



Mile High Flyer

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The Experimental Aircraft
Association, Chapter 43
Established May, 1958*



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February, 2021

President's Corner - by Chapter President Cliff Goldstein

Bobbi reminded me Ground Hog Day is on Tuesday. Wow...a whole year of this excrement. (That's the long way for saying... well you know). I'm happy to say I listened to my own words and put a bunch of time on the beloved Thorp up around Longs Peak and in the process straightened out those falling feeling landings, you know the ones, where the bottom feels like it's sinking. The RV went to Salida to deliver some drugs to my buddy, a trip to Cheyenne to pick up a window at Menards, and then Bobbi and I took a Sunday ride out to Ft. Morgan. I'm happy to report the fleet's running well,

I always dislike the beginning of the new year. Tax reporting for company, personal, reup insurance for planes, and hanger. And many reporting points for the business that have to be reported. The whole process is a royal PITA, but it reminds me, in spite of COVID, it's time to go.

Bobbi and I are planning a trip down to S. Padre Island. For those of you watching SN9 has been trying to launch for a couple of weeks, and SN10 was in the process of being hoisted on to its launch pad. It'd be pretty cool to see a launch, but research moves slowly to ensure accuracy. We've never had such visibility to space travel than what we're seeing through SpaceX.

I feel like OSH is less than 50:50 but hope springs eternal. Our Scholarship committee did an exemplary job creating a list of viable candidates and awarding scholarships. Your Board of Directors has been busy doing a little better job documenting our process to ensure funds are properly dispensed.

Your tool crib, with Mike and Jim Sutton is up and running. While they don't have all the inventory in just the right place, if you need a tool, check in with Mike and Jim. BTW we also have a team of crack technical advisors to help with the sticky issues you might be having with your build.

I reported the donation of a couple of MIG welders. Well, thanks to Scott and Dale Serani, both are up and making steel welds. I'd like to change one of the welders to aluminum and put on a welding class for members who want to learn the art of joining a couple of pieces of metal together. The real trick is to weld two beer cans together.

We will have a Zoom meeting February 13 Saturday evening.

Our Speaker will be Jim Parker. Jim is retired from the US diplomatic service and has traveled the globe. As a GA Pilot he has traveled extensively to the Caribbean visiting 125 airports in 15 years. He's also a leading expert on flying into Cuba having arranged over 500 private aircraft visits to the island. Jim will speak on the ins and outs of visiting our neighbors to the south as well as the Caymans, Jamaica, and Central America.

Val will be publishing the Zoom meeting so please join us Saturday the 13th for this informative presentation.

On a sad note, Charlie Graf, a good friend and long-time member of our group passed away last month. Charlie always carried a smile and a bunch of knowledge in building and flying. Charlie flew extensively with Mark his son. For me personally, Bobbi and I always enjoyed Charlie's ability to welcome people into aviation, and he made Bobbi comfortable being a part of our Chapter. Charlie, you will always be missed.

Next Gathering - Saturday, February 13, 2021, 6pm

Virtual on Zoom

6 PM Program by Jim Parker: Everything You Need to Know and Do About Flying to the Bahamas, Cuba and the Caribbean Islands

Jim is retired from the U.S. diplomatic service where he travelled the globe. He acquired his pilot's license in Australia and has flown GA aircraft extensively in Australia, Japan, Korea and the Caribbean, logging 6,200 hours total time. Jim flies a C172RG and a SR22 aircraft and holds a commercial license, multi-engine, and instrument ratings. Jim has logged more than 1,500 hours flying to 125 Caribbean airports (850 landings) in 15 years. He knows the ins and outs of Island Flying. He is also the leading industry expert on flying into and over Cuba, having arranged Cuba visits for more than 500 private aircraft. His presentation covers everything: complete pre-departure checklist; all required documents; fuel availability and prices; charts; survival gear; step-by-step arrival and departure procedures for every airport in the Islands; all airport fees; recommended places to stay and includes front seat approach videos to most airports in the Islands. Jim will also address Cuban overflight procedures for visiting the Caymans, Jamaica and Central America. Jim is based in Miami.

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

<https://us02web.zoom.us/j/88250231679?pwd=UzNySjR6RUR5OVF0S25mQVFEUW9UZz09>

Meeting ID: 882 5023 1679

Passcode: 289496

To dial in by phone:

+12532158782,,85134620112# US (Tacoma)

+13462487799,,85134620112# US (Houston)

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/88250231679?pwd=UzNySjR6RUR5OVF0S25mQVFEUW9UZz09>

Upcoming Events Calendar

2021 CHAPTER EVENTS

FEBRUARY

- Tue 9 Chapter 43 VMC Club, 6 PM, virtual, contact andresmith76@hotmail.com
 Sat 13 Chapter Meeting - Virtual starting at 6 PM, see page 2
 Thu 25 Chapter 43 IMC Club, 6 PM, virtual, contact llearnsh@gmail.com

MARCH

- Tue 9 Chapter 43 VMC Club, 6 PM, virtual, contact andresmith76@hotmail.com
 Sat 13 Chapter Meeting - Virtual starting at 6 PM, see page 2
 Thu 25 Chapter 43 IMC Club, 6 PM, virtual, contact llearnsh@gmail.com

2021 AREA EVENTS

FEBRUARY

- Mon 8 Chapter 648 Meeting, 7 PM <https://chapters.eaa.org/ea648>
 Sat 13 B-25 Grand Opening*, Centennial Airport, 13005 Wings Way, Englewood CO, 10AM-4PM. <https://explorationofflight.org/event/b-25-grand-opening/>
 Wed 17 Chapter 1627 Meeting, <https://chapters.eaa.org/ea1627/event-calendar>
 Fri 19 Chapter 301 Meeting, Zoom, 7 PM. See newsletter at <https://www.eaa301.org/newsletters>
 Sat 20 Tuskegee Airmen Showcase*, Centennial Airport, 13005 Wings Way, Englewood CO, 10AM-2PM <https://explorationofflight.org/event/tuskegee-airmen-showcase/>
 Sat 27 Hot Air Balloon*, Centennial Airport, 13005 Wings Way, Englewood CO, 10AM-2PM <https://explorationofflight.org/event/hot-air-balloon/>

MARCH

- Sat 6 Breakfast Fly-In/Drive-In*, Centennial Airport, 13005 Wings Way, Englewood CO, 8AM <https://explorationofflight.org/event/breakfast-fly-in-2-2020-10-03-2021-03-06/2021-03-06/>
 Mon 8 Chapter 648 Meeting, 7 PM <https://chapters.eaa.org/ea648>
 Wed 17 Chapter 1627 Meeting, <https://chapters.eaa.org/ea1627/event-calendar>
 Fri 19 Chapter 301 Meeting, Zoom, 7 PM. See newsletter at <https://www.eaa301.org/newsletters>

* Events at Exploration of Flight now require museum ticket pre-purchase to meet social distancing regulations. That's not a bad thing, it keeps the museum running!

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



In this issue:

- Events on the calendar may be rescheduled, cancelled, or virtual, depending on existing state and local requirements for dealing with the COVID-19 pandemic. Check out our Young Aviators' B-25 opening at Exploration of Flight! And look at all their other events in February!
- This month we have the sad obligation to honor one of our own who has flown west. I'll miss you, Chuck. Always loved your stories at Wednesday Lunch. His son Mark wrote a wonderful eulogy starting below.
- We have Scholars! See page 7 and 8 for an introduction to the current Scholarship Committee, a description of the Scholarship process, and finally, an introduction to 2021's scholarship awardees.
- Our president twisted some arms this month, resulting in a pretty cool series of experimental builder/flyer vignettes (with photos!) ranging from beginner to vintage. See page 9.

An Editor bonus! I was especially struck by the experience of an airman involved in one of the scarier episodes of the Cold War. <https://www.nationalgeographic.com/history/2021/01/remembering-night-two-atomic-bombs-dropped-on-north-carolina/>

- 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.

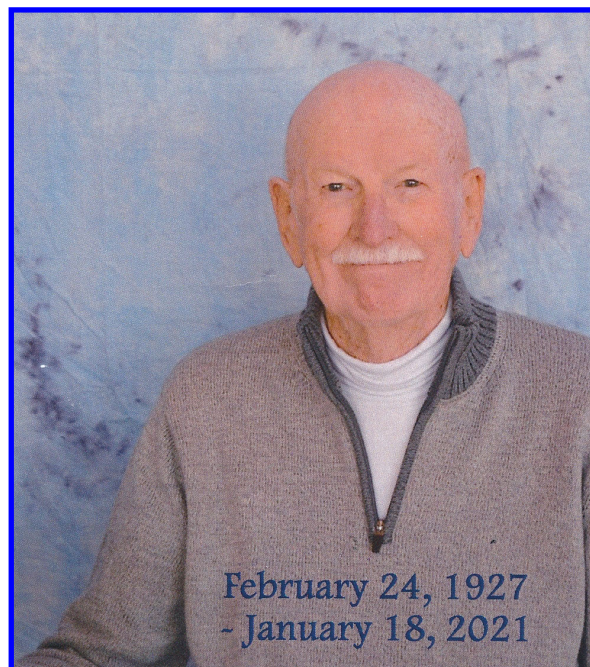
In Memoria - Chuck Graf

Charles (Chuck) Robert Graf was born Feb 24th, 1927 in Chicago, IL. His parents moved to western Nebraska to be with family and farm.

As a young boy Dad was active in the Scottsbluff model airplane club sponsored by Bill Heilig. Bill sponsored the club by selling flying model kits to the kids at reduced prices. Bill also ran the FBO at the airport in Scottsbluff. It was there during the blizzard of 1949 that Chuck got a ride in a Curtiss Robin while helping locate stranded motorists and livestock. The fire had been lit.

Dad had a friend who was a deputy sheriff. Deputy Harold Bray and Chuck hunted on the plateau south of Broomfield and the surrounding hills and valleys. In 1959 it was announced the new airport for Jefferson County would be put on that very plateau. Chuck, his new bride Mary, and his friend Harold and his wife Geraldine walked where the current runways are located, noting that the winds from the canyons and proximity to the mountains would make the airport challenging. Chuck remembered after the runway was bladed a Beechcraft Bonanza was parked next to a small shed.

Dad and Harold both wanted to learn how to fly. They figured having their own airplane would be the way to go so Dad and Harold bought a J3 Cub that was in pieces from Bill Coaklie, a resident of Golden. They put the fuselage in a garage in Lakewood and painstakingly sanded down the primer, patched any rusted tubing, and started putting the airplane back together. New hardware, cables and an overhauled engine helped it look more and more like an airplane. It was in 1959 when they found out about a group of pilots that started a chapter of the Experimental Aircraft Association based out of Broomfield and they joined Chapter 43. It was



here they met Dean Cochran, Eldon Nelson, Brad Davenport, Bob Greeno, Bob Johnson, George Welch, and many others. Dad and Harold hosted several meetings where fabric techniques were demonstrated with the new Ceconite material. It was one of the first if not the first Ceconite covered Cub in the area.

It took two years of hard work and the airplane first flew again in late 1962 or early 1963. It was a pretty newly finished Cub, so it drew attention. The two friends took lessons from "Doc" Smith or Smitty as he was known and got their student licenses. They got their hanger by cleaning out the end hanger at the front row that was used by Kensair the local FBO. Dad sweetened the pot by welding hardened steel runners on the bottoms of the helicopter skids to save on the cost of replacements. The hanger was full of dirt, barrels of used oil, and parts and pieces of airplanes. I remember hauling truckloads of trash and dirt from that little hanger. Little did we know that Mas Yoshida ended up with the hanger behind their J3.

Dad still had his student license when he flew the Cub to Scottsbluff NE to show it off to his friend Bill Heilig and his family in Baird NE. While there Dad returned the favor and as I understand it gave Bill Heilig's grandson Dan Berry a ride in the Cub. Years later at Dad's 90th birthday party at the airport Dan brought his Cub as a static display. What a beautiful gesture. Thanks Dan.

I was three when my dad gave me my first ride in the Cub. I remember being told not to touch anything as I sat in the front seat while Dad hand propped the 65 horse Continental. I got to go with Dad on flights to the Matterhorn Restaurant up off Highway 93 south of Boulder, to Boulder Airport, to Greeley, to Columbine Airport, and a dirt strip just north of West Colfax near the intersection of Colfax and Highway 6. It may have been just a dirt road, but the Cub didn't care.

In about 1968 Dad and Harold sold the Cub and bought a 1952 Piper Pacer, bringing Eldon Nelson and Bob Clear into the partnership. They fixed up the airplane they had found in a hanger in Scottsbluff, NE, covered in neglect and mouse droppings. Sometime around 1968 Bob Clear, a mechanic for United, moved to California. He sold out his partnership and bought Mr. Forney's personal Forney Aircoupe. He flew it from Jeffco to California on a student ticket.

Dad had gotten a ride in a Whitman Tailwind, and fell in love with the performance. He bought a Nesmith Cougar (a copy of the Tailwind) but never felt comfortable flying it. It came home to our garage in Lakewood and skins came off, inspections were done and changes made, then life happened. Dad put his own interests aside to raise kids. Motorcycles, horses, bicycles, and family events took his time so the Cougar sat in the garage until Harold bought it from Dad in about 1974.

Dad had not sat idle. He started a T-18 project but was unhappy with the full flying stabilizer. He also started a Whitman Tailwind project. He had built most of the ribs for the wings when he quit building it.

I think it was 1990 when Dad and I went to Bill Amos' house in Conifer to help drill the fuselage skins on his RV-4. We talked about it and Dad said if I would help him we could have an airplane. I too had started to fly until life and raising a family redirected time and resources so I was excited to say yes, let's do it. Not long after we heard that Van's was putting out a side by side, that we felt was a more practical design for the type of flying we wanted to do.

We started going back to the EAA meetings where we met a whole new generation of airport bums. Mas Yoshida, Pat Claar and others became our support group as we began the project. Dad and Mas built a fuselage jig that at last count has helped construct 6 airplanes. It was this support, the support of old and new friends, the support of our families, and the occasional trip to Oshkosh to fuel the desire to finish her that resulted in the first flight of N71CG on June 14, 1995. We got to fly her to many fly ins, family trips, and fun flights over the years. His favorite stories



were of our trips to Oshkosh and to Phoenix for the Casa Grande fly in at Williams Airforce base in the fall of 1995. He loved sharing those stories with his friends. He was honored with the award of “Lifetime Membership” in Chapter 43 in 2009.

Dad helped form a group of RV builders so expensive tools and jigs could be shared. “The growing menace” as Dean Cochran put it soon got to over 150 members along the Rocky Mountain front range. It crossed lines between chapters and states. We found even more new friends, Dennis Walsh, Gary Zelick, Lothar Klingmuller, Arron Schomberg, and the list goes on and on.

To Dad aviation was his gateway to his friends. He cherished knowing old and new friends, giving rides to pilots when he ground pounded to Oshkosh, helping at builders’ forums, and sharing the joy of aviation to anyone that took the time to listen. He had friends from other areas of his life, but not as many, not as cherished.

Recently I had to go through his things and found a red wrist band from a 2005 fly in where he taught welding and metal work with Dean and Mas. HOT. He kept it because it meant a lot to him, now it means a lot to me.

One day several years ago I was watching my Dad walk across the parking lot to the terminal building for our Wednesday lunch group. One of Dad’s many friends Carl Harris was standing next to me. I told Carl that someday I hope to be half the man my dad is, to which Carl told me we would all be lucky to be half the man Charlie is.

Dad watched as all his old friends passed away. He felt he was the last one left. I reminded him of all the friends he had, all the people that came to his 90th birthday party and all of those that could not make it but wanted to. I remember when we would go to the funeral of one of our comrades, he would tell me it would be him one day, that he wanted me to be happy and not be torn apart by grief. He would tell us all the same today.

Mark Graf



Training Missions - Chapter 43 Scholarships

Chaired by Mike Sutton, Chapter 43's Scholarship Committee currently includes (in no particular order) Jenny Sutton, Eric Serani, Stan Specht, Lynn Miller, Bill Kendall, Scott Serani, Sweta Kolisetti, Trice McEwen, and Karol Kendall. The Chapter 43 Scholarship Committee has touched the lives of a few young pilots this year! Here's how the process of selection, award, and follow-up works.

- In August/September each year the Committee solicits applications by advertising at all the area flight schools and Young Aviators. Application deadline is November 30th.
- In December, the Committee reviews the applications and narrows the applicants to those demonstrating the following:
 - A passion for aviation
 - Dedication to an interest – 'Tenacity'
 - A concentration on school work
 - Demonstrated aviation activities - e.g. Young Eagles, Young Aviators, flight training, etc.

At this time the Committee also assesses the scholarship funds available to determine the number and value of each scholarship and submits this information to the Chapter Board of Directors for their approval.

- Following this approval, the Committee interviews the remaining applicants and chooses award-ees for each scholarship. In addition, each non-camp scholar is assigned a mentor to aid in achieving their PPL or other training. This information is forwarded to the Board of Directors for their final approval before checks are cut.
- Scholarships are generally announced to the Chapter membership at the Banquet; this year they'll be announced in the Newsletter (on page 8). Awardees are introduced to the Chapter at the annual picnic (hopefully we can pull off a picnic in summer or fall this year!)

Next: The Nitty-Gritty details

- There are no set award amounts from the Chapter. Historically the awards have ranged from \$1,500 to \$5,000. However, the Ray Aviation Award has specific award amounts:
 - We have two options for the Ray Aviation Award, a full \$10k scholarship from National or a \$10k Matching scholarship split between National and the Chapter; both are to attain a private pilot's license (PPL). We can choose only one option each year.
 - For the Full Scholarship, all funds are from the Ray Foundation and the Chapter submits one application for their top candidate. The Ray Foundation will pick 100 candidates from the many applications to receive the full \$10k, thus our candidate may or may not be selected for a full scholarship.
 - The Matching Scholarship is \$5k from the Chapter and \$5k from the Ray Scholarship Committee, and the candidate is guaranteed to win this scholarship if the Chapter's prior scholar completed their PPL (meaning each year's awardee needs to complete their PPL by the end of the year), and if the new candidate's application is complete with a strong essay. Strong preference will be given to candidates in the Denver front range.
 - The applicant needs to complete an essay and application, medical, and student pilot certification to be considered for the Ray Scholarship.
- The remaining scholarships fall into two general categories: scholarships for EAA Oshkosh summer camps and scholarships for aviation related schooling or training
 - EAA Oshkosh Summer Camps (<https://www.eaa.org/ea/youth/ea-aviation-and-flight-summer-camps/ea-air-academy>)
 - Age 12 to 18
 - Parents responsible for transportation to Oshkosh

- Aviation related schooling or training
 - Pilot training
 - Restrictions to awardees: Must be within 6 months age of the FAA age requirement of rating sought (e.g. 15 ½ for Private pilot and 13 ½ for glider). This allows the awardees to complete their licenses within the 18 month window noted below
 - Trade school - for example Spartan College for A/P training
 - Aerospace related college
- Funds must be used within 18 months of award date
- Funds will be paid directly to the recipient's camp/school
- COVID-19 has thrown a monkey wrench into the camp scholarships; the 2021 Oshkosh Camps will (if allowed by local pandemic regulation) be attended by the 2020 applicants who didn't get to go last year. The Scholarship Committee is looking into local aviation camps; Preflight in Boulder, 11-14-year-olds, is usually a week long overnight camp for \$1,200, but due to COVID it could be shortened to a virtual camp \$50, we don't know all the details of the virtual option yet or when they will decide on what type of camp will be given this year. Still waiting for details. Air & Space Camp at Wings Over the Rockies is usually a week long; their website doesn't show past information now, only states 2021 summer camp information will be posted soon. The kids that were not able to attend Oshkosh summer camp in 2020 are on a wait-list for 2021, and the 2021 list is full, so we do have 2 reservations made for 2022 and we can change child names depending on how everything works out. EAA said they will decide camp plans in March, but we are waiting to hear back from the other two camps on their timeline. We have given the two camp scholars the options to pick the camp they would like to attend, either a camp locally this year, or wait for their spot on the Oshkosh camp to open.
Pre-Flight Camp, Boulder, CO for 2021 <https://www.preflightcamp.com/about/>
Air & Space Camp, Colorado Springs, CO for 2021 <https://wingsmuseum.org/camps/>
- The Chapter currently has two named scholarships; the Cleon Biter and David Biesemeier Scholarships which are funded by anonymous donors, and since we had adequate additional funds, we added a Chapter scholarship this year awarded in honor of Mary Mitchell (whom we lost last year).

And finally, EAA Chapter 43's Aviation Scholarship awards for 2021 (along with their mentors), out of an application pool of 21. Four of the awardees are Young Aviators!

- Bennett Dugas - \$5,000 from Chapter and will be nominated for Ray Scholarship for PPL, mentor Scott Serani
- Stephanie Olson - \$5,000 from the Chapter Cleon Biter Scholarship- currently taking flying lessons for PPL at Vector Air, mentor Sweta Kolisetti
- Glenda (Destiny) West - \$3,000 from the Chapter David Biesemeier Scholarship- currently taking flying lessons for PPL at Aspen Flying Club, mentor Stephanie Wells
- Edward Gibson - \$3,000 from a Chapter Scholarship in honor of Mary Mitchell - for flying lessons, mentor Eric Serani
- The two Camp Scholarships are awarded to Kim Lighthart and Deneen Smith- up to \$1000 each

Congratulations to all the awardees, and kudos to the Scholarship Committee for all their hard work, including 8 continuous hours of Zoom interviews followed by the December Chapter meeting, also on Zoom!

From: Dustin Holstein
Hi Cliff,

Nice to E-Meet you. I am very excited to be a part of EAA 43 and am looking forward to getting more involved with the group.

My Bearhawk project is just at the beginning. I have my wing spars mocked up ready for primer and riveting. ribs are formed, need to prime and rivet the remaining stiffeners. I have about 65 hours into the project so far because I need to budget myself accordingly.

As far as pictures of the project, I am documenting the whole thing on youtube, eaa builders log and my personal website. Feel free to forward this email to Val and she can grab anything from the site. I am keeping it up to date whenever I am in the garage

I will be sure to jump in and say hi when we go through new members. I know Eric through working at FlyteCo. I am attempting to build my photography career so I also take FlyteCo photos for social media. If you ever need someone to snap a picture at an event, let me know!!!

January 30, 2021

Bearhawk Build 1/30/2021 Finished Scuffing Center Ribs with My Abrasive Balls!

I broke the scuffing of the center ribs up into 3 days. Ariel and I scuffed together on the 26th for 2.5 hours. I then scuffed for another 1.5 hours yesterday and I finished up the scuffing this morning with a final .75 hours of work. I was struggling with how labor intensive the process was to prepare the pieces for paint. I ended up getting some "abrasive balls" from harbor freight in both 180 grit and 400 grit. I only had to use the 400 grit ball and it made quick work of the wide surfaces of the ribs. You still need standard scuffing pads to get into the nooks and crannies so I recommend both along with a bunch of batteries/big compressor for using a drill.

Hours on this task: 4.8



From: Tim Stansbury
Subject: Our RV-10 fuselage progress

Hey Val,

Here is a picture of where we were earlier this week on our RV-10 fuselage. It's not a canoe yet but it's starting to look like it could maybe be a raft someday. In the picture, Meggin is standing inside the rear right seat's footwell to rivet the rear seat ribs onto the rear spar bulkhead.

Tim



From: Eric Serani
Subject: RV-10 Picture and Description

Hi Val,

Per Cliff's eloquent request, attached is my favorite picture of our RV-10 and a quick blurb below:

Built by Scott and Eric Serani and completed in 2006, this RV-10 is quite the adventure-mobile. The ability to carry 4 people plus baggage was the motivating factor behind the build. With a performance similar to a Cirrus SR-20, but at a quarter of the price tag (with free labor), this plane has been all over the country in its first 1000 hours, including many trips to Oshkosh. Recently, Eric figured out that the back seats can be removed and two full size bikes can fit in the plane on quick weekend trips to the mountains.



Cheers,
Eric

From: Ricky Domenico
Subject: Plane photo

Myself with my RV-9A
The plane and I last flew January 31st 2021
with Mike Sutton along with us
What a great day not a cloud in the sky and
very few bumps we went up by the Wyoming
border



From: Herrill Davenport

Subject: Filler info for Newsletter

Hi Val,

Here is some Newsletters filler for you. Edit as you see fit. The attached picture is from Oshkosh 2017.

On this February 2nd 2021, the Nugget will be 54 years old. I go fly and celebrate its birthday, as close to February 2, Groundhog Day, as the weather permits. Usually I am within 1 week of the day. The coldest I have flown in is 10 degrees Fahrenheit; it was a frigid flight and short flight. I don't really need an excuse to go fly, but if someone asks I use it.

A brief history of the Nugget:

The Nugget was designed and built in 18 months by my father, Brad Davenport. It started out with a Lycoming O-290-G4, which lasted about 18 months. That was replaced with a Lycoming O-320-A1B. That lasted to within 25 hours of TBO in 2006. I had it rebuilt by Penn Yan Aero in New York. They did a great job, after their work the Nugget gained 225 RPM and a 13 MPH increase. It's running great!

The ownership started out with just Brad, but he had a partner before he sold the Nugget in early 1976, after about 9 years. John Ducey was the next owner and he only put on about 50 hours in 6 years. There was a landing accident caused by the top off of a Pledge polish aerosol can getting caught in the controls. They repaired it in late 1976. They did not get everything correct. Then I bought the Nugget back in early 1982. In 1983 the repair that wasn't correct bit me on a landing. That has been repaired and all is working great.

I have had a lot of support from EAA Chapter 43 over the years. It is a blast to go out and fly the Nugget anytime of the year. It handles like a PA-18 with a 150 HP, except you can't see where you are going in a 3 point attitude. I have had a great 39 years of ownership so far.

Herrill Davenport



***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!



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NOTES:

www.apexweldfab.com
facebook.com/apexweldfab

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

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@svvds.org

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

Minutes for EAA Chapter 43 Meeting
January 9, 2021

TONIGHT'S PROGRAM started at 6

Cliff Goldstein: This month's speaker is Mitch Lock, President of Vans Aircraft

Mitch earned his pilot's license in 1981 while studying electrical engineering at the University of Maryland. He earned his commercial and instrument ratings. In the late 80's he became a business owner using his electrical engineering experience.

Mitch appreciated the sleek design of Van's RV-3 and chose this aircraft as his first build which he completed in 1992.

The building bug bit Mitch very hard which led to a succession of six subsequent RV projects. This level of activity caught the eye of Van's Aircraft. With Vans on the West coast and Mitch on the East coast, he was asked by Van's to represent them at various aviation venues. Eventually Mitch was offered an initial position of East Coast Representative to offer sales assistance and demonstration flights.

That position blossomed into becoming part of the engineering group as a beta tester for new designs and systems. Mitch was given the opportunity to build the first RV-12 and RV-14A models outside of the factory.

This is when I met Mitch during my build of my RV-14. Mitch was instrumental in helping me with the 2nd Stein built RV-14 Panel.

His retirement from the electrical industry was soon followed by an offer to replace the retiring president of Van's Aircraft, a position which he is humbled by and very proud to hold. Mitch joined us with Vans VP Ryan Johnson. After installing RV-14 updates, Cliff talked them through with Ryan, who is very knowledgeable of both hardware and computer applications.

Van's History - Currently the world leader in homebuilt kits. Oregon and Utah were the first two states to allow homebuilt aircraft. Early 1950's and 60's "kits" were only plans to be scratch built. Richard VanGrunsven began production of the first real kit plane. He had purchased a Stits Playboy after college, modified it for performance and dubbed it the RV-1. It was fun to fly, affordable, and had good performance in all categories. The RV-3, built in 1972, was such a success that it drove demand for the tandem 2 seater RV-4. Further development led to the side-by-side 2 seater RV-6, then the tri-gear RV-6A. In 2001, the RV-7 came out with more range, capacity, ease of build, and engine options. 2002 launched the 4 seater RV-10, the company's top seller along with the RV-14. The RV-14 was designed to fall between the RV-7 and RV-10 with a bigger engine. The RV-12si was designed to be LSA (Light Sport Aircraft) rated.

Early kits provided parts difficult to fabricate for builders, but were still a lot of work to assemble. Quick build kits were not only easier and faster to build, but resulted in greater safety. The late 1990's debuted pre-punched kits, moving the builder's focus from fabrication to assembly. 2020 saw the addition of CNC mills and a lathe, 3D printing, an auto-feed tube cutter, and CNC tube bending. Coming soon are a HASS tube coping mill and a hydro press. 2508 kits were sold in 2020, 30% international. Van's Aircraft is 50% owned by its employees.

Future plans - Refinement of designs, expanding the factory, and the RV-15 is in development! Van's factory is in Aurora, Oregon and will offer tours again when COVID is past.

Dick VanGrunsven continues to be involved as the CEO and Chairman of the Board, but has not been involved with day-to-day operations in 20 years. He lives in Hillsboro, OR and commutes in his RV-12is or RV-10. He's still very much a part of the engineering team, with an uncanny ability to bring in leading edge fabrication and design. Van's knew kits had to be easy to build, to make the builds easier, safer, and more consistent. They've gone from D-size drawings to step-by-step instruction. Service bulletins are sourced from builders' reports of wear or failure (2 reports flags as an anomaly, more reports drive a

redesign). Van's has prototype planes that undergo extensive inspection every 100 hours looking for corroborating wear/failure evidence as well as initial reports. Service directives are mandated by the FAA for SLA (Sport Light Aircraft). Service letters are informational. Example: The service bulletin for the RV-12 front gear issue - a plate was welded at the top but the top stress concentration was in the center of the plate. Failure can cause the wheel to fall off! Hard landings can initiate the failure, so longevity can't be determined (especially since RV-12s are common flight school planes). The only known failure was a school plane with ~1000 hours. The plane was brought to the factory and FEA (finite element analysis) was used to determine the failure point, which was not inspectable due to its location. Van's replacement parts are provided at cost; per ASTM regulations, no profit can be made on SLA/LSA service bulletin parts.

Future plans - FAA's MOSAIC Program, reforming regulations to accommodate new technology (electric planes, drone-style, etc.) given the FAA's limited resources. Anything under 3000# to be classified as LSA or LPA (Light Personal Aircraft); a vast expansion of the existing LSA class. 51% build and speed limitations will go away, planes must meet a stall speed requirement. This reform is driving expansion of Van's facilities. Ryan Johnson is expected to be president by the time MOSAIC is done. MOSAIC was originally started to align with European standards, but those standards don't speak to LSA or kit planes. Will the EASA accept MOSAIC? Probably?

Questions

Larry Earnshaw considered retractable gear (he'd seen it tried on an RV-4 that was later wrecked). It added a lot of weight with little speed increase, even with a 200hp engine instead of 160hp.

Cliff G. noted that high speed (Ryan said 240kt) is where retractable gear starts to make sense. Many performance mods have already been tested out by Van's.

Stephanie W. asked about the ratios of tail dragger to tri-gear for the RV-6/6A and RV-7/7A. About 2/3 of the 7's are 7A (tri-gear), similar ratio for the RV-14's. RV-8's are mostly taildraggers, thanks to online public shaming!

Stan asked if the RV-15 will be designed with MOSAIC in mind, yes, they will be MOSAIC compliant. First MOSAIC meeting is this month discussing stall speed, Ryan is hoping for as high as possible. Stan asked about the RV-2; it's similar to the RV-5 and Ryan is about the only one at Van's who can fit in it! The RV-2 is a flying wing glider with no tail; Dick was too busy with the RV-4 to finish it and it resides in a barn. The RV-11 is in a race to complete with the RV-5. RV-11 has sailplane wings, a Jabiru engine, and retractable gear, but there's not much time to work on it.

Cliff thanked Mitch and Ryan for talking to us; Mitch hopes for better health and no masks at AirVenture.

Cliff Goldstein opened the Regular Meeting at 6:58.

Anecdote - Cliff Goldstein

I want to thank John Evens for hosting this year's Banquet. John, I think everyone will agree the selection of Prime Rib and Fresh Salmon were Excellent, and this year we had plenty of Cookies to go around. Thank you, John. BTW the 16 inches of snow definitely added to the festivities.

Do we have any Visitors?

None this month.

Meeting Dedication

Ben Coleman (91 years old!) for a donation to the tool crib of 2 welders and an Oxy-Acetylene torch. Thank you, Ben and Dale Serani for getting the welders up and running.

Our Scholarship Committee for hours of interviews to help select this year's scholarship winners. Thank you all for your dedicated work.

And if we can take a moment to remember Ricky Domenico's dad who recently passed away.

Our Greatest asset are the People that make Chapter 43 what it is today.

Trip Reports

Stephanie Wells flew 3 others in her 182 to Kansas on 12/27. Had good weather in both directions!

Cliff G. noted there was lots of windy weather in December, but some good flying weather too!

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 (see page 9!)

No project reports this month.

Safety Report - Stephanie Wells - From the recent 99's meeting, an upside-down '76 Cessna 182 with 4k hours, on its third engine. At 500' AGL in an air race, the engine surged. Pilot climbed to 1000' AGL then lost thrust. Couldn't make the airport, flipped on out landing. Fortunately, no injuries due to remembering to brace a hand on the ceiling before releasing harness. This was in the middle of Missouri and there was plenty of emergency response. Lesson learned - put personal items (phone, wallet, etc.) in your pockets or you probably won't get it back. The pilot had a choice of fields, one muddy and one dry, and picked the dry one. 20 months later, the NTSB determined the plane had a chaffed/pinched fuel line (20 hours since engine overhaul), an installation issue. So following maintenance, spend a few more hours flying over safe areas. Bill Mitchell - a winter reminder to consider removing wheel pants to avoid slush freezing.

Young Eagles - Cliff Hasenbalg - still in holding pattern, waiting for health regulations to ease, probably not before summer.

Young Aviators - Scott Serani - Nothing new, from Jack Pelton's recent interview, AirVenture 2021 chances are 50/50, and there will probably be no Kid Venture. The B-25 is now homed at Exploration of Flight (see Calendar page 3 for Grand Opening!); the Young Aviators are making repairs after a cosmetic draping of 50cal bullets damaged an electronic panel. Slowly working on a YA build project.

SCHOLARSHIP COMMITTEE - Mike Sutton - Update on latest meeting of Scholarship committee. We have some winners! Still figuring out details, especially with the Ray Scholarship. Issues with COVID and the EAA Ray Aviation Scholarship management. Aside from the Ray Scholarship, we have 5 candidates with 2 for camp and 3 for flight. Oshkosh Camp is filled with 2020 candidates, looking for other camps for ~15-year-olds; one at Boulder and another at Exploration of Flight, any others? This year's chapter Scholarship Committee has 10 members, which was a great help. (See page 7 for more on the Scholarship effort this year and page 8 for details on the scholarships and their awardees.

New and Old Business

There will be a virtual Build webinar through the EAA at the end of January. Sign up and take courses with Charlie Becker and other EAA National trainers. They will be covering all aspects of building your Experimental Aircraft. Details in the January Newsletter.

Please submit pictures of your ongoing project to newsletter@eaa43.org.

Anything Else?

Stan Specht - we need to write more Chapter 43 articles for Sport Aviation? Subjects like our Young Aviators, etc. Don't need a final draft, or a single author. Maybe something from the Scholarship Committee? (Editor - Noting the assignment of mentors to the flight scholarship winners, that might be a good opportunity for an article.)

Cliff Goldstein - how about a chapter welding class? Taught by Dale Serani and one other? Maybe John Evens could set up a fabric class. Cliff volunteered the Eclipse hangar at Erie for classes.

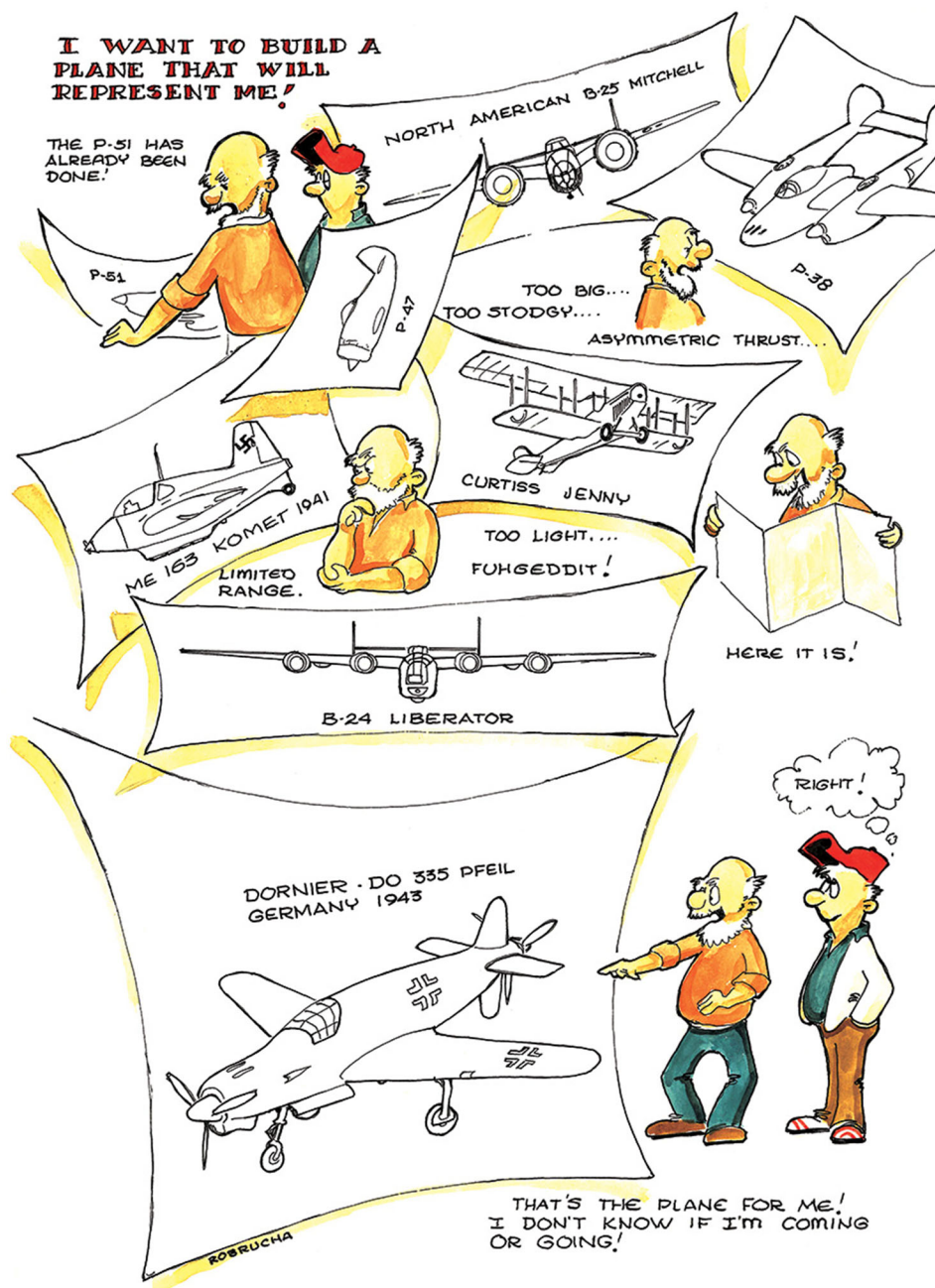
At the introductory Board of Directors meeting in December Will Heltzel suggested setting up group simulator flying, any interest?

Stan Specht thinks we have 9 out of the 10 items required for Silver Chapter recognition (the only one we're missing is owning/leasing club meeting space).

The meeting closed at 7:26

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	Larry Earnshaw	720-425-7987
Vice President	Steve Paschke	303-451-8490
Secretary	Val Gregory	303-908-1252
Treasurer	Myles Lee	720-295-8778

Board of Directors

Cliff Goldstein (Chair)
 John Evens*
 Stan Specht*
 Kirk Brennan**
 Stephanie Wells**

(Note: *- 2 year terms expire end of 2021, **- 2 year terms expire end of 2022)

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
Facebook Admin	Lance Boehmer	ljboehmer@gmail.com
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

Mile High EAA Chapter 43

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

First Class



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