



Mile High Flyer

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



Volume 49 Issue 12 On the web @ www.eaa43.org

December, 2022

President's Corner - by Chapter President Cliff Goldstein

The flyout to Platte Valley to visit the Antique Museum last month was a huge success with many members from both the Colorado 99s and Chapter 43 in attendance. Low and behold Jerry and John Reuterskiold were even there which frankly without them it would not have been a real party. Good to see you both. Bobbi and I drove over in the morning. It was a bit nippy but the sun made for a beautiful Colorado blue bird day. Thank you Stephanie Wells for getting this outing set up.

At our December meeting, we will have a special movie, followed by an extended safety talk in regard to the movie. I found the movie to be well, gripping, and having been in the clouds with my vacuum pump failed, we'll be talking about this exact subject as this happens to be the number one cause of incident in flight for GA. I hope you'll all join us for this meeting.

And speaking about this meeting, we're talking about the season to eat a lot of stuff that has a direct impact on our CG. **Please bring your favorite chocolate, cookie or treat for the meeting.** Did I say that loud enough?

The Banquet at FlyteCo Brewery and Eatery has taken shape. You'll find a link for a reservation form for family (including kids) and friends, on the [Banquet webpage](#). As most of you should know, Jim Voss will be our surprise speaker. Jim and Suzan Voss will be joining us for dinner and Jim will be speaking about his career in the Army and with NASA as an astronaut and administrator. Jim's been flying a Longeze he built over 20 years ago, along with a Cirrus. He's a graduate of West Point who eventually joined the astronaut corps and flew missions on the Space Shuttle and the International Space Station. I could go on for pages with a long and distinguished career serving our country, but I'll leave that to Jim when he speaks at the banquet. I'll just say, Jim was someone I followed while I was growing up and I look forward to meeting him and his wife.

FlyteCo will prove to be a real entertaining evening capped off with a subject near and dear to me, the prospects of space.

Special thanks to our Banquet committee, along with Eric Serani who has helped to bring about this upcoming experience at FlyteCo.

Bobbi and I took a trip out to the San Diego area staying close to Carlsbad for the Thanksgiving holiday. The Wind Gods were definitely favoring our trip with very light head winds, under 10 knots, and some tail winds to round out the trip. We stopped in Flagstaff to fuel up. That's one of our favorite stopping places 'cause it's over 7000 feet and the FBO is friendly and helpful. Good cookie stop as well.

We purchased fuel at Oceanside 5 minutes from Palomar to save \$2.50 a gallon on gas. I've enjoyed flying out of Palomar on those marine layer mornings.

The trip home was mostly uneventful except a runaway trim as I was letting down near the

Powdr intersection south of Jeffco.

I'd opened a pop up IFR flight plan due to overcast conditions which did not continue over the front range. We hit the normal turbulence settling into the front range when the Autopilot disconnected, and the aircraft went trim down. It took a few seconds to clearly understand what exactly happened. I pulled the Autopilot breakers for both head and servos, and then realized it was a trim down condition not caused by the Autopilot. I worked the trim up and pulled the Trim breaker and uneventfully flew into Erie.

The next day, Garmin published a Mandatory SB on runaway trim from the AP.

That was not the problem. I was able to determine it had to be a shorted wire which activated the trim circuit. The turbulence started the sequence of events.

Since this has occurred, I've gone back to look at every inch of wire from each end. I have not found the exact location but have improved the coverings of wires in suspected areas. There's also a way to not allow the motor to run as long between button pushes.

The building process is a constant learning experience and as I've found there's always room for improvement. Meanwhile, take your airplane out next time and push the trim all the way in either direction. In a down trim condition, step one, pull the power, which I did, that made the incident a non-incident, more of an inconvenient learning experience. Frankly I could have done without it, but learning to deal with upset conditions makes all of us much better pilots. Bobbi says she's had enough experiences for a lifetime.

December is officer election month so bring your favorite #2 pencil to fill in the blanks. I look forward to seeing you all at our meeting on December 10th at 6PM in the Mt. Evans room at BJC.

Oh one last thing, naw, I'll leave that for the meeting, see you all there.

Next Gathering - Saturday, December 10, 2022, 6 PM

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

***Program will be the film "The Shepherd", followed by a safety discussion led by
Stephanie Wells***

In this issue:

- Title pic - Merry Christmas, everybody!
- Chicken Wings this month really struck a nerve - years of motorcycle riding in traffic has given me a hypersensitivity to movement in my peripheral vision, and, well, in a helmet, no one can hear you scream! However, that's not a good response when riding in the car with Hubby driving!
- See the Calendar on pg 3 for a link to the Banquet and get signed up! A webpage update to include a Paypal button and update the Banquet Flyer is in the works, in the meantime, see that updated flyer on pg 5 & 6.
- It's Election Night at this month's meeting! More info on page 4.
- See pages 8 & 9 for new ads! First up is a pristine (and very well equipped!) Kolb Mark III Classic; next is the remaining AirVenture/KidVenture Rib Building equipment and materials; perfect for some Chapter's Young Eagles program, Scout Troop (Scouts of America or Girl Scouts), or any organization's aviation program for kids.
- Since I 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 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 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

2022-23 CHAPTER EVENTS

DECEMBER

- Sat 10 Chapter Meeting at the Mt. Evans room at BJC, 6 PM
 Tue 13 Chapter 43 VMC Club, 6 PM, live and virtual, contact andresmith76@outlook.com
 Thu 22 Chapter 43 IMC Club, 6:30 PM, live and virtual, contact llearnsh@gmail.com

JANUARY

- Tue 10 Chapter 43 VMC Club, 6 PM, live and virtual, contact andresmith76@outlook.com
 Sat 14 Chapter 43 Annual Banquet at FlyteCo Tower! Check the [Banquet page](#) for more information, to sign up, and pay! Reservations required by December 30, 2022.
 Thu 26 Chapter 43 IMC Club, 6:30 PM, live and virtual, contact llearnsh@gmail.com

2022-23 AREA EVENTS

DECEMBER

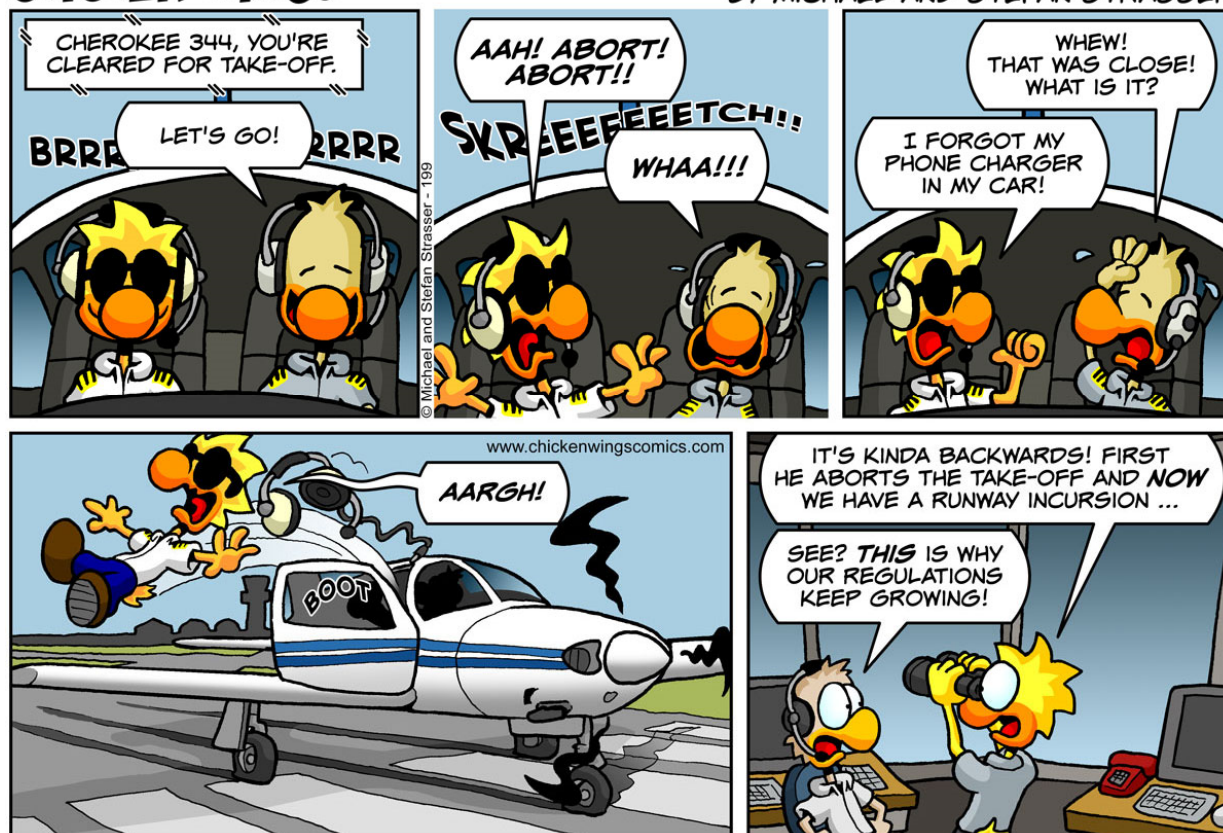
- Wed 7 Antique Airplane Association of Colorado Meeting, 7-9 PM
<https://aaaofcolorado.org/news-and-events/>
 Mon 12 Chapter 648 Meeting, 7 PM <https://chapters.eaa.org/ea648>
 Fri 16 Chapter 301 Meeting, 7 PM (6:30 social) <https://www.eaa301.org/newsletters>
 Wed 21 Chapter 1627 Meeting, <https://chapters.eaa.org/ea1627/about-us>

JANUARY

- Wed 4 Antique Airplane Association of Colorado Meeting, 7-9 PM
<https://aaaofcolorado.org/news-and-events/>
 Mon 9 Chapter 648 Meeting, 7 PM <https://chapters.eaa.org/ea648>
 Wed 18 Chapter 1627 Meeting, <https://chapters.eaa.org/ea1627/about-us>
 Fri 20 Chapter 301 Meeting, 7 PM (6:30 social) <https://www.eaa301.org/newsletters>

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER





Flight Advisor Bill Mitchell writes -

While I have, in the past, complained about the Young Eagles having to sit so low in their seat that they couldn't see well, all to no avail, I noticed that at the September Young Eagle event every Young Eagle I saw was sitting high enough so that they could see as well as the pilot! I'd like to truly thank each and every pilot for making it even better for the youngsters!

Chapter Name Tags

Want an official chapter name tag? See Herrill Davenport (the guy behind the laptop running the meeting A/V system). Payment to Herrill is requested before the tags are ordered - \$8.00 for a pin fastener or \$9.00 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 him at johnkellogglys@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. If you select the Instagram logo in the same area, it will take you to [instagram.com](https://www.instagram.com/eaachapter43/) where you can type in the handle @eaachapter43! 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 @eaachapter43.

2023 EAA Chapter 43 Scholarships

The Chapter 43 Scholarship Committee is reviewing applications following the November 30, 2022 application deadline. The selected applicants will be contacted this month for interviews. Decisions will be made by the end of January.

<https://chapters.eaa.org/ea43/scholarships>

Chapter 43 Scholarship Committee
mikesutton@gmail.com
suttonjennym@gmail.com

EAA Chapter 43 Officer and Board Director Elections This Month!

The Candidate Selection Committee has found a single candidate for all three of the required Board Directors as well as President and Treasurer. But if you're interested in ANY of these positions, contact the Committee (Will Heltzel, Cliff Hasenbalg, or Bill Mitchell; contact info on page 17). The ballots have write-in spaces for each office; if you're so moved when we get to that part of the meeting (just before the break), step up and say so! Any candidates for President or Treasurer can expect all the support they request from current officers. And the candidates thus far are: For President, John Reading. For Treasurer, Will Heltzel. For Director (to backfill Will for 2023 only) and new Alternate Directors - Ricky Domenico, John Evens, and Stan Specht.

Pilatus Tour - Steve Beach

Mark Loos from Pilatus gave the last Pilatus tour on 10/18/22 and once again demonstrated just how much knowledge he has of the company. Four members attended: Chuck Kubin, Stan Specht, Ayden Edgar and Steve Beach. One of the highlights was seeing the new paint facility that they have built and now is fully operational. It is a free standing building that can hold two aircraft, either PC12s or PC24s. One side of the building is used for total aircraft painting and has a complete side and downdraft air system that just about guarantees no over spray and full protection for the workers. The second side is used for detailing the aircraft with stripes etc. As with everything else at the finish shop technology plays a big part. For instance a laser is used to visually paint stripes that the detailers use for masking, ensuring that both sides of the aircraft will perfectly mirror each other. The compressed air system for painting has multiple air dryers that bring the moisture content in the air supplied to the gun to almost zero. Really too bad that EAA home builders can't have a facility like this one available to them when it comes time to paint! Since the tours started back in March of 2020 a total of thirty-four EAA Chapter 43 members have had an opportunity to see the Pilatus hangar and at least one group of Young Aviators. Thanks to everyone that participated. The chapter will be notified if additional tours become available.





**THE BANQUET IS COMING, THE
BANQUET IS COMING...**

This is not your average banquet!

Chapter 43 is pleased to announce a very different annual banquet!

Saturday January 14th, 2023 5:00PM – 10:00PM

Open for socializing, games and drinks at 5:00PM - Buffet 6:30 – 8:00 PM, Speaker at 8:00



Free Bowling

Free Darts

Free Non-alcoholic drinks

Free Parking

Free Fun

Pool Table \$1.00 per game

Arcade Games \$0.50 - \$1.00 each

\$40.00 ADULTS \$25.00 KIDS (12 and under)

Cash Alcohol Bar



Guest Speaker: Astronaut Jim Voss - James Voss is a retired United States Army colonel and NASA astronaut. During his time with NASA, Voss flew in space five times on board the Space Shuttle and International Space Station. He also served as deputy of Flight Operations for the Space Station Program Mission Integration and Operations Office. While participating in ISS Expedition 2, he and Susan Helms conducted an 8-hour and 56 minute spacewalk, the longest to date. Jim also built his own experimental Rutan Long EZ. He is a Scholar in Residence at the University of Colorado.

Meal choices include Beef, Chicken, Vegetarian and a Kid's Option

If you like, please bring a dessert to share.

Register and pay at <https://chapters.eaa.org/ea43/banquet> (This link can be shared with guests)

Questions, comments, thoughts? Contact John Reading via phone, email or text:
john@rudedogprop.com, 720 250-7991

Sign Up Online by Dec 30th: chapters.eaa.org/ea43/banquet

FAQS

- **Can I invite anyone?** Yes members can invite anyone and we hope you do! We'd like to expand membership participation and reach out to anyone interested in aviation. Opening it up to families, kids, grandkids and their friends should help interest a younger generation in aviation. The board has also included family and kids who are participating in the Young Aviators program as welcome attendees.
- **Can we visit the tower control room?** If you sign a waiver you are welcome to climb the 10 story stairwell for the fabulous view. Don't expect it to be pretty as it is currently getting a makeover.
- **What's included?** The single person price includes all food, gratuities, most games and soft drinks. A cash bar is available for alcohol beverages. What a deal 😊
- **Is there dessert?** If you like, please bring a dessert to share or order something off the menu.
- **What about parking?** Plenty of parking is available free of charge.
- **Are carpools available?** Carpools may be available depending on interest.
- **What about noise from kids playing?** Well behaved kids are certainly welcome but if they are having a good time it will be part of the fun. Fortunately the dedicated space is well designed to easily minimize noise with various game rooms and dividers.
- **Do I need to bring anything?** If you like, please bring a dessert to share.
- **Anything else?** Bring your smiles – we intend to have a fun time. Bring your families – for years, meetings and banquets have typically been restricted to members and spouses. Wouldn't it be nice to introduce your family to your friends and your passion? This venue certainly takes care of that.

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

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!



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NOTES:

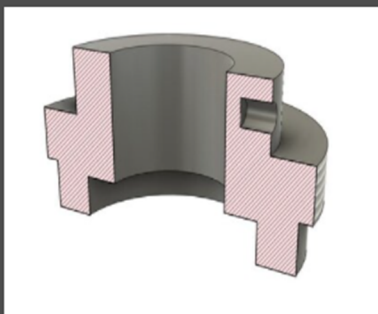
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John was recommended to do some work on Herrill Davenport's 182 fairing, and wants to do more airplane work.

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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.

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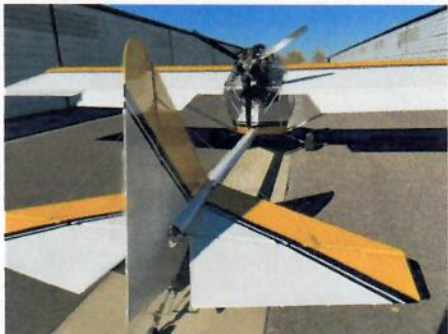


Prototype Development



Precision Parts

KOLB MARK III CLASSIC FOR SALE



Pristine Kolb for sale by original builder/owner, Rotax 912ULS, engine preheat system, 566 hours TT on airframe/engine, 16 gal fuel tank, BRS good thru 6/2024, TRIG ADS-B out (FAA flight test approved), Merlin ADS-B receiver and Apple mini IPAD included for ADS-B install, logbooks including builder's log, always hangered in dry Colorado air. Plane located at Erie Airport, CO 80516 United States • \$24,000 • Cash or when check clears. Contact Bill Elder at 720-339-4196.

KidVenture Rib Building

Most of the Chapter 43 membership are aware of the Rib Building booth at KidVenture that the Mile High Chapter developed and has manned since 2009. Some of you may remember Roger Standard. It was Roger who originally started the whole rib building idea for the Rocky Mountain Regional Fly-In and for other aviation events in this area. The KidVenture booth was getting harder to man each year and this year it was decided to close that chapter in 43's history.

Luckily a chapter in Kansas has stepped up to keep the rib building as a part of the youth experience at AirVenture/KidVenture. Scott Serani brought all the leftover rib pieces and various pieces of equipment back after this year's event. The group out of Kansas has their own rib design so will not need any of what we have in storage. There were enough pieces to make up fifty kits out of what was in the boxes and the chapter will offer it to anyone who might have a youth group that would want to use them for a project. Everything that you would need to run a rib building experience is here. Rib pieces, jigs, glue, staple guns, sander, and vacuum are included. If someone wants to get ambitious there are a few 4' sticks of $\frac{1}{4} \times \frac{1}{4}$ cap strip stock left over that could be cut into additional kits.

If anyone knows of a good way to use these rib kits, please give Steve Beach a call or text at 303-547-0100 to start a conversation on how to pick them up.



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



No, not that Chuck!



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 jonathan.apfelbaum@gmail.com

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Do you need someone to:

Maintain your aircraft?

Fly your aircraft?

Fly with YOU in your aircraft?

Current Class 3 medical, BFR, tailwheel endorsement/currency.

Can fix anything.

Total time - 145 hours

Age – 28 years

Occupation – mechanical engineer but studying to be a high school teacher

(I am especially interested in flying tailwheel planes!)

PLEASE CONTACT ME IF interested:

303-524-4479 kbradley11@msn.com



Fisher Horizon1 Kit For Sale

Ready to cover,
 Continental A80 engine included.

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flyingdog.gh@gmail.com

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Light weight STOL-capable two-seat tandem
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Additional aircraft specifications at

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



Shown in completed form, from
<https://fisherflying.com/horizon1/>

Garmin GPSMap 496



Includes the following: AirGizmo Mount; Yoke Mount; Power Cable; Stub Antenna; GPS antenna with cable; XM Radio antenna; Owner's Manual; Pilot Quick Reference Guide. Owned since new.

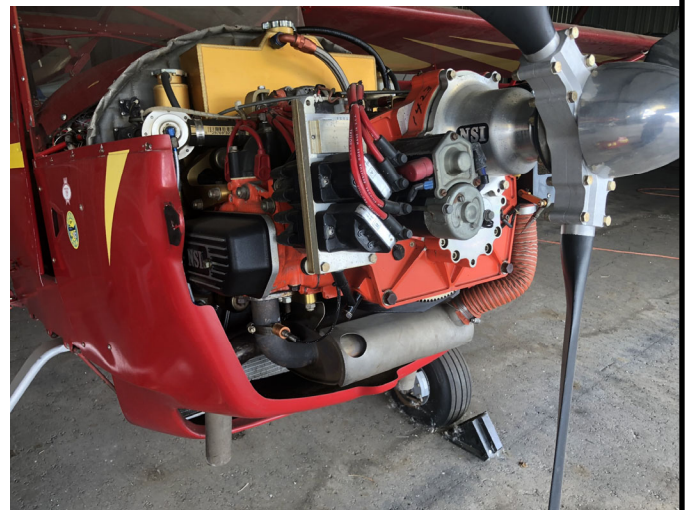


303pilot@gmail.com or call 303-604-0746

\$500

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.



EAA Chapter 43 Outing to the Vintage Aero Flying Museum at Platte Valley, 11/12/2022

By Val Gregory

We had good representation from both the 99s and Chapter 43 for this event! After arriving at the museum, we snacked on donuts and paid our fee to a volunteer who was getting a grill ready for lunch. Before (and while) Andy Parks (our host and the President and Executive Director for the museum) spoke to us, I walked around and took photos of the planes. The first is a 3/4 scale British S.E. 5a "Babe" replica, followed by a non-replica Cub.



Next is a series of photos of a replica French Hispano-Suiza Spad S.XIII from 1917. Note the well-supported wing! It's powered by a modern GO480 engine and shown in the colors of American John Norman Hall, who flew with the Lafayette Flying Corp (previously known as the Lafayette Escadrille). Hall later co-wrote Mutiny on the Bounty and other books. Artwork on the plane includes a Plains Indian with a swastika; swastikas symbolized well being and strength in many European countries and it represented the four winds in the Pima culture of Arizona, before being preempted by the Nazis. For the museum, it's a love/hate plane; hard to build (ask Mike Guegler) with lots of English wheel work, but a good flyer.

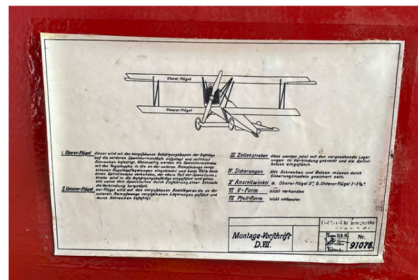


This is a full scale replica Babe (British S.E. 5a). Capable of flight up to 20,000 feet altitude. Also the first to shoot thru the propeller for 3 seconds max, then reload. The pilot pulled the gun back and down on the rail, then replaced the drum. Allies were definitely under-gunned! Many pilots fell out, but were not allowed chutes as the British generals thought the pilots would jump rather than fight! Bad planning, as pilots turned out to be less easy to replace than planes. It's painted in Bill Lambert's colors; an American flying with the Royal Air Force, he was the highest scoring American pilot up to the Armistice signing. Following the Armistice signing Eddie Rickenbacker got 4 more. Andy knew Bill when he (Andy) was a kid. Bill also wrote Combat Report (available from Amazon, Goodreads, etc.)



Next to "Babe" is a German Fokker D7 replica. The Germans had to destroy all their aircraft per the Armistice, but Anthony Fokker slipped 20 onto a train to Holland. No wires, cantilevered wings, and could fly 5000' higher. The wing end struts are mostly cosmetic, but do serve to alleviate wingtip flutter. This plane is painted in the colors of Pilot Ernst Dudet, a German ace with 62 kills. The LO! is for his girlfriend (later wife), actress Eleanor "Lo" Zink, and "Du doch nicht!!" translates as "Definitely not you!" After 20 kills Manfred von Richthoven (The Red Baron) invited him to join his Flying Circus (note the interesting pattern on the bottom wing!).

In 1995, Andy's dad organized a reunion for WWI pilots in Europe. Andy told a story from the reunion wherein a ~5' Scots pilot stormed up to a 6'+ German pilot, poking him in the chest and accusing him of shooting the Brit down. The German tried to apologize, but the Scotsman laughed, gave him a hug, and they were inseparable during the rest of the event. Almost 80 years after the war!



The final plane is an iconic (thanks to Snoopy!) Sopwith Camel replica. Its paint scheme is based on the 185th Squadron whose missions were night-based. In doing research for this article, the Publisher noted that the Vickers gun (two of them, one is obscured by the propeller) shown mounted forward on the cockpit were historically replaced with two Lewis guns mounted on top of the upper wing, so that the muzzle flash from the Vickers wouldn't affect the pilots' night vision. This variation was unofficially known as the Sopwith Comic, which might be another reason why a 1930s Batman comic book purportedly has Bruce Wayne flying a Comic in the 185th and taking his role as Batman from the squadron's bat-themed paint scheme.



Biplanes are hard to fly at Colorado altitude; modern engines are plenty powerful but low torque. Most of these planes are not that stable; flying gets to be a chore. Spad controls lag a bit, a new first flight for each new pilot! Kirk Brennan asked about training, every country was different! French (and German) training was longer than Brits, hence Bloody April (during which the Brits lost 245 out of 365 aircraft supporting the Battle of Arras). Americans started training in Canada, then Texas. Had a lot of training casualties! The Germans had better designed planes. Andy explained covering for this era of aircraft, originally sun shrunk and laced cotton (now Seconite, lasts longer!) Mike Guegler said they fake all sorts of things! SE5 has lacing for looks, all the planes have modern inspection ports. Lynn asked about tail wheel vs skid, depends on landing surface and crosswind conditions.

Andy has lots of admiration for the WASPS; they had to teach a bunch of 18-year-olds to fly and be able to fly everything on the field.

Don Watkins, chief pilot - only WWI museum with flying planes!

While in line for lunch, Mike Guegler (Chapter 43 member and museum volunteer) talked about building these replicas - faked stuff to strengthen or meet modern requirements. French Spad had drilled lightening holes everywhere but didn't even consider drag with all the wing struts and wires!



Dan Watkins and Andy Park



Mike Guegler with a floppy Spad wing rib, with some of the Spad struts and wires in the background.



In contrast, a Fokker cantilevered wing rib

Mike also commented on the complex math required to calculate the average chord on bi-wings. He pointed out that the fuel tank on the Spad belly is fiberglass molded over foam - the original tank would have been thin steel sheet formed with an English wheel (good luck with leaks there!) And the rivet heads? Glued-on dried split peas, courtesy of King Soopers!

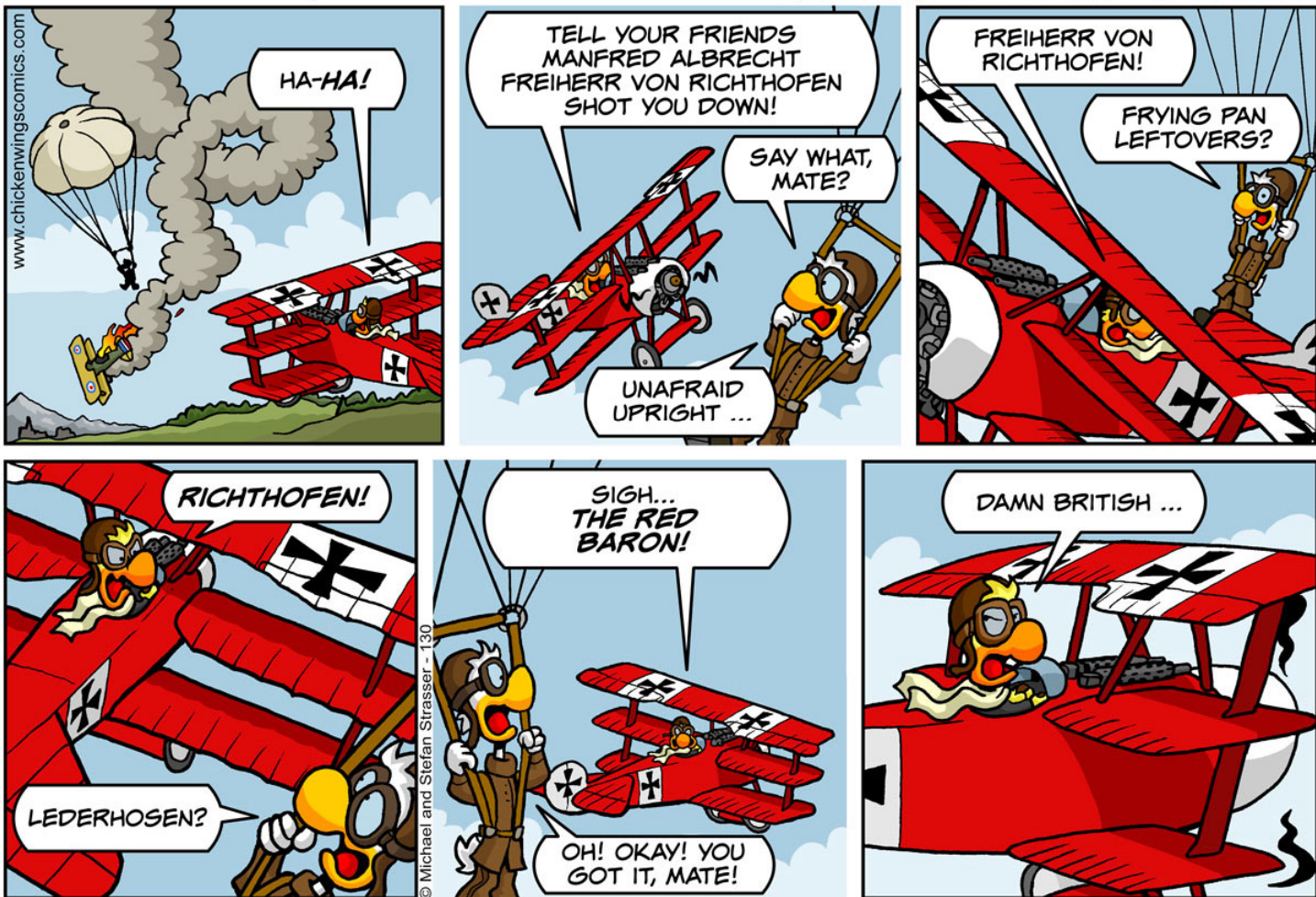


Following lunch, two of the museum's planes with more than one seat went up and attendees took turns flying in the second seat in return for museum donations. It was really fun to see these old-style planes in formation flying over the museum hangar!

Parting Shot!

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER





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:

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.

2022 Chapter Officers

President	Cliff Goldstein	720-280-2916
Vice President	Larry Earnshaw	720-425-7987
Vice President	Stephanie Wells	303-503-0147
Secretary	Val Gregory	303-908-1252
Treasurer	Myles Lee	720-295-8778

Board of Directors

Cliff Goldstein (Chair)
 Kirk Brennan*
 Steve Paschke*
 Will Heltzel**
 Chuck Kubin**

Alternate Directors
 Mike Gilbert
 Pete Watkins

(Note: *- 2 year terms expire end of 2022, **- 2 year terms expire end of 2023)

Volunteer Officers

Technical Counselor	Jim Sutton	303-598-4205
Technical Counselor	John Reuterskiold	303-881-3517
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	303-359-2758
Young Aviators Coordinator	Jeff Jones	303-809-3994
Young Aviators Advisor	Andy McRae	303-330-3825
Young Aviators Advisor	Scott Serani	303-358-2858
Young Aviators Advisor	Mike Sutton	303-515-5269
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Social Media Coordinator	John Kellogg	720-300-0202
Safety Officer	Stephanie Wells	303-503-0147
Refreshments	John & Roxie Juul	720-626-7707
Audio/Visual	Herrill Davenport	303-460-7789
Scholarship Chairs	Mike & Jenny 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

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
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Mile High EAA Chapter 43

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Mile High Flyer
EAA Chapter 43
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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.