



Mile High Flyer

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



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On the web @ www.eaa43.org

April, 2019

CONTACT!

Spring has sprung, the grass is riz, I wonder where the birdies is. Gals and guys, in EAA Chapter 43, the birdies is US!

So lets go fly! All of the 43 flying I've seen has been as a part of Cliff Hasenbalg's Young Eagles out of Erie Airport. So, since some of us older eagles are there gathered, let's make a fly out of it! Young Eagles will fly again on the third Saturday, the week after our evening chapter gathering, on April 20 at 8. They should wrap up by about 10, so...

Let's plan to meet April 20 about NOON at Erie Municipal Airport, KEIK, (www.airnav.com/airport/KEIK). We will depart about 12:15 and fly to Greeley-Weld County Airport, KGXY (www.airnav.com/airport/KGXY). There we will meet & eat at Barnstormer restaurant (<http://barnstormerrestaurant.com>). I've been there, and it's good. Any restaurant on an airport is, *by definition*, good! Of course, you are welcome to fly in without first flying to Erie, and you are welcome to drive as well. I'll bring this up at our monthly gathering a week before and we can talk about it. In the event of rain, we will reschedule following Cliff's Young Eagles flight, whenever it may be. By the way, the noon arrival is the same time that some of us will end their morning with Young Aviators.

Now, I know that Erie to Greeley is not far, only 32nm. But it's a start. I have thought of one other, Butterfly Cafe in Goodland, Kansas; I've heard they are famous for pie. But I'm not from around here and most of you are - *please* suggest places. Let's get together and do stuff!

Safe landings, Phil

Next Gathering - [Saturday, April 13, 2019](#)

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

Presentation for the April Membership Gathering

Tracy Perry, Longmont, CO — My American Hero

Tracy will present the history of 4-star General James H. Doolittle. His talk is partly based on a four-hour brunch in 1988 with General Doolittle which brought out the highlights of this pilot's fantastic career as pilot, general, doctor, inventor, and wonderful father.

Upcoming Events Calendar

2019 EVENTS

APRIL

	2-7	Sun'n'Fun, Lakeland, Florida (KLAL) https://www.flysnf.org/sun-n-fun-intl-fly-expl/
Mon	8	EAA Chapter 648 Membership Gathering, LMO, 7 PM
Tue	9	EAA Chapter 1627 Membership Gathering, 6 PM
Sat	13	EAA Chapter 43 Membership Gathering, BJC, 6 PM
Fri	19	EAA Chapter 301 Membership Gathering, 7 PM
Sat	20	EAA Chapter 43 Young Eagles Rally, EIK 7:45 AM
Sat	20	EAA Chapter 43 Fly/Drive-Out to Greeley-Weld County Airport, KGXY for lunch at Barnstormers, departing Erie (EIK) at 12:15 PM
Sat	27	EAA Chapter 301 Young Eagles Rally, FTG 8 AM

MAY

Sat	11	EAA Chapter 43 Annual Picnic, Myles and Nila Lee's hangar at EIK, setup starting at 8 AM, picnic starts at 11:30 AM
Mon	13	EAA Chapter 648 Membership Gathering, LMO, 7 PM
Tue	14	EAA Chapter 1627 Membership Gathering, 6 PM
Fri	17	EAA Chapter 301 Membership Gathering, 7 PM
Sat	18	EAA Chapter 43 Young Eagles Rally, EIK 7:45 AM

In this issue:

- Title Picture Contest! Identify the aircraft on page 1, and its association with the month of April! Cookies at the May Picnic (the Editor will be out of town for the April Gathering).
- Ever notice how us Coloradans get grumpy if it's been cloudy for a few days? The sun's been scarce since April started (writing this on April 3), and this month's Chicken Wings really struck a chord!

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! I don't think I've got any outstanding edits, but you still have a chance for cookies in May if you find something in this newsletter. 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. Be aware that Gmail limits attachments to 25MB, so if it's bigger than that, try multiple emails.

And speaking of Greeley, on Apr 2, 2019, at 1:24 PM, ron@tortugabay.net wrote:

Hi,

I am past President of EAA 1117, the Greeley, Colorado chapter. I would like to reach out to all the Colorado chapters located close to Greeley and invite your members to the Greeley Weld Airport's 75th anniversary and airport day.

This is a first for us here at the Greeley Weld Airport (GXY). We are soliciting for aircraft to do static display in particular. It isn't confirmed as yet but we are fairly certain we will have some military aircraft in for static display. The more the merrier as they say.

Traditionally our chapter, 1117, hosts a Learn to Fly day each year. Typically this is done in May. Since this is the 75th anniversary of the airport we decided to blend our LTF day and the airport celebration together. We changed our date from May to June. June 29th to be exact. May weather in Colorado can be iffy and we were weathered out the last two years so June hopefully will be kinder to us.

Our LTF day features car shows, various vendor displays and airplane rides provided by Aims Community College Aviation Department. This year they will be using their brand new fleet of Piper Cherokee, complete with Garmin G1000 glass panels. We charge \$10 per person for the rides and typically, weather permitting, fly 200 plus people that day.

We are planning on having some food trucks for meals or snacks and there is always the great Barnstormer restaurant on site as well.

Please pass the word to your chapter members. Any who have a plane and would like to bring it for static display are most welcome. Experimental, Classic or Warbird, we like them all.

Ron Bland
Chapter 1117

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



Want Ads & articles for publication may be sent to the editor - newsletter@ea43.org

Want Ads



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!

Challenger II Ultralight Serial Number CH2-0908-CW-2850

Kit in unassembled form, includes Hirth 3202-03 engine, seats, and transport racks. Asking \$20,000. Please see photos at <https://1drv.ms/f/s!Aq1feZw5G-ofkRNBH9qLknRGMcKI>. Located at Pueblo West. Contact Daryl Jacobs, daryljacobs46@yahoo.com, 208-421-3589 cell.



2011 ELSA Zodiac 601XLB, TTA/E 335 hr., Jabiru 3300, Dynon 180 EMS/EFIS, Garmin AERA500 GPS, ICOM A-200, ELT, Garmin GTX 320A Xpdr, AOA, Sensenich GA prop, elevator & aileron trim, dual brakes and throttle, always hangared, fresh annual, builder and maintenance logs. Laramie, WY. MEDICAL ISSUE forcing sale, \$47.5k (See specs on next page.)

Wes (307)721-8804



DATA SHEET

ELSA ZENITH 601XL-B - \$47.5K

By owner/builder

- 2011 Zodiac 601XL-B; always hangared (KLAR); TT335 hrs.
- Fresh condition inspection
- Sensenich ground adjustable composite propeller
- 15 gallon fuel tanks
- Navigation and strobe lights
- Electric elevator and aileron trim; electric flaps
- Center yoke with dual brake and throttle controls
- Jabiru 3300 with oil cooler
- High Altitude Control-manual (HAC man)
- Dynon 180 EFIS/EMS
- Dual VSI, AS, & Alt.
- Removable GPS – Garmin AERA 500
- Communication-ICOM A-200; Intercom-Flight Com 403mc
- Transponder- Garmin GTX 320A
- ELT – Ameri King AK450
- Tannis engine heater; baggage wing lockers; Kruger sunshade
- Necessary maintenance tools, Lightspeed Zulu headsets (2), canopy cover, new upholstery set, extra tires, manuals

Minutes for EAA Chapter 43 Membership Gathering Saturday, March 9, 2019

Gathering opened at 6:03 by President Phil Brown, with a welcome back to Bill Mitchell following surgery.

VISITORS, NEW MEMBERS - Please tell us about yourself

Location

Flying, What? Many Months/Years?

Building anything?

Flying HOPES?

Sign in and get 6-month trial membership in Chapter 43

Ed Perez from Houston, splits his time between Colorado and his grandkids in San Diego. A Navy pilot starting in 1972, he hasn't flown in 20 years. He wants to build and fly again.

Richard Alps has lived in Denver 20 years. Now retired, he's building a KR-2 and looking for build support. He's an EAA member, biker, and boater. He last flew 30 years ago, and has an interest in the Cozy as well as other canard configuration aircraft.

Dave Hock from Littleton has a Grumman Tiger and is building an RV-7 taildragger.

Sue Reading came with husband John for the Guatemala trip report below.

ANECDOTE

How do you make a Swiss Roll? Push him down a mountain.

What's so great about Switzerland? Well, the flag is a big plus...

(Yikes, my notes on the anecdote were a little opaque, hope these are right! - Secretary)

DUES

See Treasurer Myles Lee if you're not sure you're paid up.

MEETING DEDICATION – August Schrader

The inventor of Schrader valves, used on just about every pneumatic tire in the world and patented in 1893.

OSHKOSH MEMORIAL WALL – MAS YOSHIDA

The annual Memorial Wall ceremony will be the last Sunday of AirVenture at 9 AM. Bill Mitchell will work with Flo Yoshida to transport her to Oshkosh.

TRIP REPORTS

Stephanie Wells and John Reading's odyssey with Cessna 182 36Mike in Guatemala (Part 1). At the end of Stephanie's latest Light Hawk trip, John took a commercial flight down with an intended 1 day turnaround to fly back with her in 36 Mike. Engine issues stretched the turnaround to 10 days. While waiting, Stephanie and John toured a coffee plantation in Quetzaltenango during harvest, took a bus tour to Antigua and a boat tour of Lago Atitlán with volcanoes. In San Marcos (a hippie town) they watched tuk-tuk races. They stayed in Guatemala City, where they were awakened each morning at 5am by fire-works.

36 Mike's engine issue was a thrown intake valve in Cylinder #2, and following repairs, Stephanie and John took a two hour test flight, flying over shrimp farms. Then they left for home. The first leg was Guatemala City to Tapachula, Mexico, where they were met by guns and drug sniffing dogs. They flew VFR past volcanoes at 10K' altitude, one of which was active. Stephanie said her 4 week trip had turned into 6

weeks, but she'd seen lots of volcanoes and a 300m deep cenote.

SCHOLARSHIP

Eric Serani relinquished leadership role in February - tonight was the grand opening of his Flyte Co. Brewery! Roxie Juul and Zach Malone will co-chair the Scholarship Committee.

PROJECT REPORTS

Steve Paschke and his Venture 333 – the propeller is on and pitched, planning to install the wings tomorrow (Sunday March 10) at Front Range - any volunteers? His list is a little shorter. Just got a uAvionix ADSB-OUT unit. Looking for a tailwheel instructor and plane.

Cliff Hasenbalg is helping with a Comp Air Turbine build, including an external front cowling and supports. Also working on seats based on aluminum shower seats - the kit owner's idea, not Cliff's. Cliff is looking for someone to teach him TIG welding.

John Reuterskiold's brother Jerry is buying Mas' RV-6, John will make repairs. The RV has an O360 A1A engine.

Todd Harvey is working on a J-3 Cub, hangered in a pole barn on his property at Parkland. Note: Parkland is only open to residents, unless you are invited by a resident and sign a release, or have a declared emergency.

SAFETY REPORT – Stephanie Wells

Most of Stephanie's Light Hawk missions are in northern Guatemala, flying to Tikal. This time antennas were strapped to 36 Mike's wing struts to find scarlet macaw radio collars (3 found). But oil consumption over the last 2-3 flights was 4 of 8 quarts, though no leaks were found, the engine sounded good, and performance was normal. A compression check was needed, but there were no mechanics in Tikal except for those at the local army base. Had to adapt a socket to pull the plugs, then the army mechanics found oil on two plugs, and compression good in all but cylinder #2, which showed 0 compression (no indication of this in the cockpit). A certified mechanic flew in from Guatemala City, removed the cylinder and with the valves closed, flowed fuel into it upright on a bench - it flowed straight through. After reinstalling the cylinder, the plane was flight tested, then the mechanic and Stephanie flew it to Guatemala City where the cylinder was disassembled. Scoring and a slight bend in the intake valve stem was noted, which was causing sticking, even though the engine still ran smoothly. It took 3 days to get a new valve, 1 day to install and another to test. John and Stephanie then headed for home, only to have the vacuum pump go bad (0 pressure) near Veracruz! All engine gauges were normal. 36 Mike has a 6 cylinder engine, with extra flywheel effect to offset mag drop. The engine had 1100 hours of the 1500 hours service interval.

YOUNG EAGLES – Cliff Hasenbalg

Next flight? How do we register? Maintain currency?

The next event is March 16 with 33 kids, 5 pilots, and 4 ground crew. Cliff is apprehensive about mid-week snow - there's already snow on the grass by the FBO. He has a list of Youth Protection updates and certificate expirations, pilots and crew should get EAA emails if Youth Protection updates are due.

YOUNG AVIATORS – Pat Miller/Scott Serani

No report.

MARK YOUR CALENDARS! AIRVENTURE 2019 JULY 22-28

Stephanie reports that the Rocky Mountain Renegades will be performing!

NEW/OLD BUSINESS

Chapter Finances - Myles Lee

The Chapter financial year is February 1 through January 31 (to keep the holiday party in the appropriate year). Myles showed a comparison of Chapter and Young Aviator income and expenses from 2016 through 2018. The Chapter liabilities include funds for the 2020 Scholarships. He also showed an overall balance sheet with the chapter's net worth - call or see Myles for any questions.

FUTURE BUSINESS - Chapter Hangar - Spirit of Flight? Already sold...

Looking for a hangar or land on which to build a hangar - Erie would be a good location. The hangar would house meetings, pancake breakfasts, BBQ, etc.

FEBRUARY OUTING! Thanks, Stan Specht, for organizing a tour of the Denver ARTCC (Air Route Traffic Control Center), in Longmont on February 23.

PANCAKE BREAKFAST?

Fundraiser and social event for the Chapter and others. We have a grill in storage. Interest from membership, no naysayers. Interest was also shown for a fly-out to Greeley.

OPEN FORUM

Does anyone have anything they'd like to bring up or add before we move on? Here's your chance!

John Reading has much more material from Guatemala, membership showed a strong interest in a longer program.

CROSS-POLLINATING – Jeff Hinkle

Jeff and Phil have worked together at our rib building booth at KidVenture. Jeff is a former Air Force and Delta pilot, currently flying a maroon Stinson. He and his family are deeply involved in hunting and fishing. On a halibut and pink salmon fishing trip with a fellow pilot on the Coghill River, Jeff put a spinner through his thumb - he removed the hook, bandaged the thumb, and started fishing! He talked about a trip to the Wyoming/Utah border for elk hunting near Brown's Park, but has hunted for 20 years without getting an elk! He and his wife Cathy spend time at the archery range - their version of couple's golf! Cathy has won the title of Hunter Instructor of the Year - twice. Jeff showed pictures of fishing with his 6-year-old grandson, and of his wife and son with their brace of ducks. He and Cathy have taught over 6000 students in Colorado over 20 years and are NRA certified firearm instructors at the Clear Creek County range near Dumont.

Respectfully submitted,
Val Gregory
EAA Chapter 43 Secretary

TONIGHT'S PROGRAM - Paul "Otis" Anslow, Airport Director for Rocky Mountain Metropolitan Airport - Flying in the military and for the White House

Bio: Born Cleveland Ohio. Went to Kent State University. Joined the Marine Corps in 1988. Went to Flight Training in Pensacola Florida-Assigned to fly CH53E Super Stallions. Duty stations include Marine Corps Air Stations Tustin, El Toro, New River, Quantico and Kaneohe Bay. Duties included Flight Instructor, Operations Officer, Maintenance Officer, Executive Officer, White House Liaison Officer, Director of Safety. Deployments include Kuwait and Iraq, Okinawa Japan, Somalia, Iwakuni Japan, Qatar. Retired in 2009. Became MCAS Kaneohe Bay Director of Safety and then Deputy Airfield Manager. Won Chief of Naval Aviation Safety Award 5 consecutive times for Air Stations. Airport Director RMMA starting Dec 18, 2017.

Cliff Goldstein introduced Paul, who was invited to speak by Stan Specht. The origin of his call sign, Otis? The PG version is that he got stuck in an Otis elevator early in his military career, with a young lady for about an hour.

Paul's dad was a supervisor at a trainyard, and let him drive an engine, after which he wanted to be a train engineer. But his dad said go to college and be a train manager. Then Paul had an epiphany watching Top Gun - the Navy and Air Force wanted their pilot recruits to have a 4.0 GPA, the Marines were good with 2.2 GPA, good eyesight, and physically fit. Check! At flight school in Pensacola, he discovered plane flying was not his favorite, he preferred helicopters. Until a reduction in force threatened to force him back into civilian life. His habit of being pleasant to others stood him in good stead, as a secretary tweaked the criteria to help him stay in. He loved helicopters - there was no step by step, he had a fantastic instructor and graduated at the top of his class in 18 months. He went from a Bell Jet Ranger to a Super Stallion (the first love of his life) and was off to the first Iraq War for 2 months. Then he was deployed to Okinawa and Korea, and never stopped teaching for 21 years. He was in Somalia after the pullout. The Marines then wanted to send him to DC, but he took a job instructing in SoCal until base closures sent him to New River, South Carolina. Then he was selected to fly Marine 1 either as a 2nd year command pilot or as the White House Liaison, he chose #2. A part of the White House staff, he flew out (1st class) ahead of Presidential trips, arranging lodging, airfields, etc. all over the world, staying in 5 star hotels, etc. After 4 years, the Marines wanted to send him to Okinawa or the Pentagon, and he considered getting out. His colonel asked him what he'd take to stay in - Paul said Hawaii and the Colonel said "Done." 2 weeks later he was in Hawaii at a CH53 Delta (Vietnam era helicopter) maintenance office, again traveling worldwide until he was deployed to the 2nd Iraq War where he babysat ranking officers at headquarters for 6 months. He decided to get out in 2008, and wanted to stay in Hawaii, where he spent 3 months on and off training Saudi pilots. A base was being set up by a guy he'd trained, who asked him to retire and retain on active duty to teach young pilots. After a year he picked up the base Safety job as a civilian, for which he received awards. It was a tough job until he set up programs that run themselves, then he was surfing or snorkeling for 2 hours during lunch. Boring! He was invited to join airport management, then 6 months later applied for the director job at RMMA. He had a case of pneumonia during his interview!

Paul's most memorable experience flying Marine 1 - his HR guy was an Honor Guard, county representative, and ex-Marine, who asked if Paul would stay in the job, not use it as a stepping stone. "Done!"

The 3 times he almost died:

1. After 6 months in the seat of a CH53, he was making an artillery transport from 29 Palms (dusty!) and tried to release the hook, which it did not. Finally it did.
2. While flying an H60 with Marine One (HMX-1), he was crossing Appalachia on his way to Champaign, IL without oxygen or deice. The flight was delayed until 4pm. Night goggles are standard on an H53, but the port to pass equipment to the pilot on the H60 is too small for the goggles. So he followed an 18 wheeler up the mountain, until it went into a tunnel! He pulled power to miss the hillside, 20' away. Just made it over the hill when the caution light for icing came on.

3. In his last flight in the Marine Corp, he took several folks on a tour of Hawaiian waterfalls, whales, etc. The generator fail light came on 3 times, there was smoke in the cockpit, an engine fire, and a failed damper on the rotor! He landed safely, and all the while his passengers oohed and awed over the sights.

Final notes and questions:

Paul loves his new job, RMMA has great tenants and staff, and he tries to make the Wednesday lunches. In Marine One, the President takes off first and lands last.

Paul didn't like the V-22 Osprey. Fantastic plane, but LOUD, bad PR, and other issues. But he was in a flight of 4 V-22s to Australia, island hopping. Standard helicopters can't do that.

RMMA's FBOs (Signature Flight Support and Sheltair) need contract fuel for military flights, both are applying for that capability. Other changes - build more hangars in 2019! There are 170 acres by the new Pilatus facility, and RMMA is close to being the Rockies (Baseball) airport, too. Phil asked about the possibility of RMMA hosting an EAA hangar, but Paul said not with the current high demand. For example, the CrossFit business on the north side of the airport was asked to leave to free up more hangar space.

Have there been challenges with noise or other issues? RMMA has a cowboy airport culture, laid back - that's gonna change. T-hangar rates will be going up to help fund building more. Paul is communicating his vision and plans to tenants for making RMMA world class.

Cliff Goldstein noted that Paul approved our free use of Mt. Evans for our monthly gatherings.



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.

2019 Chapter Officers

President	Phil Brown	303-506-3886
Vice President	Cliff Goldstein	720-280-2916
Vice President	Scott McEwen	303-895-5058
Secretary	Val Gregory	303-908-1252
Treasurer	Myles Lee	720-295-8778

Board of Directors

Phil Brown (Chairman)
 Jeff Jones*
 Zach Malone*
 Pete Watkins**
 Stephanie Wells**

(Note: *- 2 year terms expire end of 2019, **- 2 year terms expire end of 2020)

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	Tim Stansbury	719-494-7398
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

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First Class



Gatherings are normally held on the second Saturday of each month at 6:00 P.M.—Location determined monthly. See Page 1 for details of the upcoming gathering.