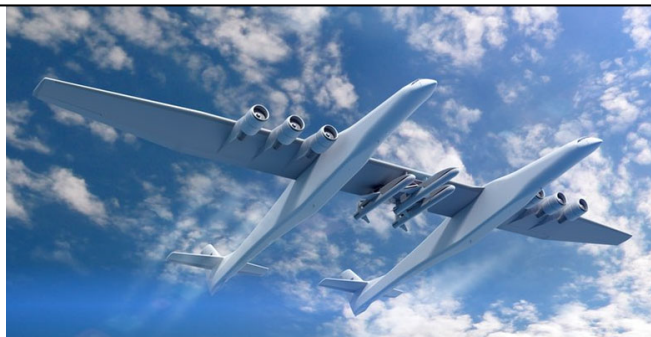




Mile High Flyer
The Official Newsletter
of
The Experimental
Aircraft Association,
Chapter 43



Volume 49 Issue 1

On the web @ www.eaa43.org

January, 2022

President's Corner - by Chapter President Cliff Goldstein

Last Thursday Bobbi and I stood in our den and stared out in disbelief asking ourselves, is it time to pack. We hadn't seen flames from fire like this when Left Hand Canyon was on fire. Stan Specht texted me that Rick and Carolyn Bullion, one of our newest members lost their home during the blaze. There may be others and to all the folks that have lost homes in the Marshall Fire, our hearts go out. And of course, if there's something we can do, please don't hesitate to call.

Bobbi and I had reservations to stay 5 days in Carlsbad CA over the New Years, but the Omicron Variant exploded on the West Coast causing us to push this vacation out. My sister lives in the area and our visit with my son, daughter and sister's family will be postponed. My sister called to tell me she'd been exposed by her daughter which reinforced a good decision. Having the RV-14 allows us to have the flexibility to come and go at a moment's notice.

I bring these two events up on the heels of our First Snow storm, a welcome piece of needed moisture, only a day late.

2021 has been a year of tumultuous times. There have been so many positive aspects and so many negative turns. When I reflect on balance, Aviation continues to be the most positive aspect of our lives. Our Chapter continues to grow despite the virus. We emerged this summer with a return to AirVenture in July. We celebrated events with Pizza parties and finally by the end of year, Young Eagles began to take flight. The VMC and IMC clubs had good attendance, and as the year progressed, we finally, finally, finally, returned to Jeffco for our monthly meetings. Young Aviators began to re-meet with exciting programs, thanks to Jeff Jones, Mike Sutton and others, and plans to build an RV-12 with Young Aviators should begin to take shape in the first Quarter of 2022. Our banquet has a new venue thanks to John Evens, with entertainment. And finally, one of our own Beat Cancer.... WOW. For the Space Geeks like moi, the James Webb telescope's last image was the sun brilliantly lighting up the new Telescope as the sun engulfed its deployed Solar panel on its way to L2.

Your Board of Directors has established a team that is building a flyout calendar along with a membership committee to help our chapter remain viable for the future and beyond. My Thorp went West, that's the West Coast and on a personal note, working out of a job at Eclipse is a full-time job. Bobbi and I plan to host Pancake breakfasts. These were to start in January in our hanger. Bobbi and I are weighing the impact of the Virus but at worst will delay the start. And finally, In spite of all the pitfalls, I personally flew around 100 hours putting the 14 to work with many, many hours of enjoyable flight. We moved into our new home at Erie Airport in May. Living in an aviation community is simply indescribable. We immediately went out and got scoring cards to judge the landings.... Just kidding, but it's amazing how we enjoy the sound of aircraft pulling themselves into the air, even at 4 in the morning.

General Aviation is alive and well in this country, with more hours in flight, more kits being purchased schools crowded with students learning to fly.

Our goal for 2022, is our members involvement in chapter events, and we're looking for ways to get you involved.

THERE WILL NOT A BE A MEETING AT JEFFCO THIS MONTH on the 8th. OUR NORMAL MEETING WILL BE THE BANQUET ON JANUARY 15th in the Evans room. Tickets are still available on line through the web site until January 8th.

Last month Andre' Smith came up with a great idea for discussion points at VMC meetings. He suggested opening the FAA Regulations (ugg), pick a Reg, and discuss how that Reg would apply to a particular set of flight conditions. Actually, from a safety standpoint it made perfect sense. Andre' pitched the idea to Radek the creator of IMC/VMC clubs and he loved it. He's planning a trip the end of January to attend one of our meetings. We are scheduled for January 26th in the Evans room at BJC at 6:00PM. There will be NO VMC or IMC meetings in January, as Radek's meeting will replace our normal meetings. If you've never been to either a VMC or IMC meeting, this will be a great opportunity to meet the creator of these two groups and of course we're looking forward to seeing our normal group of attendees from both meetings. We will "try" to broadcast the meeting over the internet as well.



KEIK out the back door WELCOME 2022

[Next Gathering - Annual Banquet! Saturday, January 15, 2021, 5:30pm](#)

The Mt. Evans Room in the Terminal Building @ Metro Airport (BJC)

Signup at <https://chapters.eaa.org/ea43/banquet> by January 8th. Catering by Blue Sky Bistro (choose your meat or vegetarian option), Musical Entertainment! FAA Master Pilot Awards! More details, page 3.

In this issue:

- Title pic - oh, the things you can find on the Wonderful Wacky Web - this is Scaled Composites' Model 351 Stratolaunch "Roc", the world's largest aircraft by wingspan. Originally intended to launch up to three Pegasus rockets (800# payload each), it first flew (successfully) in 2019, but the death of Stratolaunch's owner, Paul Allen, put the program on hold. (Think it'll end up at Evergreen, too?)
- This was the latest Chicken Wings, and resonates with the Publisher, who frequently starts the Newsletter with an OS update, restarting the router and printer, etc. At least I got rid of the darn RF keyboard and mouse; those had me cussing like a sailor (hubby will attest, as he was in the Navy.)
- Since I 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@ea43.org. Then come to the next 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 airplane or chapter related, don't be shy. You can email newsletter@ea43.org with anything ya got in electronic format, or hand me a hard-copy. Gmail limits attachments to 25MB, so if it's bigger than that, try multiple emails, Dropbox, Google Drive, etc.

Upcoming Events Calendar

2021-2022 CHAPTER EVENTS

JANUARY

- Sat 15 **Chapter Annual Banquet** at the Mt. Evans room at BJC, 5:30 PM (details below!)
- Wed 26 Chapter 43 Joint VMC/IMC Club, 6 PM, live and virtual at the Mt. Evans room at BJC, 5:30 PM, meet with EAA VMC/IMC creator!

FEBRUARY

- Tue 8 Chapter 43 VMC Club, 6 PM, live and virtual, contact andresmith76@outlook.com
- Sat 12 Chapter Meeting at the Mt. Evans room at BJC, 6 PM
- Thu 24 Chapter 43 IMC Club, 6 PM, live and virtual, contact llearnsh@gmail.com

2021-2022 AREA EVENTS

JANUARY

- Mon 10 Chapter 648 Meeting, 7 PM <https://chapters.eaa.org/ea648>
- Sat 15 Private Pilot Ground School begins at Exploration of Flight, 13005 Wings Way, Englewood, <https://explorationofflight.org/event/private-pilot-ground-school-begins-2/>
- Wed 19 Chapter 1627 Meeting, <https://chapters.eaa.org/ea1627/about-us>
- Fri 21 Chapter 301 Meeting, 7 PM (6:30 social) <https://www.eaa301.org/newsletters>

FEBRUARY

- Mon 14 Chapter 648 Meeting, 7 PM <https://chapters.eaa.org/ea648>
- Wed 16 Chapter 1627 Meeting, <https://chapters.eaa.org/ea1627/about-us>
- Fri 18 Chapter 301 Meeting, 7 PM (6:30 social) <https://www.eaa301.org/newsletters>

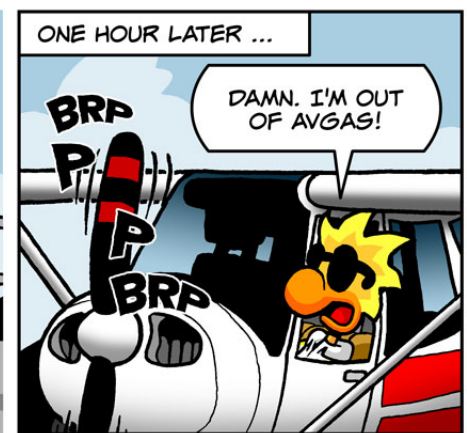
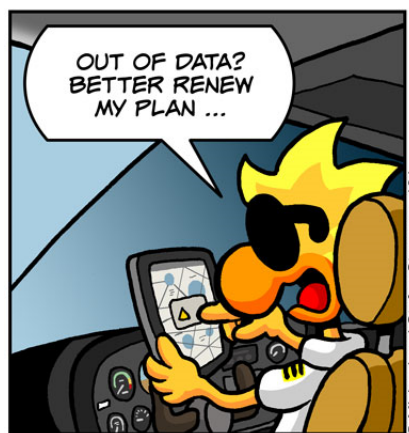
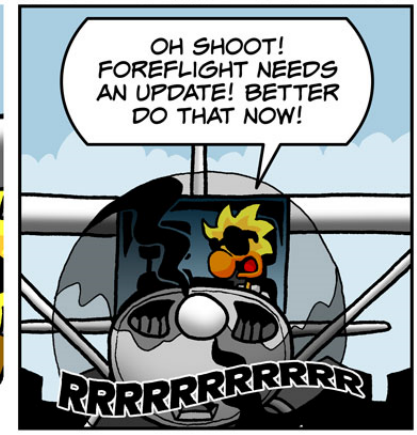
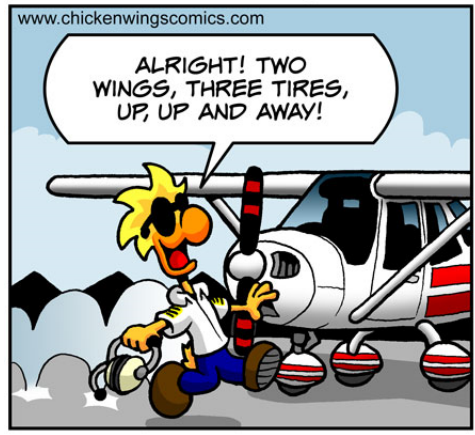
ANNUAL AWARDS BANQUET - John Evens

Our annual banquet (and January Chapter meeting) will be held on January 15, 2022 in the Mt. Evans room in the terminal building at RMMA (our normal meeting location). First arrivals at 5:30 with food served at 6:00.

Suggested attire is casual. It will be a buffet style meal, with beef, chicken and vegetarian options. Limited libations will be available for a donation, and soft drinks, tea and coffee are included. There will be musical entertainment and special Master Pilot awards for some of our members who have been flying for at least 50 years, presented in person by the FAA. Seating is limited, so you are encouraged to sign up right away on our website at <https://chapters.eaa.org/ea43/banquet>, or by clicking on "Banquet" on the homepage. There you can list your meal preferences, number of attendees, and make a payment of \$25 per attendee via PayPal if desired, or download a reservation form to turn in with a check to the December meeting or mail in with a check if that's your preference. Mail to the Chapter 43 mailbox; address is on the last page of this newsletter! Reservations are requested by January 8th to allow time for our caterer to order food.

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



No more events until March, so now is a great time for pilots to register at youngeaglesday.org. More pilots will be needed for next year's events, and don't forget, the Chapter receives credits for each flight and pilots are recognized every year at the Banquet!
 Cliff Hasenbalg, Young Eagles Coordinator
 EAA Chapter 43
 303-359-2758
 Facebook – Young Eagles EAA Chapter 43

Chapter Name Tags

Want an official chapter name tag? See Herrill Davenport (the guy behind the laptop running the meeting A/V system). Payment to Herrill is requested before the tags are ordered - \$8.00 for a pin fastener or \$9.00 for a magnetic fastener. He'll have your name tag at the next meeting!



Membership Renewal

Chapter 43 offers an annual membership for \$25 or a 5-year membership for \$100. Renew at <https://chapters.eaa.org/~link.aspx?id=447A2461EDEF4A3AB0D7BEB6026A899B&z=z> with a credit card or PayPal account. If you need to update your information, select a payment option titled "Renewed With Changes" and either wait for the Data Base Manager to email you a Membership Application or download the Application from the above website, fill it out, and bring the form to the next meeting. If you wish to pay by check, you can bring it to Treasurer Myles Lee at the next meeting or mail it to EAA Chapter 43 at the address on the last page of the newsletter.

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

Want Ads

Jean-Pierre Verdier has sold his plane but still has a few items that others might be interested in:

Magnetos synchroniser \$30

Brake pad rivet tool kit \$15

Outdoor protective thread for the wing \$15

Compression kit \$40

Tube for an RV7 front wheel, brand new \$10

Contact Jean-Pierre at eaglecliff1994@gmail.com or 303-670-5259

Custom Embroidery Valerie Wait



720-352-2630

1705 Flemming Drive

Longmont, CO 80501

email: valandjimw@yahoo.com

Bill Mitchell reports that Valerie can embroider a couple of different sizes of our chapter logo on jackets, shirts, etc. Bill showed some examples at one of our gatherings, and they were beautifully done! The Gregorys had her embroider their tail art and N-number on their plane's seat cushion covers!



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Erie, Colorado 80516

NOTES:

www.apexweldfab.com
facebook.com/apexweldfab

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



Fisher Horizon1 Kit For Sale

Ready to cover,
Continental A80 engine included.

Contact Gregory Hall
flyingdog.gh@gmail.com

303-726-9109

Light weight STOL-capable two-seat tandem
with folding wings.

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

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

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.



Airdrome Aeroplanes Full-Size DR1 Project For Sale

- Fuselage built at factory
- Valley Engineering engine and propeller
- Stits poly fiber covering process
- Wings finished through color
- Fuselage covered and in silver

Asking \$25,400

Located: Erie, CO

Contact kathrynr224@gmail.com or 972-765-4640



Looking for a Project?

James Taylor (not the singer) has a seriously ill hangar partner at Front Range (KFCO) who owns a 1957 Tri-Pacer that needs a full-up restoration. If you have an interest (in buying, partnering, wrenching, etc.), James can be contacted at Bald Eagle Aviation LLC, 303-748-0231 or baldeagleaviationllc@gmail.com.

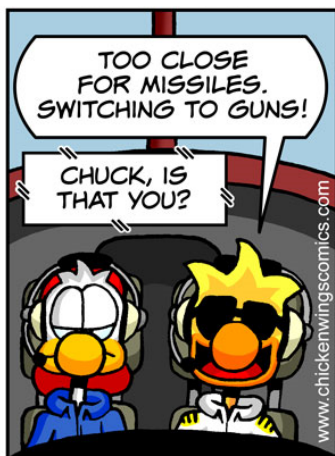
If you enjoyed Col Rich Graham's program on the SR-71 in May, you might also be interested in his books on the Blackbird. Below are five that he has for sale on eBay. If you would like him to autograph them for you go to the eBay search and put 'sr-71pilot1974-1981' in the expanded 'Seller's ID' search. That will take you directly to his books.



Our thanks to Col Graham and Gen Pat Halloran for the informative and fun presentation on the SR-71 in May 2021!

Chuck Grow Flight Instruction

Basic Instruction, Check Rides, Bi-Annals
Contact Chuck at 719-640-2905



No, not that Chuck!

Jonathan D. Apfelbaum, MD
Second & Third Class FAA Medical Exams
By Appointment Only

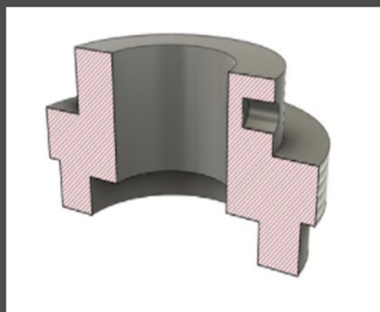
Jonathan D. Apfelbaum, MD
Aviation Medical Examiner
.....
Cell: 801-913-1211
jonathan.apfelbaum@gmail.com

Second & Third Class FAA Medical Exams
Vector Air FBO @ KEIK Erie Municipal Airport, Colorado



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.

Contact Rich Hansen at rlhansen@hansenprecision.net or 720-984-8293



Design



Prototype Development



Precision Parts

Minutes for EAA Chapter 43 Meeting
December 11, 2021

TONIGHT'S PROGRAM started at 6:00, Introduced by VP Larry Earnshaw

(Publisher's note - you might try reading the program with the November newsletter article at hand.)

Mike Gugeler has been flying over 40 years, about half of that for hire. He also acquired some aircraft mechanic ratings but finally accepted that working for a living doesn't appeal to him. He now flies for himself and fixes his own airplanes. He currently lives on the Erie Airpark and is training to be a curmudgeon.

Erie Airpark serves as his training ground for curmudgeon school where he's currently enrolled for life. (If you don't know what a curmudgeon is, he probably won't tell you!)

Mike noted that Cliff Goldstein recently moved to Erie Airpark, saw Mike's trip report in the November newsletter and conned Mike into presenting tonight.

The trip was made in mid-2020 in a pair of Aviat Huskies; Mike and a partner bought a used one from Appleton, WI after a tornado. Along with a new fuselage and a few (okay, many) parts from the factory, the plane was completely re-covered. Mike wanted it for backcountry flying. As a test, the plane was loaded up with water and weights on a 95° day and flown from Erie to Platte Valley. To show what that was like, Mike showed a short video of an eagle trying to take off with a dead fox.

Mike recommended the Fly Idaho and Fly Utah books, which include runway hazard indexes that should be treated as guides, not guarantees!

The reason for the trip? Mike said he's not getting any younger and is doing things for himself. John Reading had discussed the topic "What if you didn't die?" Think about your "what if?" life.

Mike and wife Tina flew from Rifle to Price, UT with time to spare so they flew along a section of the Green River they'd rafted. He pointed out the airstrip above the put-in-point and showed a rincon (cut-off oxbow). On a ranch along the river, they'd found the left gear from a J-3 Cub.

From Price they went to Mexican Mtn., hazard rating 24, where most small planes can land without big tires. There's a local story about 2 old guys roping a wildcat and getting chased into a tree before dropping a blanket over their catch.

Hidden Splendor, hazard rating 23. Mike's friend landed into the hills (no go-around); Mike landed from the other direction while wife Tina took beauty shots of the plane.

Cedar Mtn., hazard rating 18 but windy and at ~10,000' density altitude. Departing into the wind up-hill, the Husky had to get high enough to overcome shear at the cliff edge.

Bad weather up north prompted a return to Price for a couple of days, so Mike and Tina drove by car up Nine Mile Canyon to the "Hunt Wall" petroglyphs. The canyon includes wagon train and stage coach graffiti as well. He noted petroglyphs of a pregnant buffalo and soldiers wearing conquistador helmets.

Their friend's wife didn't want to drive the trailer over mountain passes so she flew their Husky and her husband drove to Atlanta, ID.

The state of Idaho DOT works with the BLM to keep backcountry strips maintained. There are dozens of strips within 50 miles of McCall! Mike showed a number of the strips they bagged. Warm Springs is nice, with road access and potable water. Getting to McCall required flight over the mountains; McCall has a couple of backcountry flight schools.

Krassel Ranch is home to firefighters in the summer; it's next to the Reed Ranch (Dead Eye's place, see November newsletter). Mike showed a video of the drop over a ridge and high drag to keep from overshooting the end of the strip. Then on to Johnson Creek (RV park for airplanes) with toilets, hot showers, charging stations, and campsites supplied with firewood. There were all kinds of aircraft, even a nosewheel RV with wheel pants! Mike showed pictures of the worst strip in the Idaho book, Miletti with a hazard rating of 50. An airplane junkyard!

McCall to Soda Springs (near Craters of the Moon!); this is where Mike and Tina used the airport courtesy car. They stayed at the Caribou Lodge (real keys!), hiked up to the cemetery which got them panting

over the headstone for the Panting family. The Oregon Trail passes through Soda Springs, where the water is bubbly and the emigrating ladies made really light biscuits! In the 1930s the town tried to access the hot springs water, but it wasn't that hot (70°), stinky, and flooded the town. They capped it, then set it up with a timer to create an hourly geyser. After leaving Soda Springs, Mike and Tina followed the Oregon Trail home.

Stephanie asked about landings in the Husky.

Mike Sutton asked about weight and performance.

Mike (Gugeler) listed his reference resources:

<https://backcountrypilot.org/>

<https://utahbackcountrypilots.org/>

<https://idahoaviation.com/>

<https://mountaincanyonflying.com/> in McCall and others

The Husky is for sale; Mike Sutton would look good in it! Mike (Gugeler) has a 182 with more room for comfy camping gear.

Larry Earnshaw asked about tiedown fees; only at McCall.

Kirk Brennan asked about restricted strips; not advertised but the middle two links above may reference and both are worth joining or donating to.

After the break, the meeting was opened at 7:13 by VP Larry Earnshaw

ANECDOTE – Scott Serani

TO ALL THE KIDS WHO SURVIVED THE 1930's, 40's, 50's, 60's and 70's!!

First, we survived being born to mothers who smoked and/or drank while they were pregnant.

They took aspirin, ate blue cheese dressing, tuna from a can and didn't get tested for diabetes.

Then after that trauma, we were put to sleep on our tummies in baby cribs covered with bright colored lead-base paints.

We had no childproof lids on medicine bottles, locks on doors or cabinets and when we rode our bikes, we had baseball caps not helmets on our heads.

As infants & children, we would ride in cars with no car seats, no booster seats, no seat belts, no air bags, bald tires and sometimes no brakes.

Riding in the back of a pick-up truck on a warm day was always a special treat.

We drank water from the garden hose and not from a bottle.

We shared one soft drink with four friends, from one bottle and no one actually died from this.

We ate cupcakes, white bread, real butter and bacon. We drank Kool-Aid made with real white sugar.

And we weren't overweight... WHY?

Because we were always outside playing...that's why!

We would leave home in the morning and play all day, as long as we were back when the streetlights came on.

No one was able to reach us all day. And we were OKAY.

We would spend hours building our go-carts out of scraps and then ride them down the hill, only to find out we forgot the brakes. After running into the bushes a few times, we learned to solve the problem

We did not have Play stations, Nintendo's and X-boxes. There were no video games, no 150 channels on cable, no video movies or DVD's, no surround-sound or CD's, no cell phones, no personal computers, no Internet and no chat rooms.

WE HAD FRIENDS and we went outside and found them!

We fell out of trees, got cut, broke bones and teeth and there were no lawsuits from these accidents. We would get spankings with wooden spoons, switches, ping pong paddles, or just a bare hand and no one would call child services to report abuse.

We ate worms and mud pies made from dirt, and the worms did not live in us forever.

We were given BB guns for our 10th birthdays, made up games with sticks and tennis balls and, although we were told it would happen, we did not poke out very many eyes.

We rode bikes or walked to a friend's house and knocked on the door or rang the bell, or just walked in and talked to them.

Little League had tryouts and not everyone made the team. Those who didn't had to learn to deal with disappointment. Imagine that!!

These generations have produced some of the best risk-takers, problem solvers and inventors ever.

The past 50 years have been an explosion of innovation and new ideas. We had freedom, failure, success and responsibility, and we learned how to deal with it all.

If YOU are one of them, CONGRATULATIONS!

VISITORS, NEW MEMBERS – Please GRAB THE MIC, introduce yourself, and sign the clipboard if you're joining us with your email, phone # & if you're already an EAA member, your member number, and get a six-month trial Chapter 43 membership! (FREE!)

Bennett Dugas, 2021's Ray Scholar from 43.

Julie from Erie

Mark Gugeler's Husky partner Kyle Griebel and son Casey

Destiny West, 2021's Biesemeier Scholarship winner.

MEETING DEDICATION –

Our two resident Safety Advisors and Flight instructors stand ready to answer our questions regarding not just safety but best practices both on the ground and in flight. This dedication goes out to Bill Mitchell and Stephanie Wells for continued service to Chapter 43 overall health. Thank YOU!

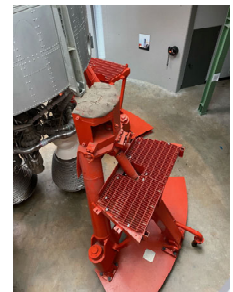
Our Greatest asset are the People that make Chapter 43 what it is today. 😊

TRIP REPORTS - Where have you been, Greeley or maybe the beach?

Val Gregory gave a trip report on a recent car trip to the PNW that included stops at the Hill Air Force Base Museum in Ogden, Utah (Gary was part of the 1st F-16 activation team there in 1979) and the Evergreen Air and Space Museum in McMinnville, OR, home of the Spruce Goose and several Titan rocket main stages.

Lots of family history on this trip!

The last photo shows one of the Titan II GLV (Gemini Launch Vehicle) launch stands that were rescued from a Canaveral boneyard and used to launch



repurposed Titan II Minuteman missiles carrying weather satellites from SLC-4W at Vandenberg AFB. Val might have cried on that one a bit; she worked on that rebuild.

PROJECT REPORTS - What are we building? What can you do to help? Tech Counselors – please stand and be recognized. What can you do to help? (Send Val PROJECT pictures for the newsletter at newsletter@eaa.43.org)

Cliff Hasenbalg - CompAir 7 turbine engine install last month drove rebuild of the cowling which was 4" too long. Had to trim and re-contour by slitting then floxed and triex to cover. Once the turbine mounting bolts were tightened the cowl nose also needed rework.

SAFETY REPORT – Words of Wisdom from our Experts.

Stephanie Wells - Frost the size of a grain of salt has to be removed completely or it will kill lift - How would you remove? Larry Earnshaw - credit card. Stan Specht - park planes facing into the sun, start one to blow frost off the other. Stephanie noted that some FBOs have propylene glycol, can also rub with a towel until smooth. John Reading - portable engine heater or heat gun. Bill Mitchell - for bigger planes, two guys and a rope. Destiny West - hot water in an ice bag, towel off before it freezes.

FLIGHT ADVISORS – Bill Mitchell

Normally reserved for first flights, this section is intended as an area of training for our pilots in the area. It could be as simple as how to cross a ridge line or mastering the tail wheel in a stiff cross wind. Please feel free to bring up topics. Think of the flight advisor as a knowledgeable friend to consult before first flight. Doesn't sign anything; the paperwork covers the basics. Most pilots are prepared, some need a little more work. Flight Advisors and Tech Counselors have greatly improved the accident rate among homebuilts. Call Bill about a month before your first flight. Stephanie Wells noted it's also good to talk to a Flight Advisor before your first flight in a rebuilt or newly purchased plane. Larry Earnshaw asked if the Flight Advisor is like an instructor - no, CFI is legal, Flight Advisor is a consultant.

YOUNG EAGLES – Cliff Hasenbalg

Next Rally: In the Spring, thank you Volunteers. First event in March! Go to youngeaglesday.org to complete youth training, etc. Cliff wants to start Rural Outreach again in 2022. John Reading thanked Cliff and noted that pilots aren't restricted to YE events, they can take kids up whenever as long as their paperwork (youngeaglesday.org) is complete.

YOUNG AVIATORS – Mike Sutton

Working on a new program. Modeling gliders isn't exciting; next semester will start on RC planes. Not enough kids to build the RV-12; Young Aviators are ages 8 through high school.

SCHOLARSHIP – Jenny Sutton

Update on review of Scholarship applications. Applications have been received for next year and the committee will be scheduling interviews.

Destiny West soloed in May, passed her written test in August, and now has her PPL! During her training she had an opportunity to fly lots of different aircraft - it was on a short cross country in a 170 from Ohio to North Carolina that she caught the flying bug. Next an aerobatic flight in a Stearman. She moved to Denver in May 2020 and walked around Centennial until she got a job with Aspen Air. She passed her medical 6 months later and applied for a scholarship. She flew with the Aspen Air Flight Club and passed her check ride on October 18! Got to fly with her instructor in a Decathlon, also a Citabria. She's now working agricultural administration (crop dusters). On a recent trip to North Dakota she met a pilot while sitting in a café, and got a ride in his Bonanza. On a trip to Brazil, she got a ride in an all-metal 1957 170A. She got a Trike ride and flew in a 152. She flew a survey flight over the mountains from Cheyenne to Arizona in a pressurized 182/185. This summer she attended the STOL event at Exploration of Flight and got to fly a Cub. She went back to visit family in South Carolina, met pilots at the golf course and an hour later was flying! She also met an ATC/pilot and got another flight. She's met lots of wonderful people, and her first flight after getting her PPL was with her dad. She thanked the Chapter for our help. Jenny also brought Bennett Dugas, last year's Ray Scholar, who has his PPL now!

VMC/IMC UPDATE

1. Progress report, anyone present give a recap of the meetings events.
2. IMC meeting for December has been canceled due to low visibility and the potential of running into a sleigh with reindeer flying unauthorized in controlled airspace.

CHAPTER FINANCE REPORT

There is \$3,000 left to payout for 2021 scholarships, and the remaining amount of \$22,378 will be allocated by the scholarship committee.

NEW/OLD BUSINESS

- √ Would the chapter like to put on a Saturday morning Pancake Breakfast at Erie??? Let Cliff Goldstein know! Stephanie suggested 2 per month, one Saturday, the other Tuesday or Thursday.
- √ Kirk Brennen was volunteered to put together a calendar of events for our Chapter. Your support with Ideas would be appreciated. Kirk, take it away.
- √ Remember you folks with cell phones. You know who you are. ... Please submit Pictures of your ongoing project to newsletter@eaa43.org.
- √ Jim Wood has volunteered and is **looking for help** in the newly formed membership committee. Jim has some ideas regarding yearly dues and contacting new and old members (**needs help here, too**). Take it away Jim.
- √ Do we have any other New or Old Business? If not, meeting adjourned to Applebee's with Stan and company. John Reading noted that 2 airports in California are banning LL gas, though UL 95 is okay.

ANYTHING ELSE?

Banquet is the 3rd Saturday in January; no meeting on the second Saturday.

Meeting closed at 8:15
Respectfully Submitted,
Val Gregory
EAA Chapter 43 Secretary

Parting Shot!





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.

2022 Chapter Officers

President	Cliff Goldstein	720-280-2916
Vice President	Larry Earnshaw	720-425-7987
Vice President	Stephanie Wells	303-503-0147
Secretary	Val Gregory	303-908-1252
Treasurer	Myles Lee	720-295-8778

Board of Directors

Cliff Goldstein (Chair)	
Kirk Brennan*	Alternate Directors
Steve Paschke*	Mike Gilbert
Will Heltzel**	Pete Watkins
Chuck Kubin**	

(Note: *- 2 year terms expire end of 2022, **- 2 year terms expire end of 2023)

Volunteer Officers

Technical Counselor	Jim Sutton	303-598-4205
Technical Counselor	John Reuterskiold	303-881-3517
Technical Counselor	Phil Brown (fabric, wood & tube)	303-506-3886
Technical Counselor	Stewart Bergner	303-229-7799
Technical Counselor	Will Heltzel	303-345-5784
Flight Advisor	Bill Mitchell	303-427-4025
Newsletter Editor	Val Gregory	303-908-1252
Young Eagles Coordinator	Cliff Hasenbalg	303-744-8180
Young Aviators Advisor	Pat Miller	303-666-8233
Young Aviators Advisor	Scott Serani	303-358-2858
Membership Chair	Jim Wood	720-314-9663
Data Base Editor	Tim Stansbury	719-494-7398
Web Master	Steve Paschke	720-236-7869
Facebook Admin	Lance Boehmer	ljboehmer@gmail.com
Safety Officer	Stephanie Wells	303-503-0147
Refreshments	John & Roxie Juul	720-626-7707
Audio/Visual	Herrill Davenport	303-460-7789
Scholarship Chairs	Mike & Jenny Sutton	720-515-5269
Scholarship Fundraising	(Volunteer Needed)	
IMC Club Coordinator	Larry Earnshaw	720-425-7987
VMC Club Coordinator	Andre' Smith	720-270-5944

CFI's in Chapter 43

Phil Brown	303-506-3886	Bill Mitchell	303-427-4025
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

Mile High EAA Chapter 43

Disclaimer

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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.