



## *Mile High Flyer*

*The Official  
Newsletter of  
The Experimental  
Aircraft  
Association,  
Chapter 43*



*Volume 51 Issue 1*

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

*January, 2024*

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

Happy New Year Friends!

We've been blessed with some stunningly gorgeous flying weather the past couple weeks – I hope that you all have been able to cash in on this fantastic opportunity to go, as Gordon Baxter would say, "Write glory in the sky!"

I did just that a couple days ago in the mighty Tri-Pacer — wrote glory in the sky — and, as my best buddy said, it was soul cleansing. However...after the glory writing was over, I made a horribly embarrassing in-flight mistake that I've decided to publicly confess with the thought that being openly ridiculed, by friends and foes alike, I'll be sure to never repeat the mistake. So here we go... Entering the all-to-common, bee-hive traffic pattern at Metro airport, I was nicely established on the right Downwind for runway 30R. Tower said they'd call my Base due to an inbound jet. Sounds good to me. After a bit, I was cleared to turn Base, and soon into that turn, Tower changed their mind and asked me turn back and extend my Downwind one more time for a Citation on a 7-mile Final. Okay...fair enough, the Tri-Pacer rarely outruns a Citation. A mile or two later, I again receive clearance to turn right Base — and this time told to switch to runway 30L. Reporting on the new Tower frequency, I was told to continue flying South, through the 30L Final approach path, and then expect a 180-degree turn back north. I quickly received clearance for that 180, directed to follow traffic on a short final, and I was cleared to land 30L. High and hot (as hot as you can get with a Tri-Pacer), I set up a stunningly gorgeous final approach profile. It was a thing of beauty — speed was exactly 80 mph, full flaps, the Tri dutifully dropping like a toolbox, I was perfectly aligned to the centerline of...Taxiway Delta. I never noticed. About a half-mile out, I even said to my buddy, "It sure would be nice if they actually painted the runway." Over the fence and seeing the orange painted centerline, my brain FINALLY computed that I was setup to land on the taxiway! Thank goodness my relatively quick reaction was to "go-around!" I've practiced that dicey maneuver enough that it was a non-event. I'm not sure how high I was above the taxiway but...it was ugly. Now, I'm sure that aviation experts far smarter than me, could attribute my error to all sorts of fancy terms — confirmation bias, or cognitive dissonance, or task saturation or whatever else. I attribute it to "being stupid in public." I was so mesmerized with my perfect approach that I didn't "see" what I was approaching. So...feel free to give me grief — I deserve it. And, stealing a phrase from a friend's Uncle Doug, when asked about his thoughts about being married for 60 years, he said "I'll never do that again!"

That off my chest, here are some of the many big deal happenings upcoming with our Chapter...

First, we've finally solidified our Annual Banquet. The pot-luck style Banquet will be Sunday, January 14, 2024 from 4:00-8:00PM at the Rocky's Mountain Metro Airport Terminal Mt. Evans Room. Please bring a dish to pass – either a side dish or a dessert. When given that option, most folks bring a dessert so please consider a side dish if in doubt. The Chapter will provide turkey sandwiches (thanks to Roxy Juul!), soft drinks, utensils, etc. Pete Watkins will bring adult beverages so please help him defer the cost. We will hold a brief award and recognition presentation - other than that, we will not have a speaker or hold any chapter business. Similarly, there will be no Chapter Gathering on Saturday January 13th. Our next Chapter Gathering will be February 10th.

In other news, Chapter 43 Vice President Andy McRae will kick-off our monthly Builder's Club meetings this January 23rd at 6:00 pm at Kirk Brennan's warehouse – 2400 Industrial Lane, Broomfield. Future monthly Builder's Club meetings will be held on the fourth Tuesday of the month. These meetings will be extremely helpful for builders and non-builder owners alike. Please join us – you'll be glad you did!

Chris Kilker, Kirk Brennan, Connie Socash, and Chuck Kubin have volunteered to organize Chapter 43 fly-ins/fly-outs. Some of the many great ideas on the table include a "Food Truck Fly-In" at Metro airport this Spring as well as several overnight fly-outs (Santa Fe, Pinedale, Hotel Beaumont, Saratoga, etc.). I have also suggested that we resurrect the old, monthly "Café 43" breakfast/lunch fly-outs. Please consider volunteering with this group. Stay tuned...

Later this month we will begin establishing an "Oshkosh Planning Committee" with the charge of coordinating Oshkosh activities for Chapter 43 including such things as KidVenture, Dinner at Wendt's, pancake breakfast fund raiser, fruity blender drink Happy Hours, Adirondack Chair build, Signpost sign build, etc. Please contact me if you'd be interested in volunteering.

As I've mentioned a few times, we will be changing the format of our Chapter Gatherings now starting with our March meeting to the following:

- |             |  |
|-------------|--|
| 6:00 - 6:10 | Welcome New Members  |
| 6:10 – 6:45 | Potluck Dinner & Social Time (bring a dish to pass or donate \$5 to cover food costs if you don't bring a dish...or don't eat and just socialize). |
| 6:45 - 7:45 | Guest Speaker including Q&A  |
| 7:45 - 8:30 | Chapter Business   |

Hope to see you at the Banquet! Blue skies,

Jim

**Next Gathering - Annual Banquet!**  
**Sunday, January 14, 2024, 4-8 PM**

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

Bring a side dish or dessert (if in doubt make it a side dish) to share; main course, soft drinks, utensils, etc. provided by the Chapter. Adult beverages also available for purchase.

***NO gathering on Saturday, January 13th!***

**In this issue:**

- Title pic - Oooh, pretty...
- This month's Chicken Wings - The Editor is a big Calvin & Hobbs fan!
- Since I don't have a second set of eyes to review the newsletter, help find my boo-boos for cookies! Let me know at [newsletter@eaa43.org](mailto:newsletter@eaa43.org) and come to the next regular chapter meeting for your cookies! If you'd like to contribute calendar event, a newsletter article on a trip, a tool, component, or aircraft review, a how-to for build or test, historical or ANYTHING airplane or chapter related, don't be shy. You can email [newsletter@eaa43.org](mailto:newsletter@eaa43.org) with anything ya got in electronic format, or hand me a hardcopy. Gmail limits attachments to 25MB, so if it's bigger than that, try multiple emails, Dropbox, Google Drive, etc.

## ***Upcoming Events Calendar***

### **2024 CHAPTER EVENTS**

**JANUARY**

- Sun 14 Annual Banquet at the Mt. Evans room at BJC, 4-8 PM, see page 2 for more info.  
 Tue 9 Chapter 43 VMC Club, 6PM, live and virtual, contact [andresmith76@outlook.com](mailto:andresmith76@outlook.com)  
 Tue 23 Chapter 43 Builder's Club, 6PM, live only, contact [andy@andymcrae.com](mailto:andy@andymcrae.com)  
 Thu 25 Chapter 43 IMC Club, 6:30PM, live and virtual, contact [llearnsh@gmail.com](mailto:llearnsh@gmail.com)

**FEBRUARY**

- Sat 10 Chapter Meeting at the Mt. Evans room at BJC, 6PM. OFFICER AND BOD ELECTIONS  
 Tue 13 Chapter 43 VMC Club, 6PM, live and virtual, contact [andresmith76@outlook.com](mailto:andresmith76@outlook.com)  
 Thu 22 Chapter 43 IMC Club, 6:30PM, live and virtual, contact [llearnsh@gmail.com](mailto:llearnsh@gmail.com).  
 Tue 27 Chapter 43 Builder's Club, 6PM, live only, contact [andy@andymcrae.com](mailto:andy@andymcrae.com)

### **2024 AREA EVENTS**

**JANUARY**

- Sat 13 Chapter 648 Meeting, 9:45 AM, see <https://chapters.eaa.org/eaa648> for location  
 Thu 18 Adult Night Out: Connecting with the Cosmos, WOTR\*, 7-9 PM  
<https://wingsmuseum.org/events/adult-night-out-cosmos/>  
 Wed 17 Chapter 1627 Meeting, 6 PM, see <https://chapters.eaa.org/eaa1627/about-us>  
 Fri 19 Chapter 301 Meeting, 7 PM (6:30 social) <https://www.eaa301.org/newsletters>  
 Sat 20 Chapter 301 Young Eagles Rally, Exploration of Flight, 7-11:30AM  
[https://www.coloradopilots.org/content.aspx?page\\_id=4002&club\\_id=612720&item\\_id=2170446](https://www.coloradopilots.org/content.aspx?page_id=4002&club_id=612720&item_id=2170446)  
 Sat 20 New Exhibit | The Berlin Airlift: Supplies from the Sky, WOTR\*, 10AM-5PM  
<https://wingsmuseum.org/events/new-exhibit-opening-berlin-airlift/>  
 22-26 EAA Homebuilders Week - see pages 5 & 6 for more info.  
 Sat 27 Speaker Series | First Battle of the Cold War: The Airlift to Save Berlin, WOTR\*, 11AM-12PM, <https://wingsmuseum.org/events/speaker-series-airlift-to-save-berlin/>

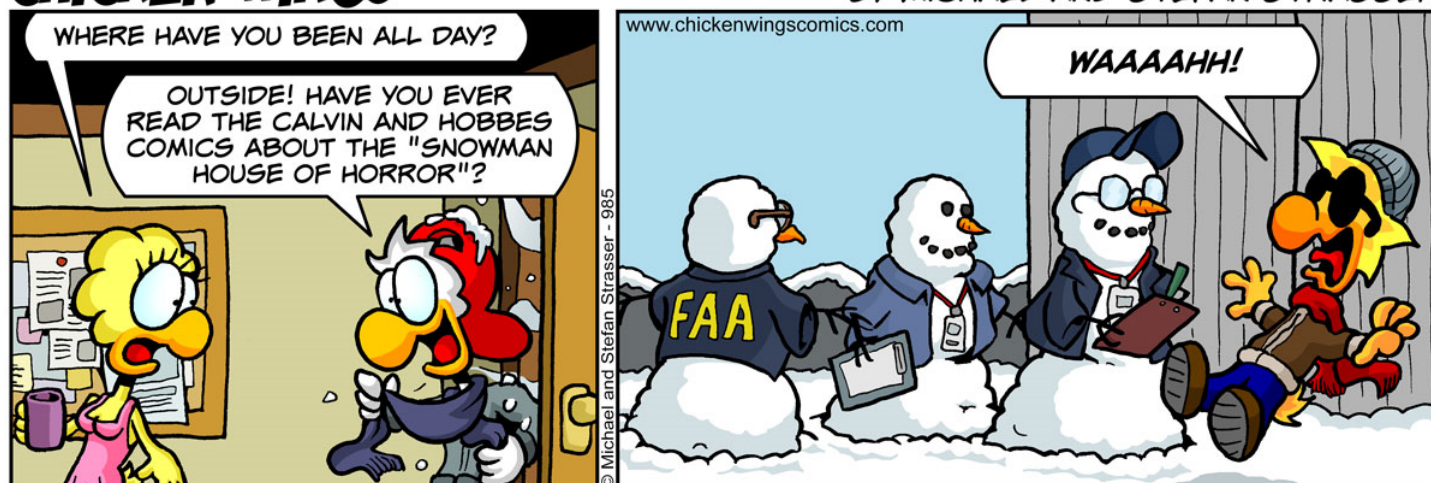
**FEBRUARY**

- Sat 3 Breakfast Fly-In, Exploration of Flight\*, 9:30 AM-12:30 PM  
<https://wingsmuseum.org/events/breakfast-fly-in-feb/>  
 Sat 10 Chapter 648 Meeting, 9:45 AM, see <https://chapters.eaa.org/eaa648> for location  
 Sat 10 Radio Controlled Aircraft & Drone Showcase, Exploration of Flight\*, 10 AM-2 PM  
<https://wingsmuseum.org/events/rc-aircraft-drone-showcase/>  
 Fri 16 Chapter 301 Meeting, 7 PM (6:30 social) <https://www.eaa301.org/newsletters>  
 Wed 21 Chapter 1627 Meeting, 6 PM, see <https://chapters.eaa.org/eaa1627/about-us>

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

# CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



We had funds available for our Young Eagles program that needed to be used by the end of 2023. I purchased 4 booster seats, 2 from Cub Doctor and 2 from Aircraft Spruce (Noral seats).

I have Certificates of Appreciation ordered. In past years we have also received pins. The EAA ran out of pins.

Volunteers, now is the time to log into your Young Eagles Day website and make any changes to your profile. Like tail number, aircraft flying or be removed from the roster. We have 38 Pilots on the roster. Last year 16 Pilots flew Young Eagles flights.

Our 1<sup>st</sup> event is in March with registration opening in February. Let's work together to make the upcoming year a GREAT ONE!

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

## Chapter Name Tags

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



## Social Media Coordinator John Kellogg

John administers Chapter 43 accounts on Facebook, Instagram, and Twitter, but he needs content! Send Chapter announcements and project/flight/event pictures and stories to [johnkelloggfllys@gmail.com](mailto:johnkelloggfllys@gmail.com). Links to the Chapter Facebook and Twitter accounts have been added just under "Welcome to Chapter 43" on the Chapter's homepage at [www.eaa43.org](http://www.eaa43.org). If you select the Instagram logo in the same area, it will take you to [instagram.com](https://www.instagram.com) where you can type in the handle @eachapter43! If you use Facebook you can find the Chapter 43 accounts by searching for EAA Chapter 43 or @EAA43. If you use Twitter, search for @eachapter43.

## From Membership Coordinator Mike Savino

December was membership renewal month; if you're not sure of your membership status, see me at the Banquet or email me at [aaa43membership@aaa43.org](mailto:aaa43membership@aaa43.org). You can renew at <https://chapters.eaa.org/aaa43/join-or-renew> or bring a check made out to EAA Chapter 43 to the Banquet.

Periodically the chapter sends out emails from [aaa43membership@aaa43.org](mailto:aaa43membership@aaa43.org) to all members. To help prevent those emails from ending up in your spam folder, please add [aaa43membership@aaa43.org](mailto:aaa43membership@aaa43.org) to your email contact list. We can't control how e-mail is marked as spam. What we can do is add the contact and this will help.

## Scholarship

Scholars are busy trying to complete their high school exams and fly before it gets too windy. Finding a DPE (Designated Pilot Examiner) has been challenging; it's always best to call two months in advance as they are booked a month out at least. The 2024 scholarship application site closed on Nov 30, and interviews will take place in January for those seeking PPL scholarships or to attend Oshkosh's Camp Adventure.

Chapter 43 Scholarship Committee

[mikesutton@gmail.com](mailto:mikesutton@gmail.com)  
[suttonjennym@gmail.com](mailto:suttonjennym@gmail.com)

## Pilot Briefs

Most of us probably saw the news report that the residents of the Rock Creek neighborhood have filed a new lawsuit against the airport for violating navigation easements resulting from an earlier lawsuit. They object to the increased air traffic, noise, and leaded fuel emissions. We can choose to see the latter as additional pressure for the airport and its advisory board to continue to press for unleaded fuel availability; that's a good thing. The report also noted that in addition to Airport Manager Paul Anslow's departure, "several of the airport advisory board members [departed] as well". The drama continues...

### Attention Aerobatic Pilots!

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

## Homebuilders Week – Online Event Starts January 22

An online opportunity to learn about building your own aircraft  
By Charlie Becker, EAA Homebuilt Community Manager

Homebuilders Week is an online opportunity to carry on the founding mission of EAA by sharing as much knowledge and information about building your own aircraft as possible in five days. We start on Monday, January 22nd, 2024, and end on Friday, January 26th, 2024. Each day, we offer six live webinars back-to-back, starting at 11:30 am Central Time and running every hour and a half until the last session at 7pm Central. The sessions are live and allow time for questions. To sign up for the sessions, visit [www.EAA.org/HomebuildersWeek](http://www.EAA.org/HomebuildersWeek)

The topics cover a wide variety of areas of interest to anyone curious about building their own aircraft. We try to make sure there is something for everyone, whether you are just considering the idea of building an aircraft, are knee deep in a project or getting ready for test flying. We even have EAA president Jack Pelton lined up on our anniversary date, January 26th, to talk about EAA's Advocacy efforts on behalf of the homebuilt members.

EAA Homebuilders Week coincides with the anniversary of the founding of the Experimental Aircraft Association in 1953. We have come so far since that first EAA meeting. Back then, information on homebuilding was sparse and hard to come by. I know that if our founder, Paul Poberezny, was still with us, he would give us a big thumbs up for this effort to support the home-builder.

EAA Homebuilders Week is made possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, and Scheme Designers, Inc.

Visit [www.EAA.org/HomebuildersWeek](http://www.EAA.org/HomebuildersWeek) to sign up, and see schedule on page 6!



# Homebuilders Week Schedule

## January 22 - 26, 2024

To sign up: [EAA.org/HomebuildersWeek](https://EAA.org/HomebuildersWeek)

Time CST	Monday 1/22/24	Tuesday 1/23/24	Wednesday 1/24/24	Thursday 1/25/24	Friday 1/26/24
11:30-12:45	Building an Aircraft: What You Need to Know Charlie Becker	Composite Construction Basics Mark Forss	Amateur-Built Certification Process Joe Norris	Lies, Darned Lies, and Homebuilt Accident Statistics Ron Wanttaja	EAA Advocacy Update: Top Homebuilding Issues and the Impact of MOSAIC Jack J. Pelton, Sean Elliott & Rob Hackman
1:00-2:15	Wiring Basics Dick Koehler	The Nuts and Bolts of Nuts and Bolts Kerry Fores	Building on the Cheap Ron Wanttaja	Lycoming Engine Installation Dave Prizlo	Working With Wood 101 John Egan
2:30-3:45	Welding Basics: Gas & TIG Charlie Becker & Tracy Buttles	Fabric Covering Basics Nate Hammond	Buying a Used RV Aircraft Vic Syracuse	Sonex Aircraft and AeroConversions Products Mark Schaible	Zenith Aircraft Kits & Plans Sebastien Heintz & Roger Dubbert
4:00-5:15	Sheet Metal Basics Jim Scott	Factory-Built to Homebuilt: What's the Difference? Tom Charpentier	Advanced Flight Systems Rob Hickman	Garmin Experimental Avionics Solutions Brad Brensing	Scratchbuilding From Plans: 90% Done and 90% to Go! Marty Feehan
5:30-6:45	Panel Planning and Wiring Marc Ausman	Dynon Avionics Michael Schofield	Flight Testing 101 Paul Dye	Propeller Selection for Homebuilts Steve Boser	Latex Paint: A Low-Cost Alternative Malcolm Morrison
7:00-8:15	Rotax 9 Series Installation & Operation Phil Lockwood	Painting Your Plane: DIY or Use an Expert? Craig Barnett & Ken Reese	Engine Break-In Mike Busch	Van's RV Aircraft Kits Greg Hughes	Common Builder & Maintenance Errors Vic Syracuse

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# No Name Column by Cliff Goldstein

(Final article in a series of four)

## Epilogue

Why get a glider rating? Simple, it was going to cause me to do something I was not equipped to do easily, and I always wanted to do it...for years. I wanted to challenge my brain to do something that was out of its element. It's easy to fix a landing in my RV that's coming up short, just add power, or if I come in too hot, just go around. Not so in Gliders. As Armand would say, take-offs are optional, landings are mandatory. I did it because it was a challenge for me. Something I personally needed. I expect it will open the door to other challenging opportunities. For those that already have the rating, big wow but for a power pilot of over 50 years it was challenging for me.

Some interesting observations.

First SSB (Soaring Society of Boulder) members are awesome. Everyone that is there has something to teach you. And the willingness to help out another member is so refreshing, giving the times we live in today. I was a bit intimidated by the instructors when I first started. Frankly, it was a bit of a rough start, but the more I got involved, the more I felt at ease asking questions of everyone.

For new pilots regardless of age, making a change to a new instructor is, in itself, intimidating. It's not important as to the reason why, but to recognize things aren't going well and maybe a change would help. It's not being offensive, it's being honest with yourself.

This was a great start to a new journey, and as they say, I now have a fresh license to learn. How cool is that.

I should have never put off the learning process so long. Building an aircraft following the plans, piece of cake. Install an aircraft engine or diagnose an engine problem...pretty easy, Fly to the Moon or now Mars...Let's go the challenges will be fun.

If I had it to do all over again, I would have learned to be a glider pilot long before I learned to be a power pilot. Please don't misunderstand the comment. I'm not saying we should all take that path, but the elements I've learned about performance, control, and let's not forget the weather have made me see many of my power flights under a whole new light. The one that I had was just fine, it just got a whole lot brighter.

Some special thanks are due. First, and foremost, to Bobbi, my wife who had to put up with a neurotic husband trying to pound the brain cells into action.

To John Stewart for bringing me back when I was about to hang it up, and introducing me to Jeff Clayton. John Lewis who, after many hours got a Skew-T to begin to make some sense. (Not that I totally got it, but I'm ready for the Bob Farris video.) Not to mention John was an excellent tow pilot. Just right John.

There are many more in the club that I could thank but special thanks to Jeff Clayton, my instructor, who I'd ask question after question and he never resented answering each one knowing damn well I'd asked it before. He showed real patience. Jeff unlocked the joy of soaring for me because in his eyes, I could see that same joy as he spoke of it. He'll probably hit me over the head for this but the humblest F-16 test pilot I've ever known, and you'd never know speaking to him.

Thank you all.

## Road Trips in the Works - Chuck Kubin

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

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

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

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

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

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

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

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

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

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

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

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

\*Back to FlyteCo — In the wake of our 5-star rated 2023 banquet, several members are interested in going back as a group for some social time.

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



## Chapter 43 Memorial Wall Nominations

Chapter 43 will be placing two of our members on the Memorial Wall in Oshkosh this July during AirVenture 2024.

John Reading was serving as Chapter 43 President at the time of his passing in an aircraft accident this past spring.

Bob Wilson was a Chapter 43 Lifetime Member. He served as the chapter treasurer for many years and generously volunteered in a number of ways. He passed away of natural causes this past fall.

The application fee for these memorials is \$500 each, which is why the chapter is soliciting donations for each person. Please forward your heart-felt contributions to the Chapter Treasurer via the Chapter 43 Website Donate page at <https://chapters.eaa.org/aaa43/donate> to pay by Paypal or Zelle with a notation designating them for the Memorial Wall nominations. You can also donate in person at a meeting by cash or check, just make a notation that it's for the Memorial Wall and who (or both). Please make your donation by March 15, so the applications can be turned in on time.

Stan Specht is serving as coordinator for this effort, contact him at (303) 807-4699 with any questions.


### ***Parting Shot!***

It's not at the end of the newsletter, but this is where there's space!

#### RULES OF THE AIR

1. Every takeoff is optional. Every landing is mandatory.
2. If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller. That is, unless you keep pulling the stick all the way back, then they get bigger again.
3. Flying isn't dangerous. Crashing is what's dangerous.
4. It's always better to be down here wishing you were up there than up there wishing you were down here.
5. The ONLY time you have too much fuel is when you're on fire.
6. The propeller is just a big fan in front of the plane used to keep the pilot cool. When it stops, you can actually watch the pilot start sweating.
7. When in doubt, hold on to your altitude. No one has ever collided with the sky.
8. A 'good' landing is one from which you can walk away. A 'great' landing is one after which they can use the plane again.
9. Learn from the mistakes of others. You won't live long enough to make all of them yourself.
10. You know you've landed with the wheels up if it takes full power to taxi to the ramp.
11. The probability of survival is inversely proportional to the angle of arrival. Large angle of arrival, small probability of survival and vice versa.
12. Never let an aircraft take you somewhere your brain didn't get to five minutes earlier.
13. Stay out of clouds. The silver lining everyone keeps talking about might be another airplane going in the opposite direction. Reliable sources also report that mountains have been known to hide out in clouds.
14. Always try to keep the number of landings you make equal to the number of take offs you've made.
15. There are three simple rules for making a smooth landing. Unfortunately no one knows what they are.
16. You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.
17. Helicopters can't fly; they're just so ugly the earth repels them.
18. If all you can see out of the window is ground that's going round and round and all you can hear is commotion coming from the passenger compartment, things are not at all as they should be.
19. In the ongoing battle between objects made of aluminum going hundreds of miles per hour and the ground going zero miles per hour, the ground has yet to lose.
20. Good judgment comes from experience. Unfortunately, the experience usually comes from bad judgment.
21. It's always a good idea to keep the pointy end going forward as much as possible.
22. Keep looking around. There's always something you've missed.
23. Remember, gravity is not just a good idea. It's the law. And it's not subject to repeal.
24. The three most useless things to a pilot are the altitude above you, runway behind you, and a tenth of a second ago.

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



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NOTES:

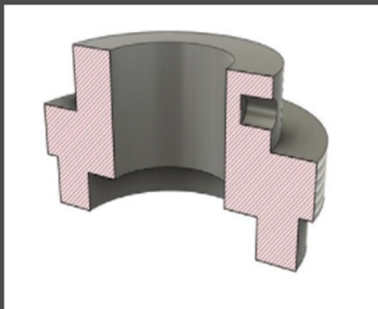
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John was recommended to do some work on Herrill Davenport's 182 fairing, and wants to do more airplane work.

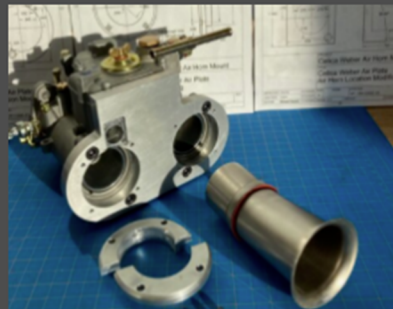


A small machine shop using a manual mill, lathe and surface grinder to offer custom machined parts to the advanced hobbyist or individual seeking support in product development or parts no longer available from a manufacturer. Shop rate is \$55 per hour, typically less than half what most shops charge.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

Contact Rich Hansen at [rlhansen@hansenprecision.net](mailto:rlhansen@hansenprecision.net) or 720-984-9293



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Prototype Development



Precision Parts



Freedom Avionics is located in Broomfield, Colorado at the Rocky Mountain Metro Airport (KBJC). Our roots go back 30 years! Let us impress you with our high quality of service and support for all of your avionics needs. Whether it be new digital glass or old legacy avionics, count on us to find solutions for you. We are certified dealers for every major brand and have been awarded by Garmin as being in the top 1/3 of all dealers in the world!

Services include: FAA-approved Part 145 Repair Station (Testing, Repairs, New Installs) IFR & VFR Certifications, Providing bi-annual transponder and static system certifications under FAR 91.411 and 91.413, usually in under 4 hours!  
(Is your aircraft up to date?)

Custom Panel Design and Fabrications

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

**Chuck Grow Flight Instruction**

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



No, not that Chuck!



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

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**Anthony Dela Fuente**  
President

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Dental Care International Foundation Inc.

Scan to donate and make a difference



Together, we can create healthier smiles

Recommended by Roxie Juul

## Fisher Flying Products Horizon1 Kit For Sale

Almost ready to cover; includes the following:

- Continental A-80 Engine
- 2 Wing Tanks and 1 Header Tank (all pressure tested)
- Fiberglass Cowl
- Tachometer
- Oil temperature gauge
- Vertical Speed Indicator
- Air Speed Indicator
- Cylinder head temperature (CHT) with 4 station switch
- Matco brakes

Asking \$10,000 or best serious offer

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



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



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

Subject: RV 9A Kit and Caboodle for sale!

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

Quickbuild fuselage -\$23,000

Mostly complete wings, -\$12,900

Empennage assembled - \$2,400

Finishing kit - \$11,750

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

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

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

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

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

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

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

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

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

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

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

G5 Unit Only \$1420.00

G5 Installation Kit \$105.00

G5 Battery Pack \$235.00

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

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

GFC™ 507 Digital Autopilot \$1159.00

GMC 507 Install Rack (Optional) \$40.00

GMC 507 Connector Kit \$50.00

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

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

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

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

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

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

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

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

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

GAD 27 Interface Adapter

GAD 27 Connector Kit

GAD 29 Interface Adapter

GAD 29 Connector Kit

GAP 26 Heated/Regulated

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

New Lightspeed Zulu 3 \$600

Bose ProFlight 2 headset with Bluetooth Dual Plug \$650

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

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

David Clark H10-13X ENC Headset \$300

DC Pro X 1st gen \$300

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

QT Halo (in ear) Headset \$250

BOSE A20 BLUETOOTH DUAL PLUG \$700

UFly Harmony pro bundle \$200

Clarity aloft headset \$400

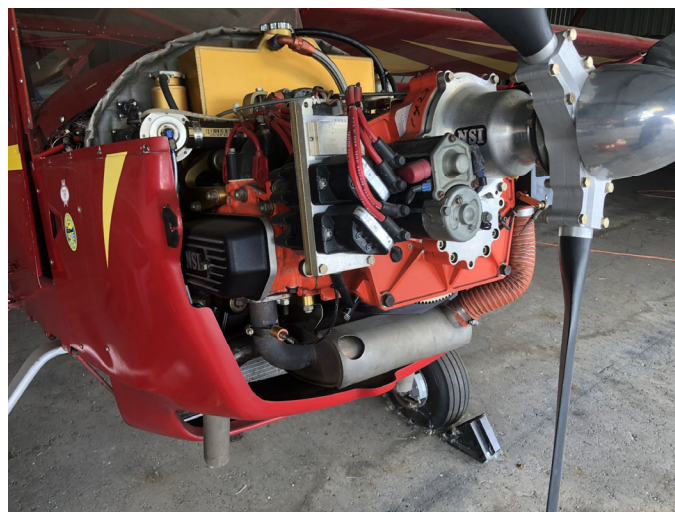
Bose Aviation X Headset \$300

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

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

## For Sale

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



MILE HIGH EAA Chapter 43 Minutes  
December 9, 2023

President Jim Wood opened tonight's gathering at 6:04 PM.

Speakers and programs, VP Larry Earnshaw Coordinator:

December 9th - Joe Kuberka, Mountain Flying

January 14th (Sunday) – Chapter Potluck Banquet, 4-8PM (No speaker)

February 10th – Steve Paschke, Build Deep-Dive

March - Clint Crookshaft - Lead NTSB Investigator on the 2011 Reno Air Race P-51 crash

### TONIGHT'S PROGRAM – JOE KUBERKA

Joe Kuberka started flying in northern Minnesota in 1978. His love of aviation is still as strong today 40 years later as when he took his first training lesson. Joe attended the University of North Dakota from 1979-1982 graduating with a BSPA in Aviation Administration and earning his Private, Commercial, Instrument, Instructor, Multi Engine, and Glider ratings at the University. He joined and has been active with AOPA since 1979 and EAA since 1982. In 1983 Mr. Kuberka joined the United States Air Force and flew for 20 years as an Air Force pilot. He flew B-52 bombers, and KC-135 tankers for major weapon systems. He also spent two tours at the USAF Academy selecting which cadets would be Air Force pilots and teaching basic airmanship.

Major Kuberka taught the mountain flying course to Academy instructor pilots and checked out as a Montana Mountain Search and Rescue pilot. He also attended the Air Force Aircraft Accident Course and held a safety officer designation for over 10 years. Duties in the area led to teaching numerous classes on cockpit resource management and risk management. Joe earned a Master of Aeronautical Science from Embry Riddle Aeronautical University in 1994. During his entire Air Force career, he maintained his civilian ratings and has owned an aircraft since 1988. Continuing to increase his own knowledge of aviation he added an instrument instructor rating, glider instructor rating, and seaplane rating to his license.

He is an aviator with over 11,000 hours that loves to instruct, while promoting safety to other pilots. Since retirement from the Air Force, Mr. Kuberka has developed a self-flying guided mountain air tour allowing pilots to gain mountain flying experience while vacationing in the Rocky Mountains.

Joe had a hangar at Meadowlake, but is now retired to Polson MT, on Flathead Lake, the largest natural freshwater lake west of the Mississippi. He asked how many in attendance were NOT pilots, how many were instructors, and finally, how many were with the FAA.

Mountain flying has two rules - Always be in a position to turn to lower terrain, and there is no marginal VFR, just VFR or IFR in the mountains. He showed Montana mountain flying photos of The Chinese Wall, accessible by a 22 mile hike or horse ride, or by private plane.

Aircraft performance - you must know your plane's:

- Weight & balance
- Take off data
- Climb performance
- Etc.

Engine Power decreases by 3% for every 1000' density altitude, so 160HP is 126HP at 7000' density altitude; 112 HP at 10,000' density altitude. Rate of climb at 10,000' density altitude is 1/3 of the rate of climb at sea level. While Joe was at Meadowlake, there were 18 accidents; 16 were due to altitude density issues.

Joe showed a picture of Johnsons Creek, Idaho.

How to cross ridges in Four Steps:

1. Cross ridges at 2000' above ground level (AGL) and pick saddles
2. Always position aircraft to escape to lower terrain
3. Approach ridge @45° angle from 1/2 mile away
4. Once over the ridge resume normal navigation

Joe's first plane was an Ercoupe. Flying from Merced, CA to Tahoe with a headwind he had 38/39 mph ground speed and got into a downdraft. It took 3 tries at increasing altitudes (2000' AGL, 3000', 4000') before successfully navigating over the ridge and into Tahoe. On the way back, it took 45 minutes to spiral up, then 23 minutes to get back to Merced at 114 mph ground speed.

If you see rocks in front of you at 2 miles out, turn around and climb. If you're looking into a valley and can see more as you go, you're probably good.

Safely flying valleys (small ones)

Radius of turn for a 90° turn -  $R = V^2 / 11.26(\tan \text{ deg of bank})$  so for a 30° bank,  $R = V^2 / 11.26(.577)$

Considerations for aircraft positioning:

In a valley:

- Fly on the windward side of the valley rather than leeward
- Sunny side vs. shady if no wind
- On the right side and watch for other traffic

Continually formulate an escape plan

- Open areas
- Look for lower terrain
- Monitor turbulence
- Never fly beyond the point of no return - slow down to make a 180°turn. Slow or climb.

In the mountains, the horizon line is ~6NM ahead in level flight. Do not fly up a canyon without enough altitude to cross the ridge at the head of the canyon. You may fly up a canyon as long as there’s sufficient room to turn around. Turn around early.

Google N4377V 195/Cottonwood Pass crash case study. <https://www.youtube.com/watch?v=KcA2XAVFvII>

Weather

- Clouds - cumulus, downdrafts, microbursts, hail, turbulence. Avoid by 20 miles. Joe told a story of an Air Force T-37 instructor who has 20 miles out and STILL got rocked by golfball sized hail!
- Icing
- Lenticular clouds - good chance of turbulence (though not always). Frequently associated with roll clouds.
- Fog - in canyons or over lakes
- Wind - personal wind limits - 25-35kts max surface winds are “moderate” but stay on the ground; mountains will double or triple that. Check webcams (Google “aviation weather webcams”); Alaska has the most, Colorado is 2nd, Montana is 3rd. Faster wind and steeper terrain increase turbulence; climb above it. The lighter you are, the more turbulence will throw you around. The turbulence classes are light, moderate, severe, extreme. Moderate is NOT good.
- Photos of mammatus clouds and the mountain wave. If you’re heading down the Front range in a constant downdraft, move 4 miles east. The effect lasts 150-300NM east, and as much as 700NM!

**VISITORS, NEW MEMBERS**

- Introduce Yourself.
- How Did You Find Us?
- Your Interests?
- **FREE** 6-month Membership.

Jason - Ground Ops with Southwest Airlines for 18 years, was training pre-9/11 and is trying to get back.

John Meyers - building a Zenith 750.

**MEMBERSHIP – Michael Savino**

- Unsure of your status?
- Need to add a picture?
- Would you like online access to our roster? Just ask.
- Check your status during the break or after the meeting.
- Watch for an email to notify those who need to renew.

Current

<b>Current Members:</b>	121
<b>Expired Members:</b>	82
<b>New Members:</b>	18

July

<b>Current Members:</b>	121
<b>Expired Members:</b>	81
<b>New Members:</b>	22

**USE ZELLE TO PAY YOUR DUES TO TREASURER WILL HELTZELL**

or cash/check in person at the meeting , or go to

<https://chapters.eaa.org/ea43/join-or-renew> to use PayPal

Send Money with Zelle®  
Scan in your banking app to pay.

Eaa Chapter 43  
william.heltzel@gmail.com



**CHAPTER MEMBER SURVEY**



Need 25% participation by 12/31 for Gold Status!



## ANNUAL BANQUET

New Date: January ~~13~~-14, 2024

New Location: Mt. Evans Room

New Format: Pot Luck Dinner

Crazy year, ran out of planning time, afraid FlyteCo couldn't happen due to website Banquet Page issues. We need more volunteers! Biggest challenge (currently) is the Chapter's older demographic, because we've been doing this for decades and burnout happens. After Pearl Harbor, the US had a HUGE response - how do we get that?

## OFFICER ELECTIONS

Please complete your Election Ballot DURING BREAK

Submit completed ballot to box in front

Write-in to Volunteer for ANYTHING

## BREAK

- General Meeting begins in 20 minutes or so
- Meet and greet guests
- Desserts, Snacks & Coffee – **DONATIONS PLEASE!!!!**
- Free membership sign-up in the front

During the break Herrill showed the EAA Chapter Video Magazine:

- January 26 is the EAA's anniversary
- January 22-26 is EAA Homebuilding Week with 6 live webinars each day (see pages 5 & 6 - Editor)
- EAA.org name tags
- Chapter Member Survey
- New Officer? Oshkosh Leadership Academy, Boot Camps, some webinars.

After the break, the meeting opened at ~7:40 PM by President Jim Wood.

## WELCOME

### ELECTION RESULTS

President: Jim Wood

Vice Presidents: Ayden Edgar and Andy McRae

Secretary: Val Gregory

Treasurer: Will Heltzel

BoD Class of 2024: Stan Specht fills out the class with Pete Watkins

BoD Class of 2025: Ricky Domenico and Larry Earnshaw

Alternate Directors: Chuck Kubin and Kirk Brennan

## REGULAR EVENTS

Young Eagles – Coordinator Cliff Hasenbalg - Next Rally: March 2024

2024 Improvement Ideas:

- Ground School
- Increase Pilot Volunteers!!! Also need Ground Volunteers and "Ground School" volunteers to occupy kids while waiting for flights.

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

- VMC Meeting – 2<sup>nd</sup> Tuesday 6:00p. Next – December 12th
- IMC Meeting – 4<sup>th</sup> Thursday 6:00p. Next – December 28th - Cancelled
- WINGS Credits for attending
- Available live and on Zoom

## BUILDER'S CLUB

~~Third Wednesday~~ of the Month, changing to 4th Tuesday

Location: Kirk Brennan's Shop, 2400 Industrial Lane, Broomfield

Coordinator: Andy McRae

First Meeting: January 23rd at 6:00 pm

Not Zoom, only live.

**SCHOLARSHIP UPDATE**

None this month, interviews in January

**SOCIAL MEDIA - John Kellogg, Coordinator**

Send content to: John @ [johnkelloggflys@gmail.com](mailto:johnkelloggflys@gmail.com)

Jim @ [president@EAA43.org](mailto:president@EAA43.org)

Facebook - <https://www.facebook.com/EAA43/>

Instagram - <https://www.instagram.com/eachapter43/>

John Kellogg and Jim Wood are trying to increase profile; weekly posts on both FaceBook and Instagram. Currently 1-2 new followers per month

**TRIP REPORT - David Shenk**

Dave recently read Neal Loving's book (<https://www.penguinrandomhouse.com/books/725711/lovings-love-by-neal-v-loving/>)

Dave has a Canadian RV-6 "A" (eh?) that he recently flew to an RV fly in at Petit Jean, though he ended up in Ozark due to clouds. The fly in was at the Rockefeller Center, hosted by the Little Rock EAA Chapter. Just east of Tulsa, the biggest inland port on the Arkansas River. Then he continued all the way to the Atlantic coast, including Kitty Hawk, north to Charlottesville, and toured Montpelier. Heading west, most of the airports were buried in trees. He stopped at Ft. Leonard Wood where he was stationed 59 years ago! 17 days, 3000 miles.

**THE (TECH) FUTURE IS COMING**

On-line user updatable website Calendar

On-line access for all to the Chapter Roster

Picture galleries linked from website to Facebook

Working towards a rolling membership renewal system. Requires change to by-laws.

**SAFETY CORNER - Sarah Winkler**

Survival Kits

3-4 months ago, a brand new warrant officer was flying with a high ranking officer when he got a chip light (warning light) for FOD in the engine. He made a precautionary landing, but the radio didn't work, cell phones didn't work, even the SPOT didn't work. They had to climb on foot up to call for help, then got lost going back down to the helicopter. You need a kit on your person, including a personal beacon like ResQLink or SPOT. A metal windlass tourniquet. A bag in the back with a tarp. Others? Roxie suggested a 55 gallon trash bag for cover and to stay dry. Cliff Hasenbalg suggested a space blanket and Sarah noted its high visibility. An IR strobe. An old CD for a signal mirror - Jim Wood showed how the hole can be used to aim reflections at a search aircraft cockpit through fingers.

**GENERAL DISCUSSION**

- Next Meeting ~~Saturday January 13<sup>th</sup>~~ Potluck Banquet, Sunday January 14<sup>th</sup>, 2024 - bring side dishes, not just desserts.
- Jim Wood, (720) 314-9663, [president@EAA43.org](mailto:president@EAA43.org), [drjamesmwood@gmail.com](mailto:drjamesmwood@gmail.com)
- B-25 landed in Honolulu yesterday morning (December 8th), Jeff is taking reservations for monthly "annuals".
- First flight of the Young Aviators RV-14 last Monday (December 4th)! John Kellogg will post pictures in social media.
- Stan Specht - Memorial Wall applications in work for John Reading and Bob Wilson.

Meeting closed at 8:35 pm

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.*

## **2024 Chapter Officers**

<b>President</b>	Jim Wood	720-314-9663
<b>Vice President</b>	Ayden Edgar	ayden.m.edgar@gmail.com
<b>Vice President</b>	Andy McRae	303-330-3825
<b>Secretary</b>	Val Gregory	303-908-1252
<b>Treasurer</b>	Will Heltzel	303-345-5784

### **Board of Directors**

Jim Wood (Chair)  
 Pete Watkins\*  
 Stan Specht\*  
 Ricky Domenico\*\*  
 Larry Earnshaw\*\*

Alternate Directors  
 Kirk Brennan  
 Chuck Kubin

(Note: \*- 2 year terms expire end of 2024, \*\*- 2 year terms expire end of 2025)

### **Volunteer Officers**

<b>Technical Counselor</b>	Jim Sutton	303-598-4205
<b>Technical Counselor</b>	John Reuterskiold	303-881-3517
<b>Technical Counselor</b>	Will Heltzel	303-345-5784
<b>Flight Advisor</b>	Bill Mitchell	303-427-4025
<b>Newsletter Editor</b>	Val Gregory	303-908-1252
<b>Young Eagles Coordinator</b>	Cliff Hasenbalg	303-359-2758
<b>Young Aviators Coordinator</b>	Jeff Jones	303-809-3994
<b>Young Aviators Advisor</b>	Andy McRae	303-330-3825
<b>Young Aviators Advisor</b>	Scott Serani	303-358-2858
<b>Young Aviators Advisor</b>	Mike Sutton	303-515-5269
<b>Membership Chair</b>	Michael Savino	303-898-8456
<b>IT Coordinator</b>	Victor Pate	VictorLeePateIV@gmail.com
<b>IT Coordinator Backup</b>	Lance Scott	650-889-8129
<b>Data Base Editor</b>	Tim Stansbury	719-494-7398
<b>Web Master</b>	Steve Paschke	720-236-7869
<b>Social Media Coordinator</b>	John Kellogg	720-300-0202
<b>Safety Officer</b>	Sarah Winkler	303-908-2914
<b>Refreshments</b>	John & Roxie Juul	720-626-7707
<b>Audio/Visual</b>	Ayden Edgar	ayden.m.edgar@gmail.com
<b>Scholarship Chairs</b>	Mike & Jenny Sutton	720-515-5269
<b>Builders' Club Coordinator</b>	Andy McRae	303-330-3825
<b>IMC Club Coordinator</b>	Larry Earnshaw	720-425-7987
<b>VMC Club Coordinator</b>	Andre' Smith	720-270-5944

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

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

## Mile High EAA Chapter 43

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*Mile High Flyer*  
*EAA Chapter 43*  
*P.O. Box 1725*  
*Broomfield, CO 80038-1725*

**First Class**



**Gatherings are normally held on the second Saturday of each month at 6:00 PM—Location determined monthly. See Page 2 for details of the upcoming gathering.**