



Mile High Flyer

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



Volume 47 Issue 12 On the web @ www.eaa43.org December, 2020

President's Corner - by Chapter President Cliff Goldstein

Cold Winter Flying --- The Best

Our Meeting will be December 12 on Zoom. This month our speaker will begin at 6:00 PM SHARP. Please log in a few minutes early so you don't miss any of this incredibly informative presentation by Tony Galofaro. Tony is an Air Traffic Controller at the Denver TRACON, located at DIA.

Tony is one of those guys that might be saying, remain clear of the Jeffco (Metro) and Class Bravo airspace, as you maneuver north to Erie. Actually, Tony is a graduate in Aeronautics from Embry-Riddle Aeronautical University in Daytona Beach, and has a Commercial Pilots license. Tony knows what's happening in your aircraft when you're flying in and around our airspace.

Tony is a team lead in Pilot Outreach, a group responsible for education regarding Denver terminal air traffic operation to our community. As a controller for 12 years, Tony has been in Denver TRACON for the last 6 years, preceded by Rochester and Daytona Beach where he was a tower and radar controller.

Last month we experienced many windy days which made flying in the area out of the question when speeds exceeded 60 knots across the front range.

Thanksgiving is usually a traveling holiday for us but Covid put a stop to that. We did enjoy the holiday with our best friends from high school...they're in our bubble.

Scott and Eric Serani and I took a ride down to Centennial to visit Wings over the Rockies. The visit culminated in moving the B25 into their hanger, open for visits on a continuous basis. The team is getting the simulator up and running next week. Rather than periodic visits in the area and OSH, it will be open indefinitely in the Wings hanger. The move has opened up some very valuable hanger space intended to create an ongoing project for our YA team.

I finally felt good enough to get the 14 out for its first ride since surgery. Steph Wells and I took her up north to ring her out a bit. Remember the winds, it was that smack on the head that finally sent me back to Erie.

Our Holiday Season is upon us and although our annual dinner has been postponed, the spirit of the season will continue. Best of all, the Corona Virus may be on its way out with multiple vaccines on the horizon. I'm looking forward to all of us getting together and enjoying Hanger Flying with Burgers. Meanwhile, these last couple of days have offered some of the best flying weather in weeks. It's been crazy in the traffic pattern at Erie, so get out and fly.

A special thanks to Michael Savino for lining up our Speaker for this month's meeting.

Your Scholarship committee has been HARD at work, we'll get a report at our meeting.

I'd like to remind all the members to check out and suggest speakers from the EAA web site. Please submit pictures for our newsletter. It's time to [send in your dues](#) to Myles for the upcoming year. He loves checks and credit cards (and PayPal! - Editor). Our Chapter meeting will on Zoom. Details are below, and of course our Tim Stansbury will be forwarding the invite to all of you.

Next Gathering - Saturday, November 14, 2020, 6pm
Virtual on Zoom

6pm Program by Tony Galofaro, Denver TRACON

Hello from radar room! My name is Tony Galofaro, and I am an Air Traffic Controller at Denver Tracon (D01). I am one of the two team leads from our Pilot Outreach Workgroup. The main goal of this workgroup is to provide our Colorado area aviation community with a means of communication and education about our Denver terminal air traffic operation, (including DEN, APA, BJC, FNL, etc.). I have been a controller for almost 12 years, spending the last 6 at D01. Before Denver I worked in Rochester, New York (ROC) and Daytona Beach, Florida (DAB) as both a tower and radar controller. Prior to my ATC career, I completed my undergraduate degree in Aeronautics at Embry-Riddle Aeronautical University in Daytona Beach. I have my Commercial Pilots license, however I don't fly too much these days. I'm looking forward to meeting with you all and giving you a closer look at the world of Denver Air Traffic Control!

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

<https://us02web.zoom.us/j/81050057564?pwd=L0MvV2JMbUEExSWVhaDF2b1VKZ1JTUT09>

Meeting ID: 810 5005 7564

Passcode: 677899

To dial in by phone:

+13462487799,,81641913917# US (Houston)

+16699009128,,81641913917# US (San Jose)

Dial by your location

+1 346 248 7799 US (Houston)

+1 669 900 9128 US (San Jose)

+1 253 215 8782 US (Tacoma)

+1 312 626 6799 US (Chicago)

+1 646 558 8656 US (New York)

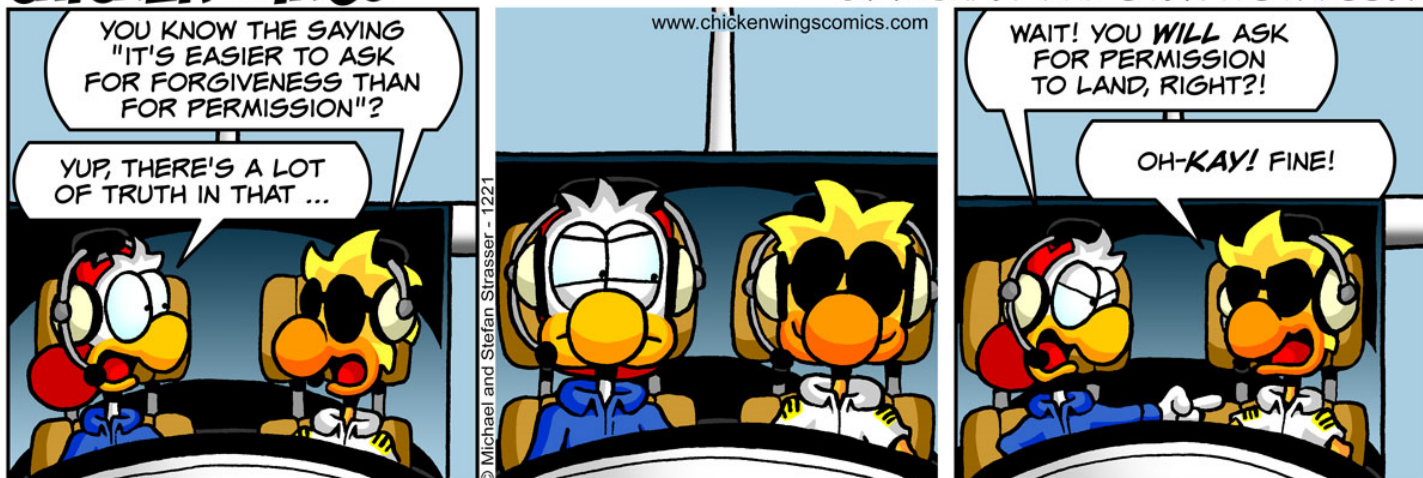
+1 301 715 8592 US (Washington D.C)

Meeting ID: 810 5005 7564

Find your local number: <https://us02web.zoom.us/j/81050057564?pwd=L0MvV2JMbUEExSWVhaDF2b1VKZ1JTUT09>

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



Upcoming Events Calendar

2020 CHAPTER EVENTS

DECEMBER

- Tue 8 Chapter 43 VMC Club, 6 PM, virtual, contact andresmith76@hotmail.com for attendance instructions
- Sat 12 Chapter Meeting - Virtual starting at 6 PM, see page 2 for attendance instructions.
- Tue 22 Chapter 43 IMC Club, 6 PM, virtual, contact llearnsh@gmail.com for attendance instructions (4th Thursday is Christmas Eve)

JANUARY

- Sat 8 Chapter Meeting - Virtual starting at 6 PM, see page 2 for attendance instructions.
- Tue 12 Chapter 43 VMC Club, 6 PM, virtual, contact andresmith76@hotmail.com for attendance instructions
- Thu 28 Chapter 43 IMC Club, 6 PM, virtual, contact llearnsh@gmail.com for attendance instructions

2020 AREA EVENTS

DECEMBER

- Mon 8 EAA Chapter 648 Membership Gathering, Colorado Classics Aircraft office building, LMO, 7 PM
- Wed 16 EAA Chapter 1627 Membership Gathering, KBDU, 6 PM
- Fri 18 EAA Chapter 301 Membership Gathering, South Metro Fire Rescue Authority Building, 9195 East Mineral Avenue, Centennial, 7 PM
- Sun 20 [Santa in the Hangar](#) at Exploration of Flight, 13005 Wings Way, Englewood, 12-4 PM

JANUARY

- Sat 2 Breakfast Fly-In/Drive-In*, Centennial Airport, 13005 Wings Way, Englewood CO, 8AM
[Breakfast Fly-In – Exploration of Flight](#)
- Mon 11 EAA Chapter 648 Membership Gathering, Colorado Classics Aircraft office building, LMO, 7 PM
- Wed 18 EAA Chapter 1627 Membership Gathering, KBDU, 6 PM
- Fri 20 EAA Chapter 301 Membership Gathering, South Metro Fire Rescue Authority Building, 9195 East Mineral Avenue, Centennial, 7 PM

* Events at Exploration of Flight now require museum ticket purchase. That's not a bad thing, it keeps the museum running!

Election 2020!

And the results are:

Our new Vice Presidents are Larry Earnshaw and Steve Paschke.

Our new Directors (class of 2022) are Stephanie Wells and Kirk Brennan.

Our backup Directors are Chuck Kubin and Will Heltzel

In this issue:

- For those of you reading this online, zoom in on the title picture. It sure gave me a laugh!
- Chicken Wings this month is one of those times I've been putting the newsletter together and the very latest comic was apropos of SOMETHING in the newsletter - this month it's the meeting program!
- Events on the calendar may be cancelled or virtual, depending on existing state and local requirements for dealing with the COVID-19 pandemic.
- The Chapter Election is done (finally)! See page 3 for the results, thanks to all who volunteered to run for an office, and thanks to all who voted (twice)!
- Chapter 292 is selling a couple of kit-built aircraft, take a look in the want ads!
- Since I currently don't have a second set of eyes to review the newsletter, I'd like to ask all of you to help find my boo-boos for cookies! Let me know at newsletter@eaa43.org. Then come to the next chapter membership gathering for your cookies! (I'm compiling a list; when it's safe to feed you cookies from scratch, it's gonna be right after a BIG baking day at Casa Gregory!)

If you'd like to contribute calendar event, a newsletter article on a trip, a tool, component, or aircraft review, a how-to for build or test, historical or ANYTHING airplane or chapter related, don't be shy. You can email newsletter@eaa43.org with anything ya got in electronic format, or hand me a hardcopy. Gmail limits attachments to 25MB, so if it's bigger than that, try multiple emails, Dropbox, Google Drive, etc.

Training Missions

Gonna try making this a periodic column in the newsletter - if you're in training and would like to share parts of your experience with the chapter, email me a write-up (photos greatly appreciated!) and I'll be happy to include it! - Editor

Lance Boehmer's Cross Country Solos

After two cancellations due to weather, I was finally able to get my first solo cross country flown. Up to this point, I had only flown a few hours in the pattern at KBJC and KEIK and done some practice out in the practice area between KEIK and KLMO.

I woke up early to get the nice weather and pre-flighted N4345G at Rocky Mountain Flight School. My instructor looked over my handwritten nav log just to verify everything was correct. I decided to fly down to KCOS and back – I really enjoy working the radios and speaking with ATC, so I thought this would be fun.

I noticed a NOTAM that stated there was no approach at KCOS currently, due to Covid. Instead, you just need to call the town 15 miles out. Once in the air, the flight was relevantly uneventful. I flew under the

bravo until just outside of it and then climbed to 9500 feet. I like a challenge, and fully intend to get my IFR rating after I complete my PPL, so I decided to fly the Victor 81 on the 330 Radial of the Black Forest VOR.

15 miles out I contacted the tower and they brought me straight into 17R. The bumps became very real on the final approach – the METAR when I left KBJC stated 5kt winds straight down 17R and the ATIS was no different. However, about 30 seconds before landing the ATC called out winds at 12kts gusting to 22kts – that was fun to land in!

Once back in the air I was cleared to turn north and fly between the ‘parallels’. That was really a cool experience getting to overfly the airport with a few jumbo jets on final approach to 17L. Overall, this was a fun flight and I am looking forward to my next flight this weekend, where I’ll solo from KBJC > KSTK > KFMM> KBJC.

Part 2:

Since writing the above, I also completed my long x/c solo to three points (supervised by Chapter 43 member Sweta Kolisetti). I traveled a total of 198 NM from KBJC to Sterling and then a stop in Fort Morgan before heading back to KBJC. This was, for the most part, a standard routine flight. It was the first flight I had actually used Foreflight on since up to this point I had been relying completely on pilotage and ground reference.

Coming into land at Sterling I was a bit high and got to practice my favorite maneuver, the forward slip until I was about 50 feet from the threshold. I guess it was the field of cows directly below me that had me thinking I was making my turn from downwind to base and base to final already too low.



The plane at KSTK

I had yet to land at KFMM in the daylight (I've done night pattern practice there), and didn't realize how cool it would be landing downhill! Definitely wasn't going to get any awards for STOL on that landing. The remaining leg back to KBJC was quiet. I attempted to pick up flight following but was denied (they were busy). Coming into the pattern at Metro was the hardest part of the flight all day. The sun was positioned perfectly in my eyes while I was on a long base for 30R. I made the turn to final Way Too Soon and spent a good portion of my final sliding the plane over to align with the runway - I'm sure the controller thought I was odd - it was a great landing though and I was happy to be back at my home airport.

After these two flights, I feel exhilarated! I want to do more, see more places, fly in fast planes and slow planes, and land at some off-strip airports. It's been 17 years in the making (I started flying when I was 14 in my mom's Cessna 172 until it was sold when I was 16) and I'm happy I've taken this fun hobby (obsession) back up.

EAA Joins Aviation Groups in Addressing Court Regarding Warbird Case

(This article came out in a recent EAA eHotline email, and is republished here because of its implications to training in experimental planes as well as warbirds. - Editor)

November 25, 2020 – EAA has joined with AOPA, NAFI, ICAS, the North American Trainers Association, and GAMA in filing an amicus curiae ("friend of the court") brief in the case of Warbird Adventures, Inc., et al v FAA. The case is challenging a cease and desist order issued to Warbird Adventures by FAA in which the FAA alleges that the company is operating a Limited Category aircraft for compensated flight training without a required exemption. The Limited category was established shortly after World War II to accommodate surplus military aircraft that otherwise did not have a type certificate. While Limited airworthiness certificates are no longer issued, many warbirds flying today still operate in the category.

Limited Category aircraft, like Experimental aircraft, are prohibited from carrying "persons or property for compensation or hire" (FARs 91.315 and 91.319(a)(2)).

The petitioner in this case is arguing that training in a Limited Category Aircraft is not operating the aircraft for compensation or hire. This assertion is based on the FAA's specific actions as to Warbird Adventures, prior applicable FAA interpretations, and the lack of any specific regulation that prohibits training in Limited Category Aircraft. The FAA disagrees, and the petitioner has exercised their right to elevate the case to federal court and ask the opinion of a judge.

The participants in this amicus brief (called amici in legal parlance) are not weighing in on the merits of the petitioner's argument. Rather, the brief seeks to provide the judge with essential background to make an appropriately limited decision based on the key questions of the case and nothing more.

EAA and the other amici are concerned that an overly broadly worded ruling by the court could interfere with the right of Limited Category and Experimental Category owners to receive training in their own aircraft. While hiring such aircraft for training has usually been conducted via exemption or LODA, owners and operators have always been able to pay instructors to fly in their own aircraft. Such activities are essential for transition and recurrent training. Compensation to a flight instructor historically has been interpreted as compensation for instruction, not carrying passengers or property for hire. Recent FAA statements contain language that implies that all training in Limited category aircraft, compensated or not, requires an exemption. Such an interpretation has not been previously articulated or enforced by the FAA, but if the court were to approve of such an interpretation of the applicable rules, it would devastate the warbird community.

"Legal rulings and interpretations involving the Federal Aviation Regulations can have unpredictable outcomes," said Sean Elliott, EAA Vice President of Advocacy and Safety. "In joining and helping to write this brief, we aim to ensure that the ruling in this case does not have far-reaching consequences for warbird and homebuilt owners. It is vital that nothing hinders the rights of these owners to train in their own aircraft."

EAA participated in writing and filing this brief thanks to the volunteer work of the EAA Legal Advisory Council. This group of experienced aviation attorneys advises EAA and its members on key legal and regulatory matters free of charge. They are a prime example of the "members helping members" ethos shared by all EAA volunteers. We cannot thank them enough.

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

Want Ads

Jean-Pierre Verdier has sold his plane but still has a few items that others might be interested in:

Magnetos synchroniser \$30

Brake pad rivet tool kit \$15

Outdoor protective thread for the wing \$15

Compression kit \$40

Tube for an RV7 front wheel, brand new \$10

Contact Jean-Pierre at eaglecliff1994@gmail.com or 303-670-5259



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

Bill Mitchell reports that Valerie can embroider a couple of different sizes of our chapter logo on jackets, shirts, etc. Bill showed some examples at one of our gatherings, and they were beautifully done! The Gregorys had her embroider their tail art and N-number on their plane's seat cushion covers!

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

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

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

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

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

Please Contact anyone below:

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

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

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

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

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

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

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

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



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

Cliff 720-280-2916

Pterodactyl Ascender II For Sale

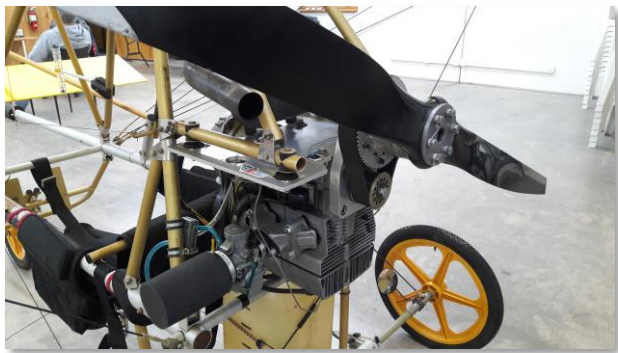


Very Nice 83/84 Pterodactyl Ascender II Ultralight Aircraft

Cuyuna 430D powerplant: SMOH 0 hours, Good documentation. Although production by Pterodactyl stopped in 1984, new parts are available from DFE Ultralights. This is safe, low-cost flying at it's best! All offers over \$2K will be considered!

Contact Ernie Moreno, EAA 292, Independence, OR (755)

Ph: (503) 838-6878 ewmoreno@outlook.com



Proceeds benefit EAA Chapter 292

2007 Zenith 601 For Sale



Beautiful Light Sport, single owner, 2007 Zenith 601 XL-B \$32,900

Zenith upgrade package. Leather seats with covers. TTAFF 723.2 in like new condition. 120HP Jabiru 3300, SMOH 295.2 (Last condition inspection 08/24/20). Dynon FlightDEK D180; DUAL ADSB Wx & Traffic (iPad included); Garmin SL40 Com; Garmin GTX 320A Xponder; Trio A/P with Altitude Control; Kannad 406 ELT; LED Landing lights; strobes; Ray Allen Grip stick; Exp2Bus; Power plug-in, huge baggage area; Tip up canopy. EXCELLENT logs, POH, docs and receipts.

Contact: Jerry Pryce, EAA 292 Independence, (755) OR. Ph: (503) 409-4065 sierrab24r@yahoo.com



Proceeds benefit EAA Chapters 292 and 1345

Minutes for EAA Chapter 43 Meeting Saturday, November 14, 2020

Program

(This month we started with the Program at 6pm.)

Autopilots: The New Normal with Andrew Barker. Andrew is the Sales Vice President for Bendix King, residing in New Mexico. He earned his private at 17, and has been involved with development and sales of autopilot systems since 2000. He owns an RV-4 and an RV-10 and is also a glider pilot. He's attended AirVenture since before he knew where he was!

Autopilot systems for general aviation used to be rare and expensive. Nav Air was the first system available, TruTrak came in during the 2000s. TruTrak had simple to install servos and instructions for installs with common homebuilt kits.

Andrew was an airport brat, his family owned a Skymaster, and he always wanted to fly but didn't think he could do it for a living. His first plane (at 17!) was a Cessna 150 which he flew to AirVenture his first year as a pilot. TruTrak owned a full range of Vans RVs, except for the 14. Andrew went to work for TruTrak while still in engineering school (graduating in 2004). By 2010 he was the company COO and he bought out the last partner in 2014. TruTrak had their first certified application in 2017. Note that the beat-up cowboy hat he's shown wearing is now a personal trademark!

Autopilot Technology - originally a choice between rate based and attitude, with attitude better.

Now Rotational mass gyros vs. solid state gyros/AHRS (which keep autopilot cost low)

Servo design - position vs. velocity (also keeps autopilot cost low)

Why do I need an autopilot?

Comes in very handy for cross country flying.

Safer when adjusting to unexpected conditions.

Comfort - an autopilot reduces workload.

Autopilot selection - what's your mission?

IFR or VFR?

Budget

If your plane is certified, is the autopilot STC'd for your aircraft?

Autopilot capability

Wing leveler vs. autopilot with direction, single axis vs. multiple, analog vs. digital, GPSS (GPS Steering) vs. GSP Nav, VOR/Loc/ILS, RNAV and LPV approaches.

When to use your autopilot

Hint: Not right after rotation.

FMS Programming, high workload, maintaining autopilot proficiency, emergencies (all autopilots have leveling capability). Know what your autopilot is going to do! Pilot aide.

Autopilot Modes

- Lateral Modes
 - * Heading vs. track (ATC doesn't know or care about your heading)
 - * GPSS vs. GPS Nav
- Vertical Modes
 - * Altitude holding vs. zero vertical speed (smoother in rough air)
 - * Altitude select/preselect
- Approach Modes
 - * GPS approaches
 - * Analog approaches (most modern autopilot units can't do this)

GPS Steering

Based on location, flight path, ground speed. Requires an IFR GPS navigator to output commands. Emergency Modes - push the blue button, level the plane. Also AEP (bank Angle Protection Mode).

Trim Annunciation/Control

The autopilot needs to sense out of trim and communicate to the pilot or correct itself.

Control Wheel Steering (CWS)

Autopilot maintains vertical speed and track

Pilot can fly to new desired altitude/track

Autopilot re-engages when CWS button is released.

Autopilot Integration with Other Avionics

Installation is easy with RVs, some kits even come with mounting brackets. Autopilot harnesses are affordable, shielding is not required. (Also Glasair, Lancair, etc.)

Questions?

Stephanie Wells' RV-7 has TruTrak, which can't capture altitude. Is that hard to do? Bendix has a \$600 -700 drop-in replacement.

Stan Specht's Kitfox has a NavAid autopilot, is there anywhere it can be repaired? Most common issue is the motor, which is easily replaced.

John Stewart asked about the lifecycle of autopilot drives/motors. Brushless step motors only exhibit bearing and gear wear. Decreased performance is indicative of wear. Servo amplifiers have failed, servo shear pin can shear under turbulence (it's designed to shear if the motor fails). Lifespan? Servos generally require maintenance/overhaul ~1000 hours.

Phil Brown has an older Comanche - is there an autopilot available? Bendix is working on the STC for Comanche, delayed by COVID. See Support on the BendixKing website for install information.

Cliff Goldstein had a servo die, motor brushes failed at 3-4K hours.

The Regular Meeting started at 7pm.

Anecdote

No anecdote this month because Scott Serani was on hospital watch for the birth of his granddaughter!

Do we have any Visitors?

Introduce yourselves and please sign up to receive our newsletter

If you're on line and would like to receive, please email the chapter to be included in the newsletter as well as application to join. Please avoid cash, Myles can't follow green backs.

No visitors this month, though Oscar Hill called in from Ireland!

Meeting Dedication

This month's dedication went to Jim and Mike Sutton for setting up the Chapter Tool Crib and its management application.

Trip Reports

Any interesting training exercises?

Larry Earnshaw flew down to Westcliffe a couple of weeks ago. The airport is at 8300', and the main runway parallels the highway so closely it was hard to tell which was which.

Eric and Grace Serani were able to pack 2 full bicycles in the RV-10.

Projects

Val and I are working on spicing up the newsletter. Could you please take a picture or two of your project with a brief description? Please do NOT send your album, just a couple of low-resolution pics. We'll leave it to Val to pull this together. Thank You Val

Thom Schibli has completed his Kitfox fuselage covering, now prepping the wings. The firewall-forward kit is due next week.



Michael Savino is installing an EFII on his RV-14, the system 32 duplex fuel selector shipped from the UK and took 2 months to get here!



Cliff Hasenbalg has installed the nose wheel on his friend's CA-7 and the main gear is almost ready to install under the fuselage. (Photos show the main gear installed.)

Glenn Farrant's Kitfox Lite is complete! Getting started on a partially complete RV-6.



Kitfox Lite

Stan Specht replaced the brake shoes on his Kitfox 4 after 2750 hours.

Safety Report - Stephanie Wells

Stephanie recently took an EAA webinar on [180° return to airport after takeoff](#). Michael Savino also took it, and failed the tests (which were made up by some of Stephanie's friends). In most situations/aircraft, you're just not going to be able to make it back. If your aircraft is high performance, temperatures are

low, and you're flying at maximum angle, it may be possible. EAA is soliciting data from a large range of aircraft. If you can land on an intersecting runway, you have a better chance. Get Test cards from the EAA for their database on 180° return (start by watching the webinar, linked on the previous page). Look for an open field! Cliff Goldstein suggested going to your best rate of climb, turn into the wind for additional lift, minimize angle of return to get back, though Stephanie noted that ATC generally doesn't let you do that. She noted an incident at Jackson Hole, and RV-7 lost engine power and crashed during an attempt to return, the pilot might have survived if he'd just landed in a nearby field. John Stewart noted that your chances are VERY aircraft specific - he's managed to return twice in a BD-4 with 150 hp.

Young Eagles

Cliff Hasenbalg has scheduled March and April 2021 events, but has no idea if they'll be possible. Registration will go live 60 days before each event.

Young Aviators

Eric Serani - Young Aviators met outside in October to discuss future projects. Two members gave an impassioned plea for a real plane build and flight training. Adults are looking into Chapter/YA builds. The B25 has found a semi-permanent home at the Exploration of Flight in Centennial with potential for a moving exhibit. Lowry's Wings Over the Rockies is working on a youth RV-14 build. Cliff Goldstein also knows of a youth RV-12 build.

SCHOLARSHIP COMMITTEE

More folks make light work! Scholarship flyers are at local flight schools, hoping for lots of applicants by November 30. If you know of anyone, forward the link on the chapter webpage. Trevor DeLong (Ray Aviation Scholar in 2020) earned his license on October 20. Eric Serani introduced Trevor and talked about the scholarship. EAA really wants Ray Aviation applicants to finish. Trevor started his training 4 years ago at age 13 after a discovery flight at Front Range. His mom is a United flight attendant and Trevor's been flying sims for years. He's pretty happy. Best moments of the journey, his parents surprised him with a party after his training was complete. He had to do some things multiple times due to the long timespan and 5 different instructors. Future plans - an Aviation or Business degree at Metro. Flight instruction, possibly commercial pilot or airlines. Cliff Goldstein offered his congratulations and reiterated that we're looking for applicants, need folks to apply

New and Old Business

Election results so far - Val Gregory reported that the Vice Presidents (Larry Earnshaw, Steve Paschke) and one Director (Stephanie Wells) had been elected, but there was a three-way tie for the second Director slot, and the backup Director slots were dependent on how that was resolved in a runoff election the following week.

Financial Report - Myles Lee (Treasurer) said there is \$12-13K in the chapter fund, \$4500-4600 for Young Aviators, and \$36K in the Scholarship Fund.

Chapter Banquet - John Evens' preliminary work on the Chapter Banquet has been stymied by COVID, so will be postponed until later in 2021. Cliff Goldstein has the 2020 awards.

IMC/VMC

Larry Earnshaw reminded us that the IMC meetings are regularly scheduled at 6pm on the 4th Thursday of the month, but will be held on the 4th Tuesday in November (24th) and December (22nd) to avoid holidays. He'll send out an reminder next week, meetings will be on Zoom until further notice. There's a good number of scenarios and an item from the FAA this month.

Andre' Smith had a good exchange on Zoom for the VMC meeting, held at 6pm on the 2nd Tuesday of the month.

Anything Else?

Michael Savino has an ATC contact and asked if he could be the January program. Cliff Goldstein said January is already booked, could he do the program in December? Michael to find out. Tony is Denver ATC and while live tours are canceled due to COVID, he thinks he can tailor the presentation for Zoom. Let Michael or Cliff know if there's something specific you'd like to see covered. Mitch Lock of VanAir will be the program in January, contact Cliff Goldstein with anything you'd like him to cover.

Respectfully Submitted,
Val Gregory
EAA Chapter 43 Secretary

IN CLOSING...





Membership Enrollment Information

(Needed for Current Roster & Chapter Correspondence)



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

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

Are you a:

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

Scholarship donations are tax deductible.

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

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

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

HOW WOULD YOU LIKE TO BE INVOLVED IN THE CHAPTER?

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

AIRCRAFT INFORMATION:

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

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

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

2020 Chapter Officers

President	Cliff Goldstein	720-280-2916
Vice President		
Vice President		
Secretary	Val Gregory	303-908-1252
Treasurer	Myles Lee	720-295-8778

Board of Directors

Cliff Goldstein (Chair)
 Pete Watkins*
 Stephanie Wells*
 John Evens**
 Stan Specht**

(Note: *- 2 year terms expire end of 2020, **- 2 year terms expire end of 2021)

Volunteer Officers

Technical Counselor	Jim Sutton	303-598-4205
Technical Counselor	John Reuterskiold	303-881-3517
Technical Counselor	Phil Brown (fabric, wood & tube)	303-506-3886
Technical Counselor	Stewart Bergner	303-229-7799
Technical Counselor	Will Heltzel	303-345-5784
Flight Advisor	Bill Mitchell	303-427-4025
Newsletter Editor	Val Gregory	303-908-1252
Young Eagles Coordinator	Cliff Hasenbalg	303-744-8180
Young Aviators Advisor	Pat Miller	303-666-8233
Young Aviators Advisor	Scott Serani	303-358-2858
Data Base Editor	Tim Stansbury	719-494-7398
Web Master	Steve Paschke	303-451-8490
Safety Officer	Stephanie Wells	303-503-0147
Refreshments	John & Roxie Juul	720-626-7707
Audio/Visual	Herrill Davenport	303-460-7789
Scholarship Chair	Mike Sutton	720-515-5269
Scholarship Fundraising	(Volunteer Needed)	
IMC Club Coordinator	Larry Earnshaw	720-425-7987
VMC Club Coordinator	Andre' Smith	720-270-5944

CFI's in Chapter 43

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

Mile High EAA Chapter 43

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Mile High Flyer
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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 2 for details of the upcoming gathering.