap 496



Includes the following: AirGizmo Mount; Yoke Mount; Power Cable; Stub Antenna; GPS antenna with cable; XM Radio antenna; Owner's Manual; Pilot Quick Reference Guide. Owned since new.



303pilot@gmail.com or call 303-604-0746

**\$500**

## For Sale

Subaru NSI firewall forward for Kitfox Model IV. EA81 engine (98hp) with reduction drive, 3 blade ground adjustable prop (and electric in-flight 3 blade (NSI??) of unknown condition). Engine has 400 hours. Will sell for \$3500. Call Lynn @ (720) 289-5378 or email LVBDesign@msn.com. I haven't removed it yet but I'm very close to that. Installing a Rotax 912.



MILE HIGH EAA Chapter 43 Minutes  
October 14, 2023

President Jim Wood opened tonight's gathering at 6PM.

Speakers and programs, VP Larry Earnshaw Coordinator:

Tonight October 14 – Paul Anslow, RMMA Manager

November 11<sup>th</sup> – Greg Boom, Aircraft Maintenance

December 9<sup>th</sup> - Speaker TBD, Build Deep-Dive

January 14<sup>th</sup> – Chapter Banquet, Location TBD (see update in the President's Message on page 2)

The program was slightly delayed due to traffic for the AV equipment. AV team member Aiden Edgar noted that his check ride is scheduled for Monday (10/16)!

### **TONIGHT'S PROGRAM – Paul Anslow**

Jim Wood introduced RMMA Manager Paul Anslow, noting we're privileged to have Paul with us tonight to discuss airport development. Paul responded that he appreciates the opportunity to present.

RMMA was founded in 1960 and is now the 3<sup>rd</sup> busiest airport in Colorado, with an economic impact of \$730M in 2021, and over a billion now. The last 5 years have seen a 51% increase in flight operations and 53% increase in fuel sales. It employs 28 full time employees with ARFFS (Aerodrome Rescue & Firefighting Service) support for snow removal. In 2022 the airport won recognition for the best snow removal for a large general aviation airport in the country! (As John Evens noted, that happened the year ARFFS hired Pete Watkins as a snow removal driver. Coincidence? We think not! – Editor) RMMA has 117 T-hangars. CDOT picks up 5% of improvement costs, the airport matches, and the federal government picks up the rest.

The airport is at war with surrounding municipalities due to Federal requirements for economic non-discrimination.

A successful airport requires good general aviation and flight schools with successive years of consistent growth, along with a strong corporate component. RMMA has two FBOs; Signature is currently undergoing a \$1.7M upgrade, and Sheltair was the 2022 best FBO; their success has stabilized fuel prices. Good MROs (Maintenance, Repair, and Operations) are another component; Pilatus will soon have 3 facilities – final assembly, a paint shop, and ground breaking soon on a new seat shop. The USF (United States Forest Service) operates a tanker base for firefighting here and Colorado Fire is moving here as well. NCA/UCA has their Aviation Research Facility here. There are two aircraft charter companies, Mountain Air and Wheels Up here. JSX offers scheduled commercial flights with 25K passengers in 2022 and more expected in 2023. This allows for an increase in Federal discretionary funds from \$100K to \$1M!

Paul showed the 2011 Airport Master Plan Update to the 1970s Plan, including the Southwest Verve Innovation Park and Southside Aeronautical. Simms is currently being rerouted to be west of the new development. There will be two new taxiways, O & P (Oscar and Papa). The Strategic Business Plan shows an illustrative layout including new GA hangars.

Airport Operations and Noise – Paul showed the Noise Complaints vs. Households Complaining. Noise complaints are increasing, but the number of households complaining is decreasing, even with a 60% increase in total households! One restriction is mandating use of 30R/12L for night pattern operations after 10PM.

Runway 3/21 Future – The crosswind runway is in bad shape with the substrate failing. It was supposed to have been replaced ~17 years ago. The FAA won't pay for it because not enough operations use it. It's going to fail in 2 years or less. If it's let go, it pushes development out ~5 years due to the complexities of working with the Jefferson County Commission Airport Advisory Board. Ramos Law has been trying get approval for advertising signage for 9 months thus far.

General Aviation Hangars – Currently the airport has 117 T-hangars and 60+ port-a-port and box hangars. There is a STRONG demand for hangars of any type. The airport has done a study for moving the port-a-port hangars to Southside; IF that happens it's 5 years out.

RMMA's Transition Towards Unleaded Fuel – The airport has purchased a fuel truck to assist offering 94UL (94 octane unleaded) beginning in 2024. RMMA and Jefferson County are working on the procurement process for a new (~20K gallon) unleaded fuel tank to be installed in 2024. A large fuel tank is crucial to purchase fuel in cost-competitive quantities. 94UL works for 67% of the current fleet; 100UL will cover the rest, except for Cirrus – unleaded fuels eats



their seals.

Questions

Automotive fuels (MOGAS) @ RMMA? Longmont has availability but RMMA won't; they're going to unleaded.

Low Leaded fuels (LL) will be kept until the 2030s.

Pete Watkins noted that American and Southwest Airlines are trying to undercut JSX because Transwest is picking up JSX's business model to a bunch more airports. The public are tired of big airports. JSX needs support; Paul will forward link to Jim for membership.

Scott Serani asked about JSX shutting down flights on Tuesday and Wednesday. This matches industry seasonal flight decreases.

Steve Paschke noted that Lead studies haven't taken auto fuels into account. Paul has asked for tests and gotten no response; the one report he has seen showed 1% of the EPA maximum.

Gary Gregory noted noise increases from expanding CO93 to 4 lanes, and Paul responded that Boulder is fighting the expansion in that county.

Jim Wood asked if runway 3/21 could be converted to grass – Paul said that would cost 50% of replacement, still too expensive.

Someone asked if the old hangars could be kept where they are and more hangars built in Southside. Paul noted that access to the main runways needs to be prioritized to commercial for airport finances. But it's not gonna happen for 5-10 years.

Hangar cost! Not going down; costs for maintenance and construction continue to increase.

Scott Serani noted that we may not like the price but are more concerned about hangar quantity. Paul noted that the move to Southside would provide an area 3.5 acres larger than what's currently available. He also noted that noise complaints are focused on the flight schools, but we have similar looking planes.

Paul noted that Colorado Heliops stopped paying their rent. The airport filed a cease & desist order to pay up or leave; they left. 11 corporations were interested in the space; MacAir is the winner.

What are the commissioner's views of noise complaints? They're letting Paul run the airport, but changes and purchases need to be approved. The low lead (LL) fuel situation, however, is much worse. Complainers are really rabid. A recent press conference presenting the new fuel truck has given the commissioners some relief.

Noise Roundtable – for anything to change, the roundtable must have 100% agreement. So complainers show up screaming, after 6 months they're quiet, and in 6 more months they don't show up anymore and a new bunch is there.

John Knox (?) asked about taxiway Delta rehab – the airport is currently focused on Oscar and Papa, but Delta is in the plans.

Aiden Edgar asked about other maintenance issues. Paul said most of the infrastructure is 50 years old; the vault for the generators to power the airport during an electrical failure is 42 years old and failing; the 2024 infrastructure will fix that.

Paul noted that the city/county of Broomfield is a joy to work with for development; Superior ignores the airport except for complaints.

Victor Pate asked if there's a requirement for UL fuels. No, just to show an effort to transition by 2030. BUT the EPA can issue an endangerment ruling which will push the FAA to support transition.

Steve Pashke asked about contractors to build hangars. Paul said to send him an email and he can forward a list. He noted that box hangars (2-3 small planes) are very popular!

## **VISITORS, NEW MEMBERS**

Introduce Yourself.

How Did You Find Us?

Your Interests?

**FREE** 6-month Membership.

None this month.

## **MEMBERSHIP – Michael Savino**

Unsure of your status?

Need to add a picture?

Would you like online access to our roster? Just ask.

Check your status during the break or after the meeting.

Watch for an email in November to notify those who need to renew.

## **BREAK**

General Meeting begins in 20 minutes or so

Desserts, Snacks & Coffee – **DONATIONS PLEASE!!!!**

Free membership sign-up in the front

After the break, the meeting opened at ~7:25PM by President Jim Wood.

## WELCOME

### GONE WEST – BOB WILSON

Longtime Chapter 43 Member and Officer

Long-EZ Builder and Pilot

Memorial Service: Postponed, will be in Longmont, membership will be updated when Bob's services are rescheduled.

### DECEMBER ELECTIONS

Two OPEN Vice President positions

Three OPEN Director positions

All Other Officers are on ballot (President, Secretary, and Treasurer)

### REGULAR EVENTS

Young Eagles – Coordinator Cliff Hasenbalg - Next Rally: Saturday October 21<sup>st</sup> 7:45 am @ KEIK

Currently 3 pilots and 40 kids signed-up — **NEED PILOTS**

VMC/IMC Clubs - Andre Smith VMC Coordinator, Larry Earnshaw IMC Coordinator

VMC Meeting – 2<sup>nd</sup> Tuesday 6:00p. Next – November 14

IMC Meeting – 4<sup>th</sup> Thursday 6:00p. Next – October 26

WINGS Credits for attending

Available live and on Zoom

### SAFETY CORNER (skipped tonight for time)

Share Your Safety Tools

- Apps
- Websites
- Tools
- Gadgets
- Rules-of-Thumb

### SCHOLARSHIP UPDATES

Chuck Kubin asked about camps; most are filled with a waiting list, but we have slots available.

### CHAPTER MEMBER SURVEY

From EAA National in November, we need 10% participation for gold status.

### CHAPTER INITIATIVES BREAKOUT SECTIONS – Pick an initiative, group up with others, come up with a plan!

1. Draft Vision (How important?)
2. First Action Steps (What to do, 3 steps.)
3. Best Talent (But not Scott ;-).

Top Four Initiatives (in no particular order)

1. Community Outreach & Public Relations
2. Monthly "Builder's Club"
3. Chapter 43 Hangar Home
4. Organized "Fly Out" Events (Similar to the [Colorado Pilots Association](#))

### GENERAL DISCUSSION

Next Meeting Saturday November 11<sup>th</sup>, 2023

Jim Wood, (720) 314-9663, [president@EAA43.org](mailto:president@EAA43.org), [drjamesmwood@gmail.com](mailto:drjamesmwood@gmail.com)

Meeting closed at ~8:30 pm

Respectfully Submitted,

Val Gregory

EAA Chapter 43 Secretary

## Parting Shot!

This one's long , but SO worth it! Thanks, Chuck Kubin!

### An Airline With a Sense of Humor

Kulula is an Airline with the head office situated in Johannesburg. Kulula airline attendants make an effort to make the in-flight "safety lecture" and announcements a bit more entertaining. Be sure to read the comments of flight attendants and crew listed on the following page...



On a Kulula flight, (there is no assigned seating, you just sit where you want) passengers were apparently having a hard time choosing, when a flight attendant announced, "People, people we're not picking out furniture here, find a seat and get in it!"

On another flight with a very "senior" flight attendant crew, the pilot said, "Ladies and gentlemen, we've reached cruising altitude and will be turning down the cabin lights. This is for your comfort and to enhance the appearance of your flight attendants."

On landing, the stewardess said, "Please be sure to take all of your belongings.. If you're going to leave anything, please make sure it's something we'd like to have."

"There may be 50 ways to leave your lover, but there are only 4 ways out of this airplane."

"Thank you for flying Kulula. We hope you enjoyed giving us the business as much as we enjoyed taking you for a ride."

As the plane landed and was coming to a stop at Durban Airport, a lone voice came over the loudspeaker: "Whoa, big fella. WHOA!"

After a particularly rough landing during thunderstorms in the Karoo, a flight attendant on a flight announced, "Please take care when opening the overhead compartments because, after a landing like that, sure as hell everything has shifted."

From a Kulula employee: " Welcome aboard Kulula 271 to Port Elizabeth. To operate your seat belt, insert the metal tab into the buckle, and pull tight. It works just like every other seat belt; and if you don't know how to operate one, you probably shouldn't be out in public unsupervised."

"In the event of a sudden loss of cabin pressure, masks will descend from the ceiling. Stop screaming, grab the mask, and pull it over your face. If you have a small child traveling with you, secure your mask before assisting with theirs. If you are traveling with more than one small child, pick your favourite."

"Weather at our destination is 50 degrees with some broken clouds, but we'll try to have them fixed before we arrive. Thank you, and remember, nobody loves you, or your money, more than Kulula Airlines."

"Your seats cushions can be used for flotation; and in the event of an emergency water landing, please paddle to shore and take them with our compliments."

"As you exit the plane, make sure to gather all of your belongings. Anything left behind will be distributed evenly among the flight attendants. Please do not leave children or spouses."

And from the pilot during his welcome message: "Kulula Airlines is pleased to announce that we have some of the best flight attendants in the industry. Unfortunately, none of them are on this flight!"

Heard on Kulula 255 just after a very hard landing in Cape Town: The flight attendant came on the intercom and said, "That was quite a bump and I know what y'all are thinking. I'm here to tell you it wasn't the airline's fault, it wasn't the pilot's fault, it wasn't the flight attendant's fault, it was the asphalt."

Overheard on a Kulula flight into Cape Town, on a particularly windy and bumpy day: During the final approach, the Captain really had to fight it. After an extremely hard landing, the Flight Attendant said, "Ladies and Gentlemen, welcome to The Mother City. Please remain in your seats with your seat belts fastened while the Captain taxis what's left of our airplane to the gate!"

Another flight attendant's comment on a less than perfect landing: "We ask you to please remain seated as Captain Kangaroo bounces us to the terminal."

An airline pilot wrote that on this particular flight he had hammered his ship into the runway really hard. The airline had a policy which required the first officer to stand at the door while the passengers exited, smile, and give them a "Thanks for flying our airline." He said that, in light of his bad landing, he had a hard time looking the passengers in the eye, thinking that someone would have a smart comment. Finally everyone had gotten off except for a little old lady walking with a cane. She said, "Sir, do you mind if I ask you a question?" "Why, no Ma'am," said the pilot. "What is it?" The little old lady said, "Did we land, or were we shot down?"

After a real crusher of a landing in Johannesburg, the attendant came on with, "Ladies and Gentlemen, please remain in your seats until Captain Crash and the Crew have brought the aircraft to a screeching halt against the gate. And, once the tire smoke has cleared and the warning bells are silenced, we will open the door and you can pick your way through the wreckage to the terminal."

"We'd like to thank you folks for flying with us today.. And, the next time you get the insane urge to go blasting through the skies in a pressurized metal tube, we hope you'll think of Kulula Airways."

"Ladies and gentlemen, if you wish to smoke, the smoking section on this airplane is on the wing. If you can light 'em, you can smoke 'em."

A plane was taking off from Durban Airport. After it reached a comfortable cruising altitude, the captain made an announcement over the intercom, "Ladies and gentlemen, this is your captain speaking. Welcome to Flight Number 293, non-stop from Durban to Cape Town. The weather ahead is good and, therefore, we should have a smooth and uneventful flight. Now sit back and relax... OH, MY GOODNESS!" Silence followed, and after a few minutes, the captain came back on the intercom and said, "Ladies and Gentlemen, I am so sorry if I scared you earlier. While I was talking to you, the flight attendant accidentally spilled a cup of hot coffee in my lap. You should see the front of my pants!" A passenger then yelled, "That's nothing. You should see the back of mine!"



## 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.*

## **2023 Chapter Officers**

<b>President</b>	Jim Wood	720-314-9663
<b>Vice President</b>	Larry Earnshaw	720-425-7987
<b>Vice President</b>	<b>Position Open!</b>	
<b>Secretary</b>	Val Gregory	303-908-1252
<b>Treasurer</b>	Will Heltzel	303-345-5784

### **Board of Directors**

Jim Wood (Chair)

John Evens\*

Chuck Kubin\*

Pete Watkins\*\*

Alternate Directors

Ricky Domenico

Stan Specht

(Note: \*- 2 year terms expire end of 2023, \*\*- 2 year terms expire end of 2024)

### **Volunteer Officers**

<b>Technical Counselor</b>	Jim Sutton	303-598-4205
<b>Technical Counselor</b>	John Reuterskiold	303-881-3517
<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	303-359-2758
<b>Young Aviators Coordinator</b>	Jeff Jones	303-809-3994
<b>Young Aviators Advisor</b>	Andy McRae	303-330-3825
<b>Young Aviators Advisor</b>	Scott Serani	303-358-2858
<b>Young Aviators Advisor</b>	Mike Sutton	303-515-5269
<b>Membership Chair</b>	Michael Savino	303-898-8456
<b>IT Coordinator</b>	Victor Pate	
<b>IT Coordinator Backup</b>	Lance Scott	650-889-8129
<b>Data Base Editor</b>	Tim Stansbury	719-494-7398
<b>Web Master</b>	Steve Paschke	720-236-7869
<b>Social Media Coordinator</b>	John Kellogg	720-300-0202
<b>Safety Officer</b>	Sarah Winkler	
<b>Refreshments</b>	John & Roxie Juul	720-626-7707
<b>Audio/Visual</b>	Ayden Edgar	
<b>Scholarship Chairs</b>	Mike & Jenny Sutton	720-515-5269
<b>IMC Club Coordinator</b>	Larry Earnshaw	720-425-7987
<b>VMC Club Coordinator</b>	Andre' Smith	720-270-5944

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

Mark Davis	303-425-4080	Tom Shaw	303-275-0904
Chuck Grow	719-640-2905	Mike Sutton	303-515-5269
Jeff Hinkle	303-550-2291	Stephanie Wells	303-503-0147
Bill Mitchell	303-427-4025		

## *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 PM—Location determined monthly. See Page 2 for details of the upcoming gathering.**