



Mile High Flyer

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



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December, 2017

President's Message

I hope everyone has a wonderful holiday season and enjoy your time with good friends and family. We get to celebrate and socialize together at our annual awards banquet to be held at the Colorado National Golf Club in Vista Ridge on January 13, 2018. Please get your paid reservations to Myles Lee before December 31, 2017 (members and 1st guest cost \$20.00 each with additional guests paying \$30.00). As always this should be a good time to reflect on the past year and to look forward to the year to come.

I certainly have enjoyed serving as president of the chapter for the past two years and look forward to helping out with chapter activities in the future. I would like to thank the fellow officers, board, volunteers, and members for their support, suggestions, and continued efforts in the administration of the chapter. If you would like to help with chapter activities please consider attending the "Leadership Boot Camp" sponsored by EAA National on January 27th, 2018 here at Rocky Mountain Metro in the Mt. Evans room. This program should be a great way to learn how you can help and strengthen our chapter. A flyer about the Boot Camp and link to signup follows in the newsletter.



Next Meeting - [Saturday, December 9, 2017](#)

7 PM @ the Mt. Evans Room in the Terminal Bldg. @ Metro Airport (BJC)

Presentation for the December Membership Meeting

Electronic Fuel Injection and Electronic Ignition for Experimental Aircraft

Cliff Goldstein will give a talk on his EFii electronic fuel injection system - "Make your AIRPLANE run as well as your CAR."

In general, if you want to share photos or video of a recent flight, trip, build progress, etc., just load it on a USB, hand it to Herrill Davenport (the chapter Audio/Visual expert) when you arrive and let him know what segment of the meeting it supports.

Upcoming Events Calendar

Submitted by ***Don Smith***

2017 EVENTS

DECEMBER

- Sat 9 EAA Chapter 43 Membership meeting, BJC, 7:00 p.m.
 Fri 15 EAA Chapter 301 Membership meeting, 7:00 p.m.

2018 EVENTS

JANUARY

- Sat 13 EAA Chapter 43 Holiday Dinner, Master's Restaurant, Colorado National Golf Club, Erie. Cocktails at 6:00 PM, Dinner at 6:30 PM
 Fri 19 EAA Chapter 301 Membership meeting, 7:00 p.m.
 24-27 Sebring FL 14th Annual U.S. Sport Aviation Expo (SEF)
<http://www.sportaviationexpo.com/>
 Sat 27 EAA Chapter 301 Young Eagles Rally, FTG 8:00 a.m.

In this issue:

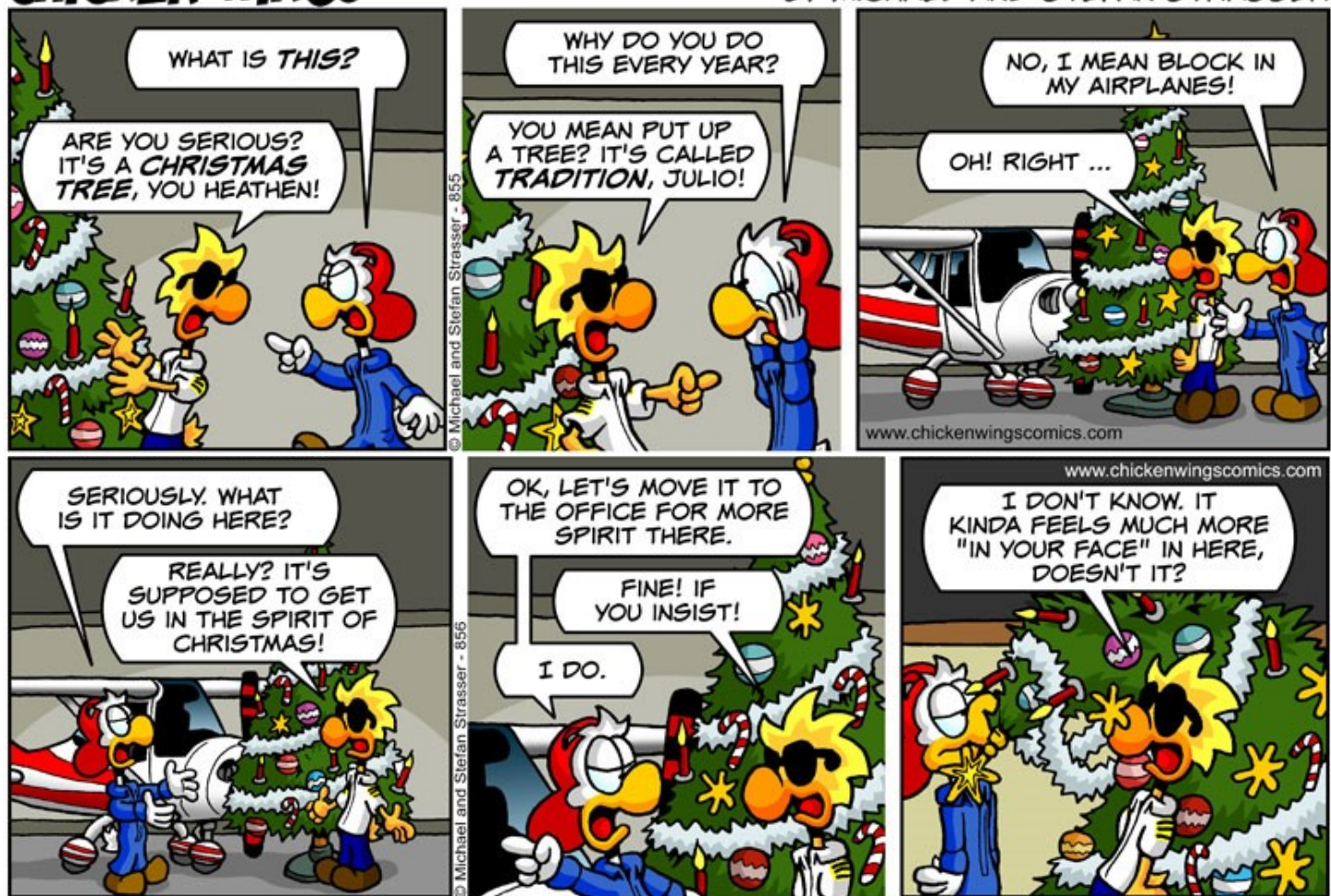
- Lots of sale ads for near-complete aircraft - if you were considering a project, how about one of these? (Note another price decrease for Don Smith's S-19 project!)
- The Chapter Banquet is coming up on January 13! **I've included the Banquet registration form on page 13**; a completed form and payment (via PayPal or check) are due to Chapter Treasurer Miles Lee at the December meeting or you can mail it to the chapter at the address on the form before December 15.
- In addition, there's the signup form for the EAA National Leadership Boot Camp to be hosted by Chapter 43 at our usual meeting space at BJC from 8 to 5 on Saturday January 27th. I know a couple of months ago about 10 folks raised their hand in the meeting when asked if they'd like to attend, and as of November 28th, I was the only one who had signed up - so get going, folks!

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! John Reuterskiold noticed a problem with the chapter membership form and sent me an update, but the November newsletter and this edition can still be checked for errors in return for baked goods at the December meeting. Let me know at newsletter@eaa43.org.

If you'd like to contribute a newsletter article on a trip, a tool, component, or aircraft review, a how-to for build or test, historical or ANYTHING airplane or chapter related, don't be shy. I'm still struggling with input that's not electronic, but you can email newsletter@eaa43.org with anything ya got in electronic format. Thanks in advance for your help!

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



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

Want Ads



Custom Embroidery
Valerie Wait
 720-352-2630
 1705 Flemming Drive
 Longmont, CO 80501
 email: valandjimw@yahoo.com

Bill Mitchell reports that these folks can embroider a couple of different sizes of our chapter logo on jackets, shirts, etc. Bill showed some examples at one of our meetings, and they were beautifully done!

Want Ads Cont'd

From: **De Strelow** <de.strelow.1957@gmail.com>

Date: Tue, Jun 27, 2017 at 6:13 PM

Subject: Hatz CB-1 plans and project for sale

Dear EAA Chapters

Hoping you may be able to help me. My name is De Strelow, I live in Buena Vista, CO. I have a welded fuselage, wood and tubing plus the plans to build a Hatz CB-1 experimental aircraft. My late husband, Wayne Strelow started the project back in the late '90's and never finished it. He wanted to learn to fly and that he did. He owned and flew a Quicksilver ultralight and then went on to earn his VFR wings in January 2001. He was for several years involved in the local EAA chapter in Salida, CO. I contacted Jim Pinkerton with the Hatz Biplane Assoc. and he suggested I send an e-mail to the Colorado chapters of the EAA to see if there might be someone out there looking for a project. Jim came up to BV last Saturday to see the project himself, took notes and pictures. My husband retired from DOC in April 2009 and passed away in July 2013 after a short 4 month battle with esophageal cancer. I am now looking at relocating and I'm working on selling his personal items. I have included some pictures and a parts list and price. I'm negotiable on the price, just need it out of the upstairs garage workshop. Thank you for any assistance you can provide.

Sincerely,

De Strelow

29994 CR 354

Buena Vista, CO

[719-395-8410](tel:719-395-8410) H

Editor: See following pages for addition description and photos. FOR REFERENCE, here's a photo of a completed Hatz CB-1.



Want Ads Cont'd

For sale: Hatz CB1 Plans/Material/Project

#773 Plans + Material for \$2100 OBO

Must sell, space and well being force sale. Price is material cost at time of purchase, not new price. Includes Oxy/Acetylene welded frame, rib jig and 15 completed wing ribs T88 glued. Material always stored inside garage. All steel is from Aircraft Steel in Erie, all spruce is from Aircraft Spruce.

Steel (all is 4130N): 54'-.1875x.0625; 66'-.343x.035; 23'-.50x.035; 9'-.625x.035; 8'-.625x.049; 47'-.75x.035; 22'-.75x.049; 18'-.875x.035; 18'-.875x.049; 21'-.875x.065; 22'-1.375x.035; 7'-2.023x.875x.049 Streamline.

Wood: Hatz CB-1 Complete Spruce Kit P/N 02-04800

QTY	Size
700 feet(~300 ft remaining)	1/4" x 1/4" x 48" min. cap strip
4 pieces	5/8" x 3/4" x 10' leading edge
8 pieces	2-3/32" x 1/8" x 6' center section bow
32 pieces	1/8" x 3/4" x 61" wing tip bow
32 pieces	1/8" x 3/4" x 23" aileron tip bow
30 feet	3/8" x 3/8" randoms - corner blocks, stiffeners
30 feet	1/2" x 1/2" randoms - corner blocks, stiffeners
30 feet	5/8" x 5/8" (4pc. X 4' bal randoms) - wing walk
60 feet	1/4" x 1/4" 90° triangular corner block
1 piece	1" x 6" x 24" filler block
4 pieces	1/4" x 1" x 6' stringers
4 pieces	3/4" x 4-7/8" x 10' front spar-bevel 10° top/3° bottom
4 pieces	3/4" x 3-11/16" x 10' rear spar-bevel 10° top only
1 piece	3/4" x 4-15/16" x 4' 6" front center section-bevel 10° top only
1 piece	3/4" x 3-3/4" x 4' 6" rear center section-bevel 10° top only
4 pieces	1/2" x 2-7/8" x 5' 8" aileron false spar
4 pieces	1/2" x 2-9/16" x 5' 8" front aileron spar
4 pieces	1/2" x 1-3/16" x 5' rear aileron spar

NOTE: Spars do not come beveled.

Want Ads Cont'd

Hatz CB-1 Cont'd



Want Ads Cont'd

Stits SA3B Playboy N1294V

Recently appeared in the weeds outside the fence at "Frightmare", near Old Wadsworth and 108th. Contact Karl Sutterfield, kasutt@blindhog.com for more information.

According to the FAA Registry Inquiry, N1294V is an amateur built experimental powered by a Lycoming model O-290 Series 140 hp piston engine. Its airworthiness certificate is dated 09/18/86.



Above is an example picture of the single seat low *folding* wing aircraft in flying condition.

Rans S-19 Project for Sale.

Vertical stab/rudder complete; stabilator complete except for tips & balance. Fuselage approx. 75% complete. Wing structure complete, needs to be plumbed, wired, and skinned. Ailerons complete except balance. All airframe kits/parts included to complete, including cowling, seats and canopy. Project located at Rocky Mountain Metro Airport (KBJC). **\$24,000**. Contact Don Smith at 303-524-4344.



MILE HIGH EAA Chapter 43
November 11, 2017

Chapter President Ken Scott called the meeting to order at 7:03 pm.

GUESTS Please tell us a little about yourself

Carl Lawrence has a Velocity and is learning to fly. Randy Lee has relocated to Colorado from Louisiana. Dave DeCesari from Broomfield is starting an airplane build. Steve Maier, also from Broomfield, is tonight's program presenter.

ANNOUNCEMENTS

Ken Scott recognized veterans. As a prelude to the Chapter elections, Bill Mitchell pointed out that the Chapter isn't just its officials, it's all of us. The Chapter needs folks to ask for and suggest programs. Newsletter publisher Val Gregory presented cookies to Dave Shenk for his editing of the November newsletter.

CHAPTER ELECTIONS

Most offices (President, Treasurer, Secretary, and one 2018 board position) had a single nominee. Stan Specht had been the nominee for the remaining 2018 board position, but asked to be removed. The remaining two Vice President positions had three nominees, and the Board determined (with all nominees' agreement), that whoever was not elected a vice president would instead take up the open board position. The membership elected Scott McEwen and Cliff Goldstein as 2018 Vice Presidents and Zach Malone will fill the board position.

The single-nominee positions are as follows:

- President Phil Brown
- Treasurer Myles Lee
- Secretary Val Gregory
- 2018 Board Member Jeff Jones

ANECDOTE OF THE MONTH

Scott Serani and Dave Shenk performed "Doctor vs. Lawyer" to the amusement of all.

APPROVAL OF SEPTEMBER MINUTES

The minutes were approved.

TREASURER REPORT

Balances are \$10,470 for the Chapter, \$1100 for Young Aviators, and \$3400 for 2018 Scholarship. \$1000 from the 2017 Scholarship fund will roll forward to 2018.

TRIP REPORTS

Ken and Phyllis Scott flew to a smoky Jackson Hole for their 44th anniversary.

PROJECT REPORTS

Cliff Goldstein has decided to paint his RV-14 instead of vinyl graphics. Plane Vinyl (outside Atlanta), suggested a base coat of white paint in any case, and pointed out that long-term use history isn't there yet, though the vinyl they'd installed on planes had lasted 15 years. UV and fuel can damage the vinyl edges. John Evens has vinyl decals on his Thorp that have held up well after 27 years. Scott Serani pointed out that vinyl has issues with tight bends. There's no price difference between vinyl and paint, though vinyl is 1/3 the weight of paint. Vinyl is also durable against bugs and rock chips.

John Evens reported that he's installed the tail feathers on his Kitfox, will be painting top coat on the wing struts tomorrow, then he'll be ready to install the wings.

Meeting Minutes Continued

SAFETY REPORT

Ken Scott showed a photo of a Cessna 190 near Crete, in the water. Herrill pointed out that it was a skydive plane. Stephanie Wells shared thoughts on general safety and pilot attitude, with regard to Roy Halladay's Icon crash. She showed the video of the final moments of that flight. A week before, there were reports of Roy making low altitude, high bank turns over the water – he finally got too low. She also discussed the Icon crash which killed an Icon test pilot and employee passenger, flying in a canyon. Is the Icon so easy to fly that it encourages risky behavior? Stephanie related a personal situation – soon after getting her license, she loved flying low until she nearly went in to power lines. She also reminded us of the Centennial-based T-6 whose pilot was practicing an aerobatic maneuver that produces a heart-shaped smoke trail. He'd been told to start the maneuver at 10,000' AGL to provide cushion for a possible spin at the top of the maneuver, but did not follow the advice, spun and crashed. Bill Mitchell said that attitude, not skills (or lack thereof) is a big factor in crashes. Showoffs are on borrowed time. Stephanie shared her personal mantra "Superior pilot uses superior judgement to avoid need for superior skills."

Bill also reminded us that water on the ramp in the winter can get sucked into wheel pants where it can freeze. Not serious for tri-gear, but dangerous for tail draggers. Glenn Hetchler told a story about a plane with its nose gear close coupled to the steering; a frozen brake on one side led to brake puck ejection. Bill suggested that controls be moved occasionally in cold weather.

SCHOLARSHIP

Stan Specht reminded us that Cleon Biter has been gone for a year now. His wife Toni wanted to donate his S-19 to the Chapter, but we couldn't accept it due to EAA National by-laws. This week Toni asked Stan about our youth programs – Young Eagles, Young Aviators, and the Scholarship fund, and made a generous donation to all three! Someone asked about the scholarship use – the funds are intended for flight training (general or glider), AMP school, IFR or other ratings for military or careers in aviation. Scott Serani said that we strive to encourage kids that have a real aviation bug. Stan told a story of twins who interviewed for scholarships – very entertaining. **Many thanks to Toni, who is a pilot herself.** Ken Scott told us how that came to be – during an early flight in another plane prior to the S-19, Cleon had installed an engine monitor with the readout on the passenger side. Toni dozed off, and Cleon couldn't quite see the readout, until he leaned over enough to put his head in Toni's lap. Startled awake, she thought he'd passed out! That'd make anyone want to learn to take over PIC!

YOUNG EAGLES

Cliff Hasenbalg said Young Eagles is done for the season with the last event held on October 29th, postponed from October 22. Several kids couldn't attend on the 29th, so there are about 10 flights to be scheduled with individual pilots who need a few flights to complete their 25 for the year. Colonel Arrington sent thanks for the ROTC flights – a couple of the cadets are very interested in helping Young Aviators with the B-25 at some point. Kids are already signing up for next year! Young Eagles need about 15 theater-type stanchions with straps, but they cost \$119 new – Roxy Jule has seen used stanchions for auction at Richey Auctions – go online to bid.

YOUNG AVIATORS

Scott Serani also said "We're done for the year!" More help is needed for next year! The ICAN flights (1-1.5 hour flights designed by Young Aviators) were flown 2 weeks ago. The Challenge flights were a hoot to watch. The B-25 was once again featured in Longmont's Veterans' Day Parade, and also appeared a week earlier at Loveland's Veteran's Luncheon. Lots of work to be done on the B-25 early next year, including repairing the turret, which was damaged by a hangar door that wasn't quite all the way open. **HELP NEEDED!**

TECH COUNSELORS

No report

FLIGHT ADVISORS

No report

Meeting Minutes Continued**OLD BUSINESS**

None

NEW BUSINESS

Annual Chapter Awards Banquet Jan 13, 2018 6:00 PM

Colorado National Golf Club (formally Vista Ridge)

Member and 1st guest pays \$20 each. Additional guest \$30/each

Reservations and payment by 15 December 15, 2017

Check the December and January newsletters for reminder and details (the online PayPal amounts should be fixed by November 15).

EAA "Leadership Boot Camp", Chapter 43 hosting

Saturday, January 27, 2018, 8 AM to 5PM Mt Evans Room @ KBJC

Morning snacks and drinks provided by Chapter 43; Lunch by EAA National

More to follow. This training is intended for Chapter volunteers and officials and those who want to fill those roles in the future.

Chapter Dues - Please pay by Dec 15th - can send in with reservations and payment for awards banquet (please make a note as to breakdown on the memo line of the check if paying directly to Miles at the meeting).

EAA calendars are in. See Myles at break time to pay the chapter and pick up the calendar.

Scott Serani asked if members would be willing to pay Young Aviators \$6 for a laser-etched wood keychain including the Chapter logo, Member name, and N-number and received a good-sized show of hands. Phil Brown also asked members to sign up for name tags if they don't already have one, he'll have a signup sheet available at a future meeting.

Following the program, Ken Scott asked the new and current officers to stand and introduce themselves. See January's newsletter for the full roster of 2018 officers.

Respectfully submitted,

Val Gregory, EAA Chapter 43 Secretary

TONIGHT'S PROGRAM

Scott Serani introduced Steve Maier, who co-coached soccer with a Young Aviator parent who suggested he present to the kids – the presentation was so interesting Scott asked Steve to repeat to the adult Chapter meeting as well!

Steve works for Aeroscope, which specializes in aviation accident engineering services and forensic engineering. Aeroscope is hired by the attorney or family of those killed or injured in aircraft accidents. If a case is going to trial, there needs to be a story of the flight and accident backed up by physical evidence. There's a lot to look at in an accident – photos, maintenance records, witness reports. The interaction of man, machine, and environment. Flight path reconstruction. Test and demonstration of the airplane's mechanical systems – engines, magnetos, fuel systems, etc. Most accidents have more than one cause.

Steve presented the case of a 1973 Cessna T210 crash. The pilot's certification and experience were appropriate to his role as PIC. Weather information was obtained from the National Climatic data Center. Engine maintenance records showed the engine had 50 hours since the last inspection, and that the engine was equipped with Ni-Resist valve guides. The plane and crew were surveying tree defoliation for the National Forest Service in southwest Pennsylvania, which necessitated flying low enough that the

Tonight's Program Continued

plane was below radar at some points in the flight path, so the flight path reconstruction was supplemented with witness reports at many locations. Witness reports (witnesses' memories) are problematic and need to be corroborated with other evidence. It was known that the engine had failed, and the pilot should have been on the best glide path to a runway. The crash occurred along a street approximately one block from the airfield when the plane clipped a light pole with the right wing. Steve showed a photo of the engine case rupture and showed an animation of the flight track with Google Earth. The plane's left wing took out the covered porch of a house, and the fuselage landed in the street and caught fire, resulting in the deaths of the pilot and passengers.

Initial inspection of the wreckage showed that the propeller was relatively sound, indicating a low power impact. In the engine, the #2 cylinder exhaust valve guide was broken off and the combustion chamber was warped and damaged. The exhaust valve stem was also damaged. Surface hardness for the valve guides should have been 75 HRB (Hardness Rockwell Brinell, or Rockwell Hardness on the Brinell or B scale); the valve guides for cylinders #1, 2, and 4 were below that. Steve showed animations of the normal and failure sequence cylinder operation. The valve guide internal surface had worn to an hourglass shape, letting the valve stem wobble and loading both parts unevenly. The guide fractured, and recontact evidence on the fracture surfaces indicated the fracture occurred prior to the crash. There was an audience question asking if the engine might have sounded different after the fracture – probably not. The valve head then broke off in the combustion chamber and broke the piston into bits (a photo of the piston looked like a small pile of gravel), and the piston rod went through the engine case. Cylinders #1 and 4 also exhibited the hourglass wear to the valve guides. Another company had seen a similar failure in one of their aircraft due to wrong parts and inadequate rocker arm cooling. Another tool for the investigation is the internet "Way Back Machine" which catalogues past versions of web pages to reconstruct manuals and parts catalogues current at the time of engine overhaul, and the overhaul did use the data current at that time.

Steve closed with a graphic of the "Swiss Cheese Model of Organizational Failure", and pointed out that the Quality organization of a part fabricator is critical to part manufacture. Stephanie said that this accident is pretty unique in that it was due to a single component failure; most have several things go wrong, including pilot error. Pete Watkins asked if the pilot should have tried to land the plane in the river that paralleled the runway rather than try to make the runway, and Bill Mitchell replied that the pilot had made the best decision; a river "landing" is also very risky. Dave Shenk asked if he should check and replace valve guides if he has the same type engine – Steve said probably not since there were only 2 incidences of the issue in the past 10-15 years. Roxy pointed out that many pilots don't practice emergency procedures enough, though in this case, the pilot had just completed emergency procedure training.

EAA One-Day Leadership Boot Camp

January 27, 2018, 8am-5pm

Mount Evans Room, Rocky Mountain Metro Airport Terminal Building

Chapter 43 will host a one-day version of the 2-day Leadership Boot Camp held at EAA National headquarters in Oshkosh. The chapter usually sends one or two chapter officers annually to the Boot Camp, and travel costs to the event are one of the chapter's largest expenses. The event will be open to local and regional EAA chapters, with an attendance of 30-40. Chapter President Ken Scott contacted RMMA to determine facility availability and costs, and our usual meeting room is available for free. EAA National will provide lunch, and Chapter 43 will provide snacks and coffee. Friday and Saturday night dinner (at cost) with the EAA National trainers is also available. Ken, Scott Serani, and Stan Specht have volunteered to help hold the event. Ken asked about interest during the October member meeting, and about 10 folks raised their hands.

[See the flyer on page 12 to sign up!](#)

You're Invited!
EAA Chapter Leadership Boot Camp
Saturday, January 27, 8 a.m. - 5 p.m. |Broomfield, CO

Register for this FREE training session!

There is still time to register for the [EAA Chapter Leadership Boot Camp](#) that is being hosted by Chapter 43 in Broomfield, CO (near Denver, CO)!

Our one-day training sessions are designed to make you a stronger chapter leader. Chapter-related subjects include: business fundamentals, recruitment, fundraising, public relations, EAA resources, and more.

Meet and chat with EAA staffers, and other chapter leaders from your region.

Arrive on Friday night to enjoy dinner with the EAA chapter staff!

Register Now →

(<https://goo.gl/dzco1d>)

SCHEDULE OF EVENTS:

Friday: Dinner with the EAA chapter staff

Saturday: One-day training session

ADDRESS:

Rocky Mountain Metro Airport (KBJC)
11755 Airport Way
Broomfield, CO 80021

QUESTIONS:

David Leiting, Chapter Outreach Specialist
920-426-6116 or dleiting@eaa.org

EAA CHAPTER 43 BANQUET SIGN UP

ANNUAL CHAPTER BANQUET, JAN. 13, 2018

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

COLORADO NATIONAL GOLF CLUBHOUSE RESTAURANT

2700 VISTA PARKWAY, ERIE, CO.

**\$20 PER MEMBER, FIRST GUEST \$20 (ADDITIONAL GUESTS
\$30.00)**

NAME _____

NO. IN YOUR PARTY _____

AMOUNT INCLUDED \$ _____ (PLEASE INCLUDE FULL AMOUNT) PHONE NUMBER _____

EMAIL ADDRESS _____

PLEASE PRINT OUT AND MAIL THIS FORM AND YOUR CHECK (MEMO ON CHECK THAT IT IS FOR THE BANQUET) MADE OUT TO:

EAA CHAPTER 43

PO BOX 1725

BROOMFIELD CO 80038-1725





Membership Enrollment Information
(Needed for Current Roster & Chapter Correspondence)



MANDATORY INFORMATION: *If nothing has changed from last year, this is all the information required. We need EAA Membership # and EAA Renewal date to comply with EAA Charter and Chapter 43 by-laws.*

Date: _____	Annual Dues or	\$25.00
Name: _____	Save! 5 years for	100.00
National EAA Membership #: _____	Scholarship Donation (Optional)	____.00
EAA Membership Renewal Date: _____	Total	.00

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

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

*Please make check(s) payable to:
 EAA Chapter 43
 P.O. Box 1725
 Broomfield, Co. 80038-1725*

NEW MEMBERS PLEASE COMPLETE - RETURNING MEMBERS OPTIONAL INFORMATION: *Supply any information that may have changed from previous year (if you want a field deleted from your record, please tag it).*

E-Mail Address: _____	Home Phone: _____ - _____ - _____
Spouse: _____	Cell Phone: _____ - _____ - _____
Street: _____	
City, State, and Zip: _____	

HOW WOULD YOU LIKE TO BE INVOLVED IN THE CHAPTER?

Participate in Young Eagles functions, either as pilot or volunteer? _____	Pilot	Yes ___ No ___
	Ground Crew	Yes ___ No ___
Arrange, Or Be, The Program For One Of Our Meetings? _____		Yes ___ No ___
Host A Chapter Meeting At Your Project? _____		Yes ___ No ___
Run for a Chapter Officer Post? _____		Yes ___ No ___
Interested in attending hands-on workshops (under consideration)		Yes ___ No ___

AIRCRAFT INFORMATION:

Note: Status: ---Built, Building, Restoring, Considering, etc.

<u>Make, Model</u>	<u>Status</u>	<u>Based At</u>
_____	_____	_____
_____	_____	_____

To keep costs down the monthly newsletter is delivered via E-Mail (unless otherwise requested). We also send out periodic news items by e-mail.

2017 Chapter Officers

President	Ken Scott	303-674-7846
Vice President	Phil Brown	303-506-3886
Vice President	Jeff Jones	303-809-3994
Secretary	Val Gregory	303-908-1252
Treasurer	Myles Lee	720-295-8778

Board of Directors

Ken Scott (Chairman)
 Stan Specht**
 Scott Serani**
 Cliff Hasenbalg*
 Joe Gilmore*

(Note: *- 2 year terms expire end of 2018, **- 2 year terms expire end of 2017)

Volunteer Officers

Technical Counselor	Jim Sutton	303-598-4205
Technical Counselor	John Reuterskiold	303-881-3517
Technical Counselor	Bill Truax	303-249-2578
Technical Counselor	Phil Brown (fabric, wood & tube)	303-506-3886
Technical Counselor	Stewart Bergner	303-229-7799
Flight Advisor	Bill Mitchell	303-427-4025
Newsletter Editor	Val Gregory	303-908-1252
Young Eagles Coordinator	Cliff Hasenbalg	303-744-8180
Young Aviators Advisor	Pat Miller	303-666-8233
Young Aviators Advisor	Scott Serani	303-358-2858
Data Base Editor	John Reuterskiold	303-881-3517
Web Master	Steve Paschke	303-451-8490
Safety Officer	Stephanie Wells	303-503-0147
Refreshments	John & Roxie Juul	303-466-2600
Audio/Visual	Herrill Davenport	303-460-7789
Scholarship Chairman	Eric Serani	303-918-5446
Scholarship Fundraising	(Volunteer Needed)	

CFI's in Chapter 43

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

Mile High EAA Chapter 43

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.

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

First Class



Meetings are normally held on the second Saturday of each month at 7:00 P.M.—Location determined monthly. See Page 1 for details of the upcoming meeting.