



Mile High Flyer

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



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June, 2018

CONTACT!

While I was in China and Japan, my pilot ears and eyes were always open to the sound or sight of air-planes. I saw some passenger jets headed to the local airports. And in Tokyo I saw a helicopter that was too small and brightly painted to be military, but too expensive looking for sole ownership. I never saw a single or multi-engine "private" plane in more than two weeks.

A little research led to a Flying Magazine article in December 2013. Chinese airspace was to soon be open to private pilots. The requirements are just a little more rigorous than those here for private. Apparently now there is private flying in China, but it is highly regulated, especially for cross-country.

While in China, we took a maglev (magnetically levitated) train, no rails, that I clocked at 268 miles per hour! The fare, \$15. That has to say something for the Chinese technology, and the lack of interest in small airplanes. In 2014, China had 2,533 private pilots and 1,654 general aviation aircraft. I saw zero.

In Japan, the first thing I noticed was that along the south coast, the terrain was similar to a Colorado mining town - no flat space to site an airport at all. On the Internet, I don't find any concrete numbers on costs or numbers of rated pilots, but apparently it's very expensive. There is a severe Japanese pilot shortage for the airlines, which must cut back flights for that reason. Apparently to train for a private license, you go to the US or China where it is more affordable. And you do it to become a professional pilot, not for challenge or fun. I was tied to a cruise ship so I couldn't seek out smaller airports. I saw zero private planes.

So what do we take of this? It took some wondering on my part as to where I was going with my story. (That's often like my flying.... Well, here we are, aloft. Where are we going?)

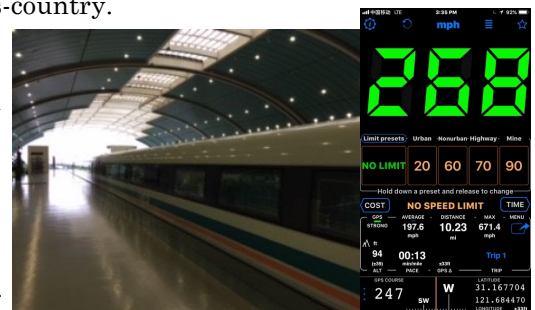
My point - first is "count our blessings". We have it really lucky that we can fly. Flying began here. We hosted Lindberg and his famous flight that so boosted the sport. We have far away places to go, gasoline to get there, and runways when we arrive. Many countries, I'm sure, did not have the critical elements fall into place as they have here.

And second - we apparently remain the womb of aviation. We have the facilities to promote its growth, and the training capability to bring newcomers up to qualified pilot levels. The two should work together for us to maintain world prominence in our chosen hobby, and for quite a few of us, our occupations.

And as EAAers, I know we are doing so much to help keep the US tops in aviation. Look at our efforts to fight privatization of the FAA. But much more important, look at the efforts of many of our Chapter 43 members to bring aviation to youngsters with Young Aviators and Young Eagles. Gals and guys, we are doing a good thing. Know that and smile.

Wasn't our May family picnic wonderful? Next year we will add sunny skies too. Thanks to the team that pulled it together, and the individuals that worked to make it so successful. And remember - keep your eyes and ears open for a chapter hangar home. Who knows what might come along...

-Phil Brown



Next Meeting - Saturday, June 9, 2018
7 PM @ the Mt. Evans Room in the Terminal Bldg. @ Metro Airport (BJC)
Presentation for the June Membership Meeting

The Phil and Bill Show

Our chapter members Bill Mitchell and Phil Brown, both certificated flight instructors (CFIs), will be doing the June presentation. Phil is planning to fly his old Piper Comanche 180 to Bishop, California, over the BIG rocks at the west side of Boulder County. Bill is an accomplished mountain instructor and we will discuss how to get over the rocks safely, and the strategy to get across the vast desert and into Owens Valley in California.

Upcoming Events Calendar

Submitted by ***Don Smith***

2018 EVENTS

JUNE

Sat	9	22nd Annual JAA Fly-In, Rocky Mountain Metro Airport (BJC), 6:00 am to 1:00 pm
Sat	9	Fort Morgan "Glenn Miller Days" Fly-in, Fort Morgan Municipal Airport (FMM), 7:30 to 10am, free breakfast for pilots! (http://glennmillerswingfest.com/events.htm)
Sat	9	Rods & Wheels Lift Off Event, Spirit of Flight Air Museum, Erie, CO, 11 am to 4 pm
Sat	9	EAA Chapter 43 Membership meeting, BJC, 7:00 pm
	9-10	Glenwood Springs Municipal Airport (KGWS) Fly-In (www.glenwoodspringsairport.com)
	15-16	AOPA Fly-in, Missoula MT (KMSO)
Fri	15	EAA Chapter 301 Membership meeting, 7:00 pm
Sat	16	EAA Chapter 43 Young Eagles Rally, EIK 7:45 am
Sat	16	AOPA Rusty Pilots at Centennial Airport, 9 am – 12 pm
Sat	16	Boulder Airport Day (BDU), 9 am to 2 pm
Sat	23	Longmont Airport Expo (KLMO), 7 am to 3 pm
Sat	23	EAA Chapter 301 Young Eagles Rally, FTG 7:45 am
Sat	30	Salida Colorado Airshow (KANK), 7 am to 4 pm (http://www.chaffeeconomy.org/airport)

JULY

Sat	7	Chapter 1267 Annual Fly-In and Pancake Breakfast, Grand County Airport (KGNB), 7 to 11 am (http://www.1267.eaachapter.org/pancakebreakfast.htm)
Sat	14	EAA Chapter 43 Young Eagles Rally, EIK 7:45 am (note the special date!)
Sat	14	AOPA Rusty Pilots at BJC, 9 am to 12 pm
Sat	14	EAA Chapter 43 Membership meeting, BJC, 7:00 pm
Fri	20	EAA Chapter 301 Membership meeting, 7:00 pm
	23-29	EAA AirVenture Oshkosh 2018
Sat	28	Warbird Auto Classic, KFTG, 8:00AM – 2:00PM

In this issue:

- I was at a loss for this month's title picture, so I turned to a favorite small airplane and found a WWII L-4 Cub in full battle dress. Read the VERY interesting article featuring this picture and documenting not only the military history of the Piper Cub, but a biography of Piper's founder, at <http://www.robertnovell.com/the-piper-cub-gets-an-aircraft-carrier-october-28-2016/>
- Bob Wilson gave me several of his favorite aviation articles to republish, including one he wrote. Since it involves AirVenture, I thought it would be fun to put it in this month's newsletter. Just one comment - he mentions seeing all of AirVenture in 3 days - not sure how he managed that! Gary and I never get to everything in a week!

I've got a cookie recipe I really want to try, so this month we'll have a quiz! Cookies for the first correct explanation of the FAA term "sterile cockpit" used in this month's Chicken Wings emailed to newsletter@eaa43.org!

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 haven't heard anything since April's meeting, but YOU still have a chance for cookies in June 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 25 MB, so if it's bigger than that, try multiple emails.

CHICKEN WINGS®

www.chickenwingscomics.com

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!

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

1994 RV-6 N93MY

TT 1778hrs LYCOMING 0-360 A1A Constant Speed Prop

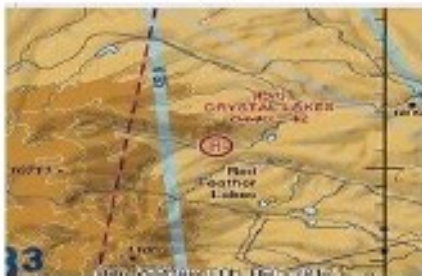
A ground loop ran the plane into a hangar with slight repairable damages to the plane, mostly cosmetic. The main damages were to the engine and prop.

Must be seen to fully understand the situation.

Open to bidding.

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Photo by Todd Sulco
Photo taken 10-Aug-2007

**Call Lexie Armitage, Broker
Home on the Range Real Estate LLC, 254 Bergren Rd, Nederland, CO**

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.

Around the Chapter...

- ◆ Last month Ted Lemen and Don Smith made their last flight west. I didn't know Ted, but Don has provided the Calendar input for the newsletter throughout my tenure as editor and past that to April 2013. They will both be greatly missed. I will especially miss the chats Don and I had when he submitted calendar events each month, and will remember his kindness to Gary and I, inviting us to tour his S-19 when Gary was trying to decide what kit to build.

A Trip to Kitty Hawk - Where It All Began

By Capt. Bob Wilson - in his own words.

(originally published in Frontier Airlines Retired Pilots Association, Series 2003 Volume IV, Nov/Dec 2003 Jan 2004)

The airplane I fly is a Long EZ. Most of you know what they are. Some of you have seen mine and a few have flown in it. For those who don't know about it, some people say it is funny looking, weird, elegant, "Star Wars" or backasswards. The main wing and engine are in the back and the small wing or canard is in the front. (remember the first flying machine built by Orville and Wilbur had the canard in front and the prop in the back?) I started building it when I lived in Durango and commuted to Denver. After Frontier's shutdown, I moved back to Denver and the plane went too - in the moving van. I finished it about six months after I retired and have been flying it ever since. It took over 10 years to build. It is a ball to fly, very light on the controls and quick like a sports car. My wife and I have flown it all over the country - to Montana, Arizona, Texas, Key West, FL - to name a few places. We've even been in a lot of the old Frontier airports, which brought back memories. (A side note: You may know how we always said the engine sounded a little rough over water? Well my wife always thought that was just pilot talk until we were about 40 miles out over the water going to Key West and she said, "Is that engine running a little rough?" Now, she's a believer.)

Now about the trip. As you know 2003 is the 100th anniversary of powered flight, which got its start at Kitty Hawk, NC on December 17, 1903. In conjunction with this year's big fly-in at Oshkosh, WI, a race was planned from Kitty Hawk to Dayton, OH (the Wright Brothers' home) and on to Oshkosh. Since it was the 100th anniversary, I thought it would be fun to run the race, so sent in my money and got the plane ready to go.

We needed to be in Kitty Hawk on Saturday, July 26th, so my wife and I left Colorado on Wednesday the 23rd, allowing for a day or two to spare for getting there. We fly VFR, if you guys remember what that is. We made one fuel stop in Kansas, then flew on to Livingston, TN, where we stayed overnight at Al Beardsley's place. He has a beautiful place overlooking a large lake. (He flies for UPS and flies a 172 to work in Louisville, or he can drive the distance in 2 1/2 hours.)

The next day, we left a little late due to fog. I had just read that the Tennessee Air Museum at Gatlinburg had a flying P-47, so we stopped there and taxied up to the front of the museum, went down the street for a burger and when we came back, they were rolling the P-47 out. The pilot came over to look at our plane and we looked at his. Asked where he was heading, he said "...around." He flies it about twice a week. While we were getting ready to go, he taxied out and took off, coming back around and giving us a nice low pass right over the top. From there we cruised through the Great Smoky Mountains and on east. On the east side, the WX was clear and smooth, so we went on to the coast, landing at Beaufort, NC right at the south end of the Outer Banks. Since we were a day early, we played tourist for a day, touring that beautiful little historic coastal town.

Early Saturday morning, we flew up the Outer Banks to Kitty Hawk. We circled over the monument, then landed at First Flight Airport, which is nothing but a runway. We walked up the couple hundred yards to the monument, which is one of the sand dunes they used for their glider flights. From there you can look down on the rail they launched from on December 17, 1903, and large stones with markers that tell the time and distance of each of the four flights on that day. The first flight lasted 12 seconds and the fourth one was 59 seconds. It makes you catch your breath when you look out over this and think how far things have come.

We cranked up and flew the six miles across the bay to Manteo Airport, where the race was to begin. Upon landing, we were handed 15 pairs of advertising stickers to put on our airplane, a requirement for getting the free gas and food for the race. My airplane looked like a flying billboard! Next, they had us fly down the runway at 200 feet to radar gun us to determine our speeds. This is a timed race (racing the clock) and they wanted to start the fastest planes first so that there would be very little passing, making for a safer race. The insurance company likes it that way! My airplane was clocked at 210 mph.

Kitty Hawk, cont'd

Sunday morning bright and early, we got our briefing and doughnut (no coffee, there will be 3 hours in the air and I forgot to bring my little bottle). Soon the race was underway with the faster guys off and going, launching about every 30 seconds. There were 75 planes entered, all homebuilts, in several different classes. Using a flying start, we took off from Manteo, flew across the bay and over the Wright Brothers' Memorial wide open. There, a person on the ground clocked out time.

Thank Heavens for a GPS! Punch in the 3 letter identifier for the airport and go "direct". About all there is to do during the race is just like the "good old days" - make sure everything is full forward (like Ev Aden taught me). The only lever you adjust is the mixture to keep the power up, but the engine cool enough. Every so often, you try to outguess the best altitude for winds to get that little bit of extra ground speed. Unfortunately, we had about 20 knots on the nose, regardless of altitude, so out speeds weren't what we had hoped.; The letdown into Dayton was hot and rough. I pulled 2.7 g's just doing the descent. The finish was like the start, a flight down the runway for timing, then up, around to land. The food was ready when we arrived. After getting all the planes gassed and oiled for the next day, we were off the the motel and a beer.

We went to the airport early Monday morning, but the weather didn't look too good for flying. I drizzled and rained all day, so all we could do was eat, talk and look at the weather channel. About 4 p.m. it was too late to all get to Oshkosh, so the race was scrubbed for the day and it was back to the motel and more "Kool-aid".

Tuesday dawned clear, and after we wiped the water off the wings, we were on our way again. Wanting to speed up the take-offs, they started our times as we passed the departure end of the runway. I got airborne, 3 feet off the ground, cleaned it up and hit the far end of the runway as fast as I could. The rules wouldn't let us fly over Lake Michigan or Chicago, so we had to go over Aurora, IL, southwest of Chicago. Everything was going great, I was indicating almost 220 mph, but at Aurora we had to go down the runway at less than 500' so they could check our number. (Would a pilot cheat and cut across?) I went down to 400 AGL and "Wham!" green bugs were everywhere - wings, tail, canard and yes, the windshield. It was almost IFR. I went right back up to 2,000', getting me out of the bugs, but when a canard (the front wing) gets buggy, it starts to lose lift. You have to add back pressure with the stick or trim, but that is drag, so the aircraft of my type all lost 10 to 15 knots for the last hour of the race. The finish was neat, because you can start a dive for the finish line about 10 miles out. The "line" is an orange float in the lake at what they call "Warbird Island". They said to fly low enough to be sure they could read your number. Well, I think they were reading mine from a crouched position. Frank Brgoch taught me that arrival! After you pulled up over the lade and cooled the engine, they worked you right in to land. We had our own parking area right in the middle of things. Our speeds came in a little low for all of us due to the winds and bugs. They ranged from 107 to 290 mph. I averaged 190 for the 1,000 miles, placing 4th in my class of 17, so I felt pretty good.

If you have never been to the Oshkosh Fly-In, it is awesome. Think of an airport the size of old Stapleton and put 10,000 airplanes on it, plus a couple hundred thousand people, stores, flea markets, etc. - even a MacDonalds and many toilets. It takes about 3 days to see all the new engines, props, and planes on display, plus look at the Saggerwings, Wacos, Stearmans and on and on. Many of them are in better shape now than when they were new. Arrivals and departures at Oshkosh are amazing. For 8 days it is the busiest airport in the world.

We left for Colorado on Friday and except for a bit of low visibility just after heading west, the trip home was uneventful. As you may have guessed, I enjoyed the trip, the race, seeing Kitty Hawk and being able to fly my own airplane all across the country. With this type of flying, radio communications are seldom used and not once did I go through security!

EAA Chapter 43
May 12, 2018
Picnic and Member Meeting

President Phil Brown opened the meeting at 12:02, thanking the picnic committee as well as thanking Myles and Nila Lee for the venue.

Phil gave a brief history of the EAA Young Eagles program. Started in 1992, the goal of the program was flying 1 million kids by 2000. The total is now over 2 million, and Young Eagles have gone on to all kinds of aviation careers, commercial and military. Cliff Hasenbalg stood to tell us that there are 41 kids signed up for the May 19 Young Eagles event. Events are generally held on the 3rd Saturday of the months, excepting that July's event will be held on July 14 to deconflict with AirVenture. Cliff also talked about plans for the Young Eagles Road Show inaugural event at Fort Morgan.

Young Aviators meets at Erie on the 1st and 3rd Saturdays of the month. They've built numerous flight simulators, including the B-25 that is a featured activity at AirVenture's KidVenture. The B-25 is also in attendance at local events and airshows. Young Aviators is led by Lynn Miller and Scott Serani.

Chapter 43 also provides scholarships to youth and young adults for aviation camps, flying lessons, and aviation careers. Eric Serani is the current Scholarship Committee Chairman. The committee advertises scholarship applications, reviews the applications, and interviews the candidates as part of the scholarship selection process. Eric announced that Lynn Miller will be leaving the committee this year – Lynn's emphasis on the committee has always been to promote flying not just as a career, but as a fun activity. He received a round of applause.

Scholarship Awards

Mitchell Johnson, 17, received his second scholarship. He is about to receive his GA license for which he thanked us. Mitchell started in Young Eagles and Young Aviators along with his dad.

William Raffe grew up in Vista Ridge watching the air traffic at Erie. His parents arranged for a 30-minute Discovery flight at Rocky Mountain Metropolitan Airport. He attended last year's AirVenture and watching the B29 and B25 flights solidified his desire to fly. He described the scholarship interview process and is currently taking flying lessons.

Wendy Elliott has been involved with Young Eagles and Young Aviators for the past 5 years and is now old enough to start taking flying lessons. She joined the Civil Air Patrol at age 12 and had her first glider flight with a Civil Air Patrol Golden Eagle. She's met amazing people who've helped support her and her first lesson is scheduled for May 17. Finding an instructor is hard!

Emily Buchtel arrived at her interview with a detailed 2-year plan to get her commercial license. She had a childhood desire to fly, but thought the military was her only route until family member pilots introduced her to a commercial pilot. She'll be starting lessons toward her private license in the next two weeks. She appreciates our support!

Chapter 43 has two named scholarships. This year's Dave Beisemeier scholarship awardee is Pietro Contalini. Pietro was one of the first Young Aviators and is always there to help. He helped Scott and Eric Serani rebuild their RV-10 for its annual. Always wanted to fly but didn't think he could until he remembered the scholarship program. He expressed his gratitude to the Beisemeier family and all of us.

MILE HIGH EAA Chapter 43
May 12, 2018
(minutes continued)

The Cleon Biter Scholarship was presented by Toni Biter to Scott Hardin (who hugged her). Scott gave a very impressive interview. He attended a Young Eagle event and the Chapter 43 Meeting last November. He has completed flight training and has 28 hours logged. He intends to be a military pilot and attend the Air Force Academy. Toni described the irony in Scott's award of this scholarship – she just got a graduation announcement from an Air Force Cadet, Jamie, who was one of Cleon's private license students (funded by her grandfather).

Eric Serani then called up the past scholarship winners in attendance, as well as Scott Serani and Pat and Lynn Miller. Young Aviators was started by Scott and Pat, with Lynn and Eric pitching in as well. Both the past scholarship winners had come up through Young Aviators; one completed his IFR training 3-4 weeks ago and the other just had his check ride.

Phil Brown closed the meeting at 12:37, after asking for a show of hands from non-chapter attendees.

Respectfully submitted,
Val Gregory
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)	____.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.

2018 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)
 Cliff Hasenbalg**
 Stan Specht**
 Jeff Jones*
 Zach Malone*

(Note: *- 2 year terms expire end of 2019, **- 2 year terms expire end of 2018)

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
Mark Davis	303-425-4080
Dave Dooley	303-358-0506
Joe Gilmore	720-318-5100
Jeff Hinkle	303-550-2291
Bill Mitchell	303-427-4025
Mike Sutton	720-515-5269
Richard Treat	303-868-0451
Stephanie Wells	303-503-0147

Mile High EAA Chapter 43

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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.