



Mile High Flyer

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



Volume 48 Issue 5

On the web @ www.eaa43.org

May, 2021

President's Corner - by Chapter President Cliff Goldstein

A New Day

We're all back thinking about the end of July and going to Osh. It will be a bit different but it looks like the show will go on. Jeff Jones is heading up the refurbishment of the B-25 Simulator to allow for a much easier experience without all the coordination that was required for visitors.

With the official coming of spring, our travel plans have enlarged and we're preparing for a trip back East in the 14, and for those who have had a lull in the action, don't forget your aircraft annual, transponder check and if you're flying under basic med, the requirements for keeping you on the right side of the FAA.

Our Annual Picnic is definitely on. Ricky Domenico, Stephanie and Sean Olson, and Cliff Hasenbalg are co-chairing a committee of about 8 members who volunteered to put our picnic together this year. Myles Lee is hosting the event in his hanger. I'm looking forward to a great event and getting us all together for the first time in a very long time.

For those of you wondering, I'm finally going to let my Thorp go. I think one aircraft is enough with all the other things in my life. I think it's the move to the Erie airpark that finally did it.

For those of you not present for the live part of our last meeting... well compared to March, it was great fun. Everyone that attended seemed to have a hard time saying good night. Our speaker gave a stimulating talk on when the engine quits. I have a copy of his slides for anyone interested. The best part was the interaction between members. I have to apologize for the extremely poor audio from the live meeting side. Herrill volunteered to help solve our audio problems for our next meeting.

Stephanie and Bradley Wells took a trip from Colorado to the Bahamas, then back to Sun + Fun and she'll be giving a recap of her trip just not this month.

Ok now it's time to pay attention.

Saturday at 6:00, May 8th our next meeting will be our Second Hybrid meeting of 2021. Please listen. The Meeting will be at 170 Cessna at Larry Earnshaw's home at EIK (Erie). There's parking out back or along the street.

Bring your dinner, a chair, and please remember that Covid is still about so a mask and separation from others as required.

On Saturday evening Chapter 43 will be honored to have Colonel Rich Graham (retired) and General Pat Halloran (retired) with us on Zoom to talk about their experience with the SR-71.

Please feel free to begin gathering and enjoying company and dinner before Rich and Pat begin. They will be Virtual, so we'll be on Zoom for this as well.

DON'T FORGET YOUR CHAIR

Larry Earnshaw's address is easy, think of a Cessna 170 and you got it.

Next Gathering - Saturday, May 8, 2021, 6pm
Hybrid Meeting (see page 1) and Virtual on Zoom
6 PM Program by Colonel Rich Graham (Ret.): The SR-71

On Saturday evening Chapter 43 will be honored to have Colonel Rich Graham (retired) with us on Zoom to talk about his experience with the SR-71.

Colonel Graham was selected to enter the SR-71 strategic reconnaissance program at Beale AFB, California in 1974. He flew the SR-71 for the next seven years, piloting the world's fastest and highest-flying jet aircraft. In 1980, he was selected to be the SR-71 squadron commander at Beale AFB, where he served until his assignment to the Air War College at Maxwell AFB, Montgomery, Alabama.

After a tour of duty at the Pentagon Col Graham was appointed Vice Wing Commander of the 9th Strategic Reconnaissance Wing at Beale. In June 1987 he became the 9th Wing Commander and had the opportunity to fly the SR-71, U-2, T-38 and KC-135Q. To say the least he knows the 'Blackbird'.

If everything goes according to plan, we will also have one of the first SR-71 pilots with us on the Zoom. General Pat Halloran (retired) lives in Colorado Springs and has our meeting on his calendar to listen in. This could be a very memorable evening, please join us either live or on Zoom.

Join the meeting with your computer, tablet, or smart phone:

<https://us02web.zoom.us/j/83806087218?pwd=M0hZSTRUYWFOZm1rL2dhR0h1Z0M4Zz09>

Meeting ID: 838 0608 7218

Passcode: 064709

One tap mobile

+12532158782,,83806087218# US (Tacoma)

+13462487799,,83806087218# US (Houston)

Dial by your location

+1 253 215 8782 US (Tacoma)

+1 346 248 7799 US (Houston)

+1 669 900 9128 US (San Jose)

+1 301 715 8592 US (Washington DC)

+1 312 626 6799 US (Chicago)

+1 646 558 8656 US (New York)

Meeting ID: 838 0608 7218

Find your local number: <https://us02web.zoom.us/j/kgugevUXH>

In this issue:

- This month's title pic - May 24th is [Aviation Maintenance Technician Day!](#)
- Events on the calendar may be rescheduled, cancelled, or virtual, depending on existing state and local requirements for dealing with the COVID-19 pandemic.
- Chicken Wings this month follows the title pic theme! Have a cold one, Julio, you've more than earned it!
- 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. Then come to the next chapter meeting for your cookies! (I'm compiling a list; when it's safe to feed you cookies from scratch, 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 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

2021 CHAPTER EVENTS

MAY

- Sat 8 Chapter Meeting - see page 3 for location and virtual instructions, starting at 6 PM!
 Tue 11 Chapter 43 VMC Club, 6 PM, virtual, contact andresmith76@hotmail.com
 Sat 15 EAA Chapter 43 Young Eagles Rally, EIK, 7:45 AM *
 Thu 27 Chapter 43 IMC Club, 6 PM, virtual, contact llearnsh@gmail.com

JUNE

- Tue 8 Chapter 43 VMC Club, 6 PM, virtual, contact andresmith76@hotmail.com
 Sat 12 Chapter Meeting - Annual Chapter Picnic, burgers, dogs & potluck, at the Lee's hangar at Erie. Serving at noon with setup starting around 9 am.
 Sat 19 EAA Chapter 43 Young Eagles Rally, EIK, 7:45 AM *
 Thu 24 Chapter 43 IMC Club, 6 PM, virtual, contact llearnsh@gmail.com

2021 AREA EVENTS

MAY

- Sat 1 Breakfast Fly-In/Drive-In**, Centennial Airport, 13005 Wings Way, Englewood CO, 8AM
<https://explorationofflight.org/event/breakfast-fly-in-2-2020-10-03-2021-03-06/2021-05-01/>
 Mon 10 Chapter 648 Meeting, 7 PM <https://chapters.eaa.org/ea648>
 Wed 19 Chapter 1627 Meeting, <https://chapters.eaa.org/ea1627/event-calendar>
 Fri 21 Chapter 301 Meeting, Zoom, 7 PM. See newsletter at <https://www.eaa301.org/newsletters>
 Sat 29 Short Take Off and Landing Showcase**, Centennial Airport, 13005 Wings Way, Englewood CO, 10 AM - 2 PM <https://explorationofflight.org/event/vettes-and-jets-showcase-2/>

JUNE

- 4-5 [Kansas Aviation Expo and Fly-in](#), Junction City KS, 6PM Friday - 7PM Saturday
 Sat 5 Breakfast Fly-In/Drive-In**, Centennial Airport, 13005 Wings Way, Englewood CO, 8AM
<https://explorationofflight.org/event/breakfast-fly-in-2-2020-10-03-2021-03-06-2021-06-05/>
 Mon 14 Chapter 648 Meeting, 7 PM <https://chapters.eaa.org/ea648>
 Wed 16 Chapter 1627 Meeting, <https://chapters.eaa.org/ea1627/event-calendar>
 Fri 18 Chapter 301 Meeting, Zoom, 7 PM. See newsletter at <https://www.eaa301.org/newsletters>
 Sat 19 24th Annual JAA Fly-In, BJC, 7 AM-1 PM. See flyer on page 6!
 Sat 26 [Salida Colorado Airshow and Fly In](#), Salida CO (KANK), 7AM - 4PM

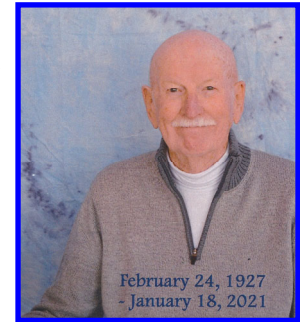
* A majority of the 3 counties around Erie need to be Blue on the Colorado Covid Dial for Young Eagle events to be held at EIK. The Dial has been retired statewide, but two of the three counties around Erie are still following its requirements. The Young Eagles Coordinator will contact volunteers and registrants with event status. (See page 4!)

** Events at Exploration of Flight now require ticket pre-purchase to meet social distancing regulations. That's not a bad thing, it keeps the museum running!

Coming in June

Chapter 43's Annual Picnic will be held at Myles and Nila Lee's hangar at EIK on Saturday, June 12. Burgers, hot dogs, and beverages will be served starting at noon, so come a little earlier with a side or dessert to share (or both and don't forget something to serve with!) and chairs. Thanks to COVID we still need to mask up in the serving line, while inside, or if not observing social distancing. I know we're all tired of 'Rona, but 'Rona don't care and we sure don't want anyone getting seriously ill!

Thank you from Chuck's family, friends, and chapter members to those who so generously contributed financially to the Memorial Wall induction fee. (The \$500 goal was graciously met!) Thanks to your donations, Chuck will be memorialized at AirVenture 2021. If you would like to attend the memorial service, it's usually held around 10am on the last Sunday of AirVenture, at the memorial wall just west of the Fergus Chapel. See Page 5 for Chuck's inductee album page, which will be printed in the 2021 Memorial Wall Album.



We have 30 kids signed up for May 15th Young Eagles Rally. If you haven't signed up for an account on www.young eaglesday.org, please do so! I have had only 2 pilots sign up so far. I sent out invites to the pilots. If you haven't seen it in your inbox, check your junk folder.

The EAA is giving \$10 per flight between June and August. I've been asked if we were going to continue the Rural Outreach. I would very much like to. Maybe going back to Oshkosh, NE as a thank you for last year. The Fort Morgan rally filled up after a day and a half. I know they would like to see use again. Limon is also a rally that was full. I would like to expand. Walden, Kremmling, Pine Bluffs come to mind. As always I'm open to suggestions.

Cliff Hasenbalg, Young Eagles Coordinator
EAA Chapter 43
303-359-2758
Facebook – Young Eagles EAA Chapter 43

Around the Chapter

The April 25 Sunday edition of the Denver Post included an article on FlyteCo Brewery's addition of a coffee shop, Altimeter Coffee. The coffee shop is open from 6 am until noon, when the brewery opens. FlyteCo is owned by our own Eric Serani with partners Morgan O'Sullivan and Jason Slingsby (also a pilot), and Altimeter is part owned by Jessica Taylor, who is a pilot for United Airlines. The coffee shop features coffee roasted by Queen City Collective and baked goods from Black Box Bakery (another aviation reference? I'd like to think so!) FlyteCo and Altimeter are located at 4499 W 38th Ave Ste 101.

Ever wonder what National or other chapters are up to? Take a look at the monthly Chaptergram! You can sign up to get it delivered by email or find it online [here](#).

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



CHARLES (CHUCK) ROBERT GRAF LIFETIME MEMBER CH. 43 COLO.

02/24/1927 - 01/18/2021



Charles (Chuck) Robert Graf EAA 7944 was born in Illinois Feb 24, 1927. He grew up near Scottsbluff, Nebraska where his love for aviation was sparked. He built model airplanes he bought from a club sponsor Bill Heilig who was also the FBO manager. Scottsbluff airport is now named after Bill. Bill got Chuck his first ride in a Curtis Robin. Chuck enlisted in the U.S. Army in 1945 and was stationed in Bremerhaven, Germany. During his travels from Le Havre, France to Bremerhaven his group found a hangar with incomplete ME 262s. Not knowing about jets, the troops thought the engines had been stolen but Chuck observed if they were stolen, they must have had very short propellers. Chuck continued building model airplanes until 1959 when he and friend Harold Bray bought and rebuilt a Piper J-3 Cub. They both joined the EAA to be around people who shared their love for aviation. They learned how to fly in the Cub and sold it to buy a 1952 Pacer. Later Chuck bought and flew a Nesmith Cougar.

Chuck put his love for aviation aside to make his family's priorities his focus until 1991 when he and his son Mark decided to build an RV 6. During the building process Chuck helped establish the Rocky Mountain RVators to share tools and ideas. At one point the group had more than 270 members. He and friend Mas Yoshida built a fuselage jig that at last count had been used to build seven airplanes. They passed the jig along freely. In 1995 his dream came to fruition with the first flight of his RV 6 N71CG with Chuck at the controls. He flew his creation to fly-ins at Copper State, Oshkosh, and for lots of local \$100 hamburgers.

As much as Chuck liked flying, he liked sharing aviation building more. He volunteered at most Rocky Mountain Regional Fly-Ins, manning rib-building, welding, riveting, and metal-forming workshops. He volunteered at Oshkosh and built picnic tables for a week. Whenever he drove to a fly-in, he was happy to carry home new-found treasures for pilots whose planes could not carry them. He also provided ground transportation to and from hotels, restaurants, and the occasional watering hole.

Chuck used his love for aviation as a gateway to finding and making friends. New friends were just as important as old friends. He cherished each one. He was a key member of the "Out to Lunch Bunch" at KBJC every Wednesday. His smile and warm handshake helped bring together many otherwise unaffiliated builders and pilots. His hangar was always open as was the fridge of free sodas. Chuck made strangers feel welcome and was happiest when he was helping others. In January of 2009 Chuck was awarded a lifetime membership to the Mile High EAA Chapter 43. Chuck passed away on January 18, 2021 just shy of 94 years of age.



Jeffco Aviation Association Rocky Mountain Metro Airport

11755 Airport Way, Broomfield, CO 80021

24th Annual JAA Fly-In



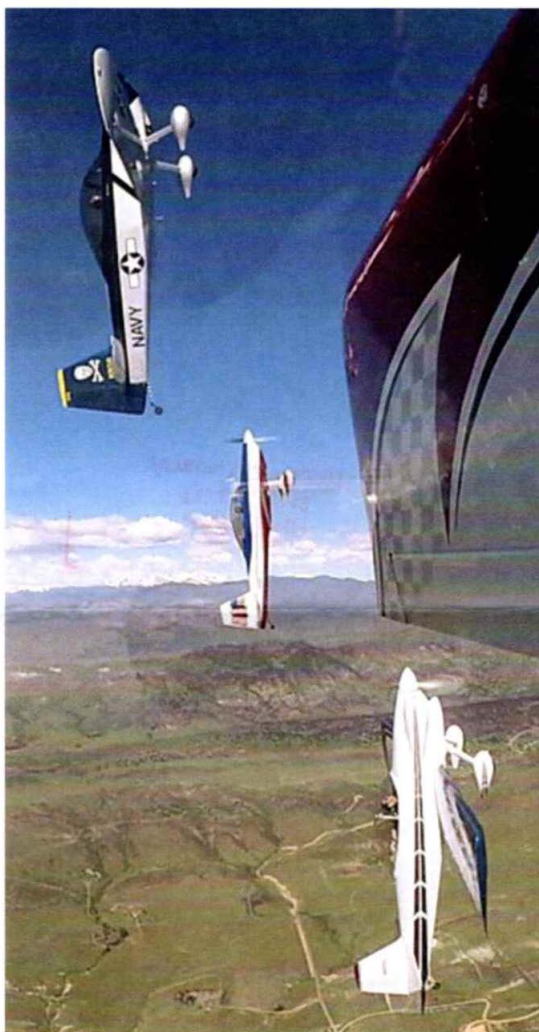
Saturday, June 19, 2021

7:00 a.m. to 1:00 p.m.

Come Early - Free Pancake and Italian Sausage Breakfast



Hosted by JAA & RMMA Staff



Trophies will be awarded in the following classes:

CLASSIC
(Tube & Fabric/Metal)

WARBIRDS
WARBIRD TRAINERS

CONTEMPORARY LIGHT SPORT ANTIQUES

Homebuilts
(Plan Builts/Kit Built)

SPECIAL INTEREST

Trophy presentation to take place at 12Noon

Contact Daril Cinquanta, JAA President, with any questions at 303-423-9846.

***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!

"Precision. Artistry. Technique.
A perfect weld every time."

John Sell
Owner

e: John@apexweldfab.com
t: 720.369.6888
3000 Airport Drive #306
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.

Complete Airplane Needed - for St. Vrain Valley Schools' Innovation Center Aeronautics Program

The Innovation Center of St. Vrain Valley Schools' Aeronautics Program is seeking a donated **un-airworthy** complete airplane for ground based educational experiences. Students will learn about airplane structures, aerodynamics, light maintenance, all the airplane control and operational systems and pre-flight practices with an actual hands on airplane. The ideal complete airplane is a typical Cessna or Piper, Experimental will be considered and no projects please.

The Innovation Center of St. Vrain Valley Schools' Aeronautics Program provides an engineering and industry certification platform for students looking to prepare for a career pathway in Aviation Engineering and Flight.

Your airplane donation is tax deductible per the rules of IRS Publication 526. The Innovation

Center of St. Vrain Valley Schools is a qualified organization to receive charitable contributions and will work the supporting documentation with you.

Please Contact anyone below:

Jake Marshall
Aeronautics Program Coordinator/Project Manager
Cell (970)-213-7056
Office 303-702-8200
email marshall_jacob@svvds.org

Steve Kerchner
Aeronautics Program Ground Instructor/Pilot
Cell (719) 471-0518
email kerchner_stephen@svvds.org

Dan Berry
EAA 648 Aeronautics Program Volunteer Mentor
Cell (303)-818-3876
email - dan648@zggtr.org

Warbird Aficionados? This is for you! From Ed Clarke, mandeclarke@gmail.com

I am a current member of EAA Cincinnati Warbirds Chapter 18 which is affiliated with the Tri-State Warbird Museum in Batavia, Ohio.

My wife and I moved to the Highlands Ranch area from the Chicago area in the past year. More importantly, I have accumulated over the years an extensive collection of aviation books and VHS/DVDs, as well as an on-going subscription to Flight Journal and Warbird Digest magazines.

I would like to donate all or part of the above either to your organization or a "crazy-about" old-airplane enthusiast like myself. The Tri-State Warbird Museum wanted all of these items, but the pandemic and/or the cost of getting it back to Cincinnati prohibited me from donating these to them.

I have contacted local aviation museums here in the Denver area with zero response. I would appreciate the email address or phone number of anyone in Chapter 43 who might be interested.



Thorp T18 for sale. Flies great. Gobs of fun. Great round town and good for cross countries too. Climbs like a bat out a hell. Easy to work on. A pleasure to land in a cross wind. Enough gizmos to do an instrument approach at DIA. And an auto pilot to make it all comfy. Asking way too much money...mid 30's. If you want to know the details call

Cliff 720-280-2916

Minutes for EAA Chapter 43 Meeting
April 10, 2021

TONIGHT'S PROGRAM started at 6:00.

What should you do when it gets quiet up front? Nine-time engine failure survivor and Master Instructor Larry Bothe will tell us what really works and what doesn't when the engine quits. Not only what you do, but when you do it, can have a big impact on your likelihood of survival. Larry Bothe is a past FAA Designated Pilot Examiner, and currently a Lead FAAS Team Representative and Gold Seal Instructor in southern Indiana. He is rated in ASEL, ASES, AMEL, Helicopters & Gliders. Larry is also a Master Certified Flight Instructor Emeritus and has 8500 hours in more than 90 types of aircraft. Larry is part-owner of a 1961 7EC Champ and may be contacted at LBothe@comcast.net.

Even Larry's personal plane's engine has quit! Last slide has contact information; the presentation can be found [here](#).

When it happens to you - face reality. This could be bad, or VERY bad. Your goal is to minimize human injury. Determine best glide path, where to land, go through emergency checklist, attempt restart.

If you have to ride the plane to the ground, not likely to find perfect conditions. Again, try to minimize human damage.

Most common cause is lack of fuel - turn on electric fuel pump and switch tanks. High wing Cessnas usually have the switch set to both (unless someone changed that, usually to get both tanks full). Or maintenance might select one tank or the other during work and forget to switch back to both.

Next thing, pitch to best glide speed, which is 65kts in a Skyhawk. Sometimes it takes too long to get to that speed; just move the trim control to full nose up (remember that if the engine restarts, you'll have to move fast to correct trim!) The best glide speed will be in your POH. Note that gliders use minimum sink instead; this gives you the most TIME. Best glide speed gives you the most DISTANCE. Minimum sink is generally 10kts above stall speed.

Instructors will tell you to "pick a field" while flying; when it's past, pick another, though most pilots don't. GPS has quick access to the nearest airport, use it! If you can't make it to the nearest airport, look for an interstate highway. Options after that are limited; secondary roads have overhead wires though some rural roads are okay. Turn the plane toward the chosen landing spot before trying to restart. Land into the wind to get a slower speed on touchdown. Take the shortest route to short final, regardless of altitude. You can spiral if too high, turning according to your position in the plane. Your Number One Concern should be landing without personal injury! To determine wind direction, be aware of the forecast, look for direction of smoke or ripples on water (away from the glassy area). Make your final approach at 60-65kts, flare to 40-45kts but if not flying into the wind, your touchdown speed will be too high.

Larry showed the engine checklist he developed for his Champ, printed on hot pink paper so it's easy to locate.

Declare an ATC emergency on channel 7700 after you've chosen a landing site; it'll get their attention. If already talking to ATC, don't change channels. If you're already on 121.5 and say May Day, you'll also get ATC's attention. They'll give you the nearest airport. A supervisor will be alerted so you get individual attention, and they'll contact the state police and EMTs. You need to declare BEFORE troubleshooting and before you get so low they can't see you in the ground clutter. If you're able to fix the problem, call again and call off the emergency, no one will mind!

Referring to your POH checklist - FUEL VALVE - Confirm ON. PRIMER - In & locked. MAGNETOS - Try Left or Right. CARB HEAT - Move, in or out. THROTTLE - Change position. MIXTURE - Change position. The point is to CHANGE settings and see if the engine responds. Note that the propeller won't STOP so you don't have to do anything with it.

Maneuvering to land - short final, spiral if high, it's easy to tell when you're low enough to land, with or

without flaps. Better to land long rather than short. Is it okay to slip a Cessna with full flaps? Most POHs say not recommended but don't say "prohibited". The wording is based on a couple of cases where the pilots freaked out. Slipping is okay!

Just before touchdown, tighten your harness (to acrobatic levels), open doors, shut off fuel and electrical master, and turn your ELT on.

Common errors: in a hurry to land, coming in wrong direction, no short final, can't find emergency checklist.

Larry noted that he didn't write this presentation, Dr. Ian B. Fries (retired north of Melbourne FL) originally gave this talk at an AOPA meeting including full nose-up and declaring an emergency early.

Questions?

Cliff Goldstein asked Larry to send the slides (which include his checklist) to Larry Earnshaw for distribution to the Chapter. Cliff thinks it's better in a Cessna to set the fuel to one tank or the other because it's easier to gauge fuel level. With fuel set to both tanks, when you're out you're OUT. Larry said if that's what you're comfortable with, fine, just remember that if the fuel in the tank you're set to is gone "the engine goes quiet".

(Find slides at <https://chapters.eaa.org/-/media/4D878314FE764FFCB65027650336A641.ashx> - Ed.)

Herrill Davenport asked about running a tank dry on purpose. Larry said only inadvertently and told about piloting from the left seat of an Army De Havilland Beaver in the White Mountains at night and running the tank dry. His CFI in the right seat directed Larry to turn the boost pumps on and rotate the fuel switch. "Running dry is safe on the ground" someone noted from the audience. Cliff Goldstein thanked Larry for the presentation.

Cliff Goldstein opened the Regular Meeting at 7:12.

ANECDOTE - Cliff Goldstein

THIS IS FOR ALL MY SMART FRIENDS - ENJOY

The Giraffe Test

1. How do you put a giraffe into a refrigerator?

Stop and think about it and decide on your answer before you scroll down.



The correct answer is: Open the refrigerator, put in the giraffe, and close the door. This question tests whether you tend to do simple things in an overly complicated way.

2. How do you put an elephant into a refrigerator?



Did you say, Open the refrigerator, put in the elephant, and close the refrigerator?

Wrong Answer.

Correct Answer: Open the refrigerator, take out the giraffe, put in the elephant and close the door. This tests your ability to think through the repercussions of your previous actions.

3. The Lion King is hosting an animal conference. All the animals attend Except one. Which animal does not attend?

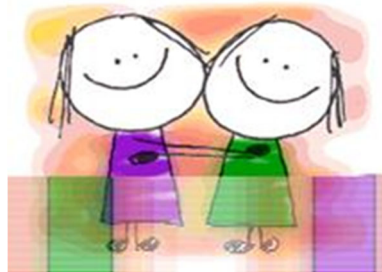


Correct Answer: The Elephant. The elephant is in the refrigerator. You just put him in there. This tests your memory. Okay, even if you did not answer the first three questions correctly, you still have one more chance to show your true abilities.

4. There is a river you must cross but it is used by crocodiles, and you do not have a boat. How do you manage it?

Correct Answer: You jump into the river and swim across. Have you not been listening? All the crocodiles are attending the Animal Conference. This test whether you learn quickly from your mistakes.

According to Anderson Consulting Worldwide, around 90% of the professionals they tested got all the questions wrong, but many preschoolers got several correct answers. Anderson Consulting says this conclusively disproves the theory that most professionals have the brains of a four-year-old.



VISITORS, NEW MEMBERS - Please introduce yourself

Sign our virtual sheet (by opening a private chat in Zoom with Val's iPad and sending your email, phone # & if you're already an EAA member, your member number) and get a six-month trial chapter membership! (FREE!) If you're at the live meeting, sign the clipboard and get the same thing!

Eshan Kulkarni belongs to the flying club at his high school and is a CAP member. He's looking to start PPL lessons.

Robert Williams finished his PPL in February as is deciding between a Sling TSI or RV-10 to build.

Donny Woodyard moved to Colorado last July and is also a CAP member.

Piper Bailey (she's visited before) recently got her PPL and is a student at Mines from Middleton, WI.

Todd Davis, from Virginia, is in Air Force ROTC at Mines, has flown DA-20s in Manasas.

Chris (online) is about to start his PPL.

MEETING DEDICATION - Cliff Goldstein

To our members for sticking out the last year. Thank you all.

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

TRIP REPORTS - SpaceX launched SN11 and everything was going well but the rocket had problems again...

Where have you been or better is there a direction you're going?

Donny Woodyard was in south Texas and watched SN11 from the beach. His last private trip was to Wyoming. He was asked about Boca Chica access - there's public beach access up to a fence about 100' from the launch pad!

Stan Specht is heading to Oshkosh, Nebraska for cinnamon rolls and is looking for others to join.

Larry Earnshaw did a practice approach to Cheyenne, Wyoming with the wind at 20 kts; Stephanie Wells has been there at 39 kts!

Stephanie is leaving tomorrow for Sun'n'Fun, may chicken out on the Bahamas.

PROJECT REPORTS - Do you need help with your project? Raise your hand. Chapter 43 has folks that want to help build! (SEND VAL PICTURES for the newsletter at newsletter@eaa.43.org)

Kirk Brennan just spent \$2014 for the full avionics kit for his Lightning Dragonfly.

Cliff Hasenbalg is help to build a Comp Air 7. Currently running fuel lines and a Walter 601D engine (with a 600 kt top speed!) is on order. Cliff's hoping to fly the owner down to Florida to see it test run! Avionics are being built in Wyoming.

SAFETY REPORT - Cliff Goldstein, Stephanie Wells, Bill Mitchell

Cliff has the Thorp in its new hangar; he wanted to reposition it and got it stuck in a prairie dog hole, which started him thinking about off-field/backcountry locations; try to get a recent report of conditions.

Stephanie Wells on forced landings - she had been planning to go to the Bahamas and had gotten her Customs decal, but a buddy noted the tendency of tail wheel aircraft to flip making water landings very problematic. The minimum distance over water on the trip is 60 miles, requiring a glide of 30 miles. She tested using the RV-6's best glide speed of 95kts, from 12,000' to 6,000' (1 mile) she went 10 miles (so a 10/1 ratio). She tested again in the afternoon with thermals and got to a 12/1 ratio, then tried going to 18,000' but could only achieve 16,500' (fully loaded with Bradley in the passenger seat). As a result, she's decided to take a commercial flight. Bill Mitchell asked about stopping the prop - a steep pitch makes a big difference. Without the windmilling prop a glide ratio of 12/1 or a little higher should be possible. Stephanie noted that taildraggers flip in water consistently with a few exceptions. A high wing, open door tri-gear is much safer.

Bill Mitchell said during two layoffs from flying freight, he flew planes from Canada to England. A friend's first flight was with an experienced pilot, the second was in a fixed gear plane. Had to land in a grass field with water in a small depression (hard to see), and it was very difficult. Better if landing uphill. Steve Paschke noted that amphibious planes land on land fairly well.

YOUNG EAGLES - Cliff Hasenbalg

Next Rally: A small event is tentatively scheduled for April 17 (after snowfall caused a cancellation of the March 20 event). Cliff will be communicating to a small group of Pilots and YE's. Volunteers - go to YE.org and set up an account with Chapter 43; the site allows Cliff to communicate with all involved much easier. Not sure about the April rally; all the surrounding counties are currently yellow and at least 2 must be blue. He really misses flying the kids; there's a backlog of 70-80 kids when it's safe to fly. Stan asked for an email on YE.org (see page 4 for the link).

YOUNG AVIATORS - Pat Miller and Scott Serani

There are plans to fly the B-25 to OSH this year if the show goes on. A special Zoom YA meeting is set for Tuesday April 13, sponsored by Jeff Jones. If you have questions contact jeffi@flatironsllc.com. Jeff had left the meeting, but Cliff Goldstein said if you wanted to call in the Zoom, contact him or jeff. The B-25 is being pulled back to Erie to simplify; Exploration of Flight was having problems. Stan noted that the meeting is scheduled for the same time at the VMC.

SCHOLARSHIP - The donate button is up and running for whatever donations you'd like to make to the Chapter. Myles, where are we at on Charlie Graf plaque for the Memorial Wall? Myles Lee reported that the balance was \$375 (Editor - later donations were received to achieve the \$500 needed). Cliff thanked Myles and Steve Paschke for getting the donation button set up on the chapter website.

NEW AND OLD BUSINESS

- √ The tool crib is physically accessible now, contact the Suttons or use the link on the bottom of the chapter website home page to borrow tools.
- √ The EAA has announced they have made changes to the venue to allow the show to go on. At this moment, it will, of course, continue to require social distancing, and limitations to occupancy at certain venues, including Theater in the Woods. We will need to wait till after May 1st for the final word, but your organization is making changes to allow our convention. (Editor - still waiting as of the publication of the newsletter, otherwise I'd have posted the announcement.)
- √ Please (PLEASE) submit pictures of your ongoing project or trip to newsletter@eaa43.org.
- √ Cliff Goldstein - Can we have a show of hands on the "May" Picnic for our June meeting? Most raised hands; Eshan Kulkarni, Piper Bailey, Sean and Stephanie Olson, Cliff Hasenbalg, Val Gregory, and Ricky Domenico volunteered to organize. (Editor - expect a report at the May meeting.)

Anything Else?

Stan Specht misses the old PDF directory, so does Cliff! Stan also said a friend in Chapter 301 is looking for a 182.

William Heltzel said the Discord server is up with 18 members; he'll be posting pictures of his Sling. He's also looking for info on alodyne. A pro tip for Discord, your name and password can be different on other servers, so you can use your real name on the Chapter server.

Stephanie Olson is 10 hours further along in her PPL training, looking to solo in January 2022!

Respectfully Submitted,
Val Gregory
EAA Chapter 43 Secretary



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

President	Cliff Goldstein	720-280-2916
Vice President	Larry Earnshaw	720-425-7987
Vice President	Steve Paschke	303-451-8490
Secretary	Val Gregory	303-908-1252
Treasurer	Myles Lee	720-295-8778

Board of Directors

Cliff Goldstein (Chair)
 John Evens*
 Stan Specht*
 Kirk Brennan**
 Stephanie Wells**

(Note: *- 2 year terms expire end of 2021, **- 2 year terms expire end of 2022)

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
Data Base Editor	Tim Stansbury	719-494-7398
Web Master	Steve Paschke	303-451-8490
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 Chair	Mike 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
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

Mile High EAA Chapter 43

Disclaimer

Be aware that as always, in past, present, and future, any communications issued by Experimental Aircraft Association Chapter 43, regardless of format, and/or media used, which includes, but is not limited to, this newsletter and audio/visual recordings, is presented only in the context of a clearing house of ideas, opinion, and personal experience accounts. Anyone using ideas, opinions, information, etc., does so at their own risk. Therefore, no liability is expressed or implied by the Experimental Aircraft Association, Chapter 43, or any of its members. Any event announced and/or listed herein, except as noted, is done as a matter of information and does not constitute approval, sponsorship, control, or endorsement of said event.

This newsletter is published by Chapter 43 of the Experimental Aircraft Association for the use, education, and enjoyment of the members and others to whom it is provided. No claim is made for technical accuracy of material presented. Editorial content is the opinion of the contributor and does not reflect the position of Chapter 43 or the Experimental Aircraft Association. The submission of articles, comments, or inquiries for publication in the newsletter is encouraged - email to newsletter@eaa43.org.

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 Pages 1 & 2 for details of the upcoming gathering.