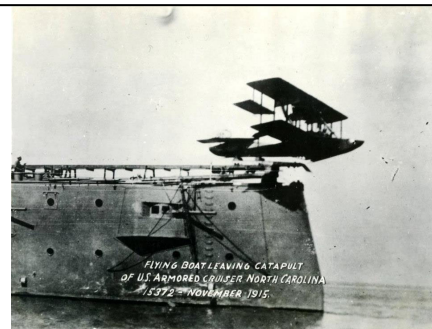




Mile High Flyer

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



Volume 47 Issue 11 On the web @ www.eaa43.org

November, 2020

President's Corner - by Chapter President Cliff Goldstein

WE ARE ACTIVE!

Our meeting will be November 14 at 6:00 on Zoom. We had scheduled our meeting to occur at FlyteCo in Denver. I want to thank Eric Serani for opening his business to our chapter. Unfortunately, the escalation of the virus here in Colorado and the rules put in place by our governor for our safety preclude our live event. I look forward to having a meeting there in the near future!

Best wishes to Dale Serani who had a sensor problem. He's gone thru a little bionic surgery and is finally getting some relief from chronic back pain. Also to Bill Kendall who wore out a landing gear component, which was successfully replaced. I'm sure those guys would love to hear from you.

One of the joys of belonging to an apolitical organization like the EAA means that we all have an island in a sea of strife where regardless of our deep seated feelings we can continue to enjoy Aviation as a common bond.

During my rehab, I had Scott take the cowling off my 14 so I could enjoy doing some one-handed maintenance. I think I was just mostly tinkering on a couple of Saturday afternoons, but it gave some much needed relief to the boredom waiting for muscles to reattach. When we're having those cold and blizzard days that are to follow, it's a great time to plan that special trip or new project for the bird.

Speaking of Scott Serani, he had a YA meeting last Saturday with over 30 attendees. The group has laid out a roadmap for the future. Your board is offering free (non-voting) memberships to active YA members till the age of 18 to help integrate them closer to our group and preserve aviation and the EAA for the future.

WE HAVE A TOOL CRIB!!! Mike and Jim Sutton took countless hours to photograph, catalogue, and list EAA Chapter 43 Tools that have been donated to the chapter. They then built a WEB based program which will allow viewing and a method to check the tools out of the Crib. As this program evolves, you'll be getting Blasts from Tim in your E-Mails... Stay tuned for this very exciting program. With the addition of the Tool Crib, we've been able to enter the chapter in a Tig welding contest thru the EAA from Lincoln Welder. Thanks for your time and help in getting this very valuable program moving.

One of our newest members, Lance Boehmer soloed last month. More in the newsletter regarding Lance's flight. Great job, Lance. The winter provides some of the most fun flying times of the year.

We've got elections this month, thank you all for throwing your proverbial hats in the ring. I trust much less contentious than the current political climate, thank you all.

Your Scholarship Committee needs your help. No, they are not looking for money, but they are looking for

young prospects to apply for a couple of scholarships being offered by our Chapter. If you're aware of someone who may be interested in a life of aviation please pass their name along to a member of the committee (or have them fill out an [application](#) before November 30th - Ed.) And if you happen to know anyone who WOULD like to make a 501c3 donation to further the future of aviation, please let a member of the committee know.

Our Speaker for November's meeting is Andrew Barker

Vice President - Sales

Experimental & Americas Aftermarket

BendixKing / Honeywell

Andrew, who now works in Sales for Bendix King/Honeywell, was president of Tru-Trak and has been involved in the installation and testing of Autopilots on a variety of platforms. Andrew currently flies an RV-4 and an RV-10 and speaks our language when it comes to experimental aircraft. He'll be speaking on why you should have an autopilot and the ease of installation.

At this writing, Andrew and I have not nailed down his start time, either 6 or 7pm.

And finally, our Speaker was recommended by a couple of our Board Members. Mr. Barker like some 70 other Aviation Enthusiasts is listed at the EAA web site as a virtual speaker. Please take a moment and [look thru the list](#) (hit the Advanced Search button on the top right, click the resulting box for Virtual Speakers Only, and hit submit at the bottom. - Ed.) It's fun and I'm happy to "make the call".

I'm hoping some of you have submitted photos of your projects to be scattered throughout our newsletter for Val. This is not a one-time event. If not, get out your Brownie and start shooting. Or er is that cell phone, well whatever you're capturing your image with. Start shooting and start submitting. I feel a contest brewing.

See you all on the ZOOM meeting.

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

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

<https://us02web.zoom.us/j/81641913917?pwd=eIZNTk9yZ0F5S2FDN0craXVvOGJxdz09>

Meeting ID: 816 4191 3917

Passcode: 277409

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: 816 4191 3917

Find your local number: <https://us02web.zoom.us/j/81641913917?pwd=eIZNTk9yZ0F5S2FDN0craXVvOGJxdz09>

Upcoming Events Calendar

2020 CHAPTER EVENTS

NOVEMBER

- Tue 10 Chapter 43 VMC Club, 6 PM, virtual, contact andresmith76@hotmail.com for attendance instructions
- Sat 14 Chapter Meeting - Virtual starting at 6 PM, see page 2 for attendance instructions.
- Tue 23 Chapter 43 IMC Club, 6 PM, virtual, contact llearnsh@gmail.com for attendance instructions (4th Thursday is Thanksgiving)

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)

2020 AREA EVENTS

NOVEMBER

- Mon 9 EAA Chapter 648 Membership Gathering, Colorado Classics Aircraft office building, LMO, 7 PM
- Wed 11 Veteran's Day at Exploration of Flight, 13005 Wings Way, Englewood, CO, 10 AM
<https://explorationofflight.org/event/veterans-day/> Veterans free with preregistration
- 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

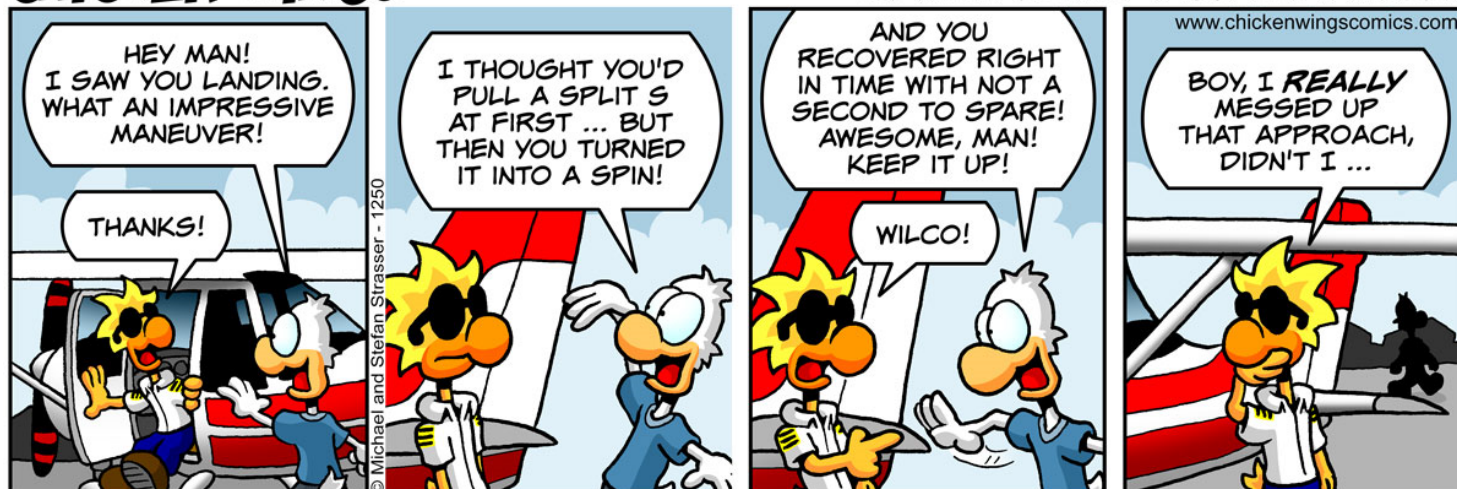
DECEMBER

- Sat 5 Breakfast Fly-In/Drive-In*, Centennial Airport, 13005 Wings Way, Englewood CO, 8AM
<https://explorationofflight.org/event/breakfast-fly-in-2-2020-10-03/2020-12-05/>
- 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

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

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



In this issue:

- November title picture - celebrating 105 years of ship-launched aircraft, on November 6, 1915, Lieutenant Commander Henry C. Mustin was successfully launched by catapult from the deck of the USS North Carolina while it was underway.
- Events on the calendar may be cancelled or virtual, depending on existing state and local requirements for dealing with the COVID-19 pandemic.
- A Very Good article on preflight inspection following maintenance (or build) starting on page 6.
- The Chapter Election is here! See page 8 for a link to the online ballot and candidate info!
- 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.

Congrats to new Chapter 43 member Lance Boehmer (and instructor Brian Young) on completing his solo!



On a Sad Note:

November 3, 2020 – The EAA community and all of aviation were saddened on Sunday, November 1, as Audrey Poberezny, wife of EAA's late founder Paul Poberezny, died peacefully in Oshkosh, Wisconsin, at age 95.

It is often said that behind every success, there are the unsung heroes that made it possible. For EAA, that was a role that was successfully executed by Audrey Ruesch Poberezny with grace, determination, and wisdom. EAA and all of its members over nearly 70 years owe her an immeasurable debt of gratitude.



"Audrey was indeed EAA's First Lady and the quiet power behind the leader in EAA's formation and development," said Jack J. Pelton, EAA CEO and Chairman of the Board. "She supported Paul from the very earliest days of EAA, from being the sounding board for ideas and balancing the books, to answering the phone and typing out membership cards. Audrey did whatever needed to be done, but never sought the spotlight for herself. Her understanding of people was also a gift that helped EAA grow and thrive into its unique place in aviation, and her warmth will be remembered by all who knew her."

Tributes to Audrey and her role in EAA's success also came from throughout the aviation community. Among them:

"We are thankful that Audrey shared her (NAHF) Enshrinee husband, Paul, and Enshrinee son, Tom, with all of aviation and made room for their family to dream and grow an institution." – National Aviation Hall of Fame

"Audrey was the First Lady of EAA and together with Paul built an organization that is the backbone of sport aviation around the world." – Jim Irwin, Aircraft Spruce & Specialty

Although Audrey stepped away from public events following Paul's death in 2013, she did return to EAA AirVenture Oshkosh in 2014 to accept the organization's highest honor, the Freedom of Flight Award, in recognition and thanks for all that she did to build the organization. Audrey was also interviewed in 2019 in advance of the 50th consecutive EAA fly-in at Oshkosh, an interview that was part of an evening program at the event.

Audrey was born January 24, 1925, in Milwaukee, Wisconsin, to Thomas and Lillian Ruesch. She attended West Milwaukee High School and was often voted "best dressed girl in school." There she also met young Paul Poberezny, who the family noted was never considered for anyone's best dressed list, yet in 1944 became her husband for the next 69 years.

Audrey is known to many in aviation as the "First Lady" of EAA, the aviation organization she and her husband founded in 1953 while he was serving in the Wisconsin Air National Guard. Because Paul was gone so much, it was up to Audrey to provide the continuity to keep the organization going during those early years. Paul often said, "Without Audrey, none of this would have happened."

Audrey never sought a public role while building what quickly became a worldwide organization, choosing instead to work diligently behind the scenes to ensure things stayed on track. Her consistent leadership, strong administration, and people skills led EAA through the first formative decades. You always knew exactly what Audrey had in mind. There was no gray area, no vacillating. She never lost focus.

In the early years, she also worked alongside the volunteers, helping clear the site for the first EAA fly-in convention, beginning more than a half-century of Oshkosh conventions. Later on, she greeted guests from around the world, ensuring they had a most memorable experience. She was always there, fingers on the pulse, always ready to steer the ship.

Although not a licensed pilot, Audrey knew her way around airplanes – both inside and out. Displaying a fearless streak, she became the family's first – and only – wing walker. She was also an extremely skilled seamstress. Paul took advantage of this and put her to work stitching fabric for his many aircraft projects. She also enjoyed crocheting items for a local hospital.

When great-granddaughter Charley arrived, Audrey headlined four generations of Poberezny family females, another highlight in a life full of highlights. She once hinted it was her favorite.

Audrey was preceded in death by husband Paul (2013) and is survived by her son, Thomas (Sharon) Poberezny; daughter Bonnie (Chuck) Parnall; granddaughters Lesley Poberezny and Audra (Dave) Chaimson; and great-granddaughter Charlotte "Charley" Hoy. All currently reside in Wisconsin.

At this time, only a private family service is scheduled. In lieu of flowers, memorials in honor of Audrey's life and legacy can be made to the Evergreen Foundation, 1130 North Westfield Street, Oshkosh, WI 54902.



Advanced Preflight After Maintenance

The General Aviation Joint Steering Committee (GAJSC) and the National Transportation Safety Board (NTSB) have determined that a significant number of general aviation fatalities could be avoided if pilots were to conduct more thorough preflight inspections of aircraft that have just been returned to service. In-flight emergencies have been the direct result of maintenance personnel who have serviced or installed systems incorrectly.

Maintenance-related problems are one of the most deadly causes of accidents in general aviation. Contributing to this is a pilot's failure to identify maintenance discrepancies because of a lack of knowledge and improper techniques used during the preflight of the aircraft.

So What Can Pilots Do?

Conduct an Advanced Preflight that goes beyond the normal preflight checklist. Advanced preflight is a program that helps you become more aware of all the safety-related data on your aircraft, and focuses on a detailed approach to your preflight inspection, based on your aircraft's maintenance history. While this requires some time, consider developing an additional items checklist that can be used in conjunction with the aircraft's preflight checklist for all future



preflight inspections. It is a valuable tool whether you own, rent, or borrow an aircraft.

Put Yourself in the Right Mindset — assume that there is something wrong, even if you used the best mechanic. Mechanics typically do an excellent job, but if you assume that all is right, you'll miss catching any possible mistakes, worn items or improperly rigged items, or whatever else might be wrong. Always look over any part of the aircraft that has maintenance performed on it.

Use Your Senses, and a notepad, to write down anything you sense is not right. LISTEN to the airplane (not just the engine!). Do you SMELL

anything abnormal? Fuel? Oil? Does it vibrate more than usual (FEEL)? Do you TASTE (or smell for that matter) any of that acrid smoke that comes with burning electrical items? Step 10 to 15 feet back from the airplane. Does anything LOOK out of place? Be prepared to abort takeoff if something goes wrong or doesn't feel right.

Before Your First Flight After Maintenance:

- ✓ **Learn all you can about the maintenance that was performed.**

Discuss all work that was done with the mechanic. Ask what to look out and watch for during the first flight. Do not just accept that the work was done. Ask: What was touched, repaired, or replaced, and what was accomplished?



- ✓ **Don't assume the part(s) replaced are the only parts removed.**

Ask what was removed and/or disconnected to facilitate the work performed. Often disassembly needs to be done to get to the inoperative part. For example:

- ◆ Upholstery / seats, tracks, floors / emergency exits
- ◆ Interior and exterior access panels especially in hard-to-see places of the aircraft
- ◆ Yokes / control cables, linkages, and surfaces
- ◆ Equipment and appliances / wires and connectors
- ◆ Hydraulic / vacuum / brake / pitot and static / fuel lines

- ✓ **Pay attention to trim positions. Check for unimpeded flight control surface deflections. Make sure they go in the proper direction!**

- ✓ **Make sure all inspection panels are secure and their fasteners are tight.**

Inspect all control fasteners for missing cotter pins. Inspect locknuts, making sure the bolt or stud extends at least the full round or chamfer through the nut. Flat end bolts, studs, or screws should extend at least 1/32 inch through the nut. Check all visible bolts. If there's a hole in the bolt, it requires safety wire in it. See FAA Advisory Circular AC 43.13-1B for procedures.

- ✓ **Check fuel tank for water, sediment, and proper fuel grade.**

Use a sampler cup to drain a small quantity of fuel. Place it in front of a white (not blue) background to see what's in the fuel. Pull out the strainer drain knob for about four seconds to clear it of water or sediment.

- ✓ **After an oil change, always check the engine oil level to ensure it has the proper amount of oil.**
- ✓ **Always check your logbook and paperwork prior to flight to ensure the correct records have been entered.**

Check for proper log entries for the work performed and the return to service, or the aircraft isn't legal to fly. Always ensure you have your aircraft's correct documents (e.g., airworthiness certificate and registration) onboard.

- ✓ **If you see a warning tag / sign on the aircraft, or on the sign-out or status board, DO NOT FLY THE AIRCRAFT! Check with the maintenance facility prior to taking the aircraft.**

- ✓ **Participate in, or observe your mechanic perform, an annual or 100 hour inspection.**

It's a great way to learn about your aircraft's systems, components, and any areas prone to failure or weakness.

Resources

- NTSB Safety Alert — Advanced Preflight After Maintenance:
<https://go.usa.gov/cK7Py>
- FAA's Advanced Preflight Pamphlet:
<https://go.usa.gov/xVv44>
- "Advanced Preflight," *FAA Safety Briefing*, Mar/Apr 2012:
<https://go.usa.gov/cK7ma>



Election 2020!

Not that election, the one for Chapter Officers and Directors! We're electing 2 Vice Presidents, 2 Directors, and 2 Backup Directors. <https://www.surveymonkey.com/r/ZFY9R8F> is the link for the ballot, and Meet the Candidates!

For Vice President or Director/Backup Director:

I'm Larry Earnshaw, a 1600+ hour private pilot flying for over 25 years. Most of my flying has been in a Cessna Cardinal which I've flown throughout 1/2 of the lower 48 states and Alaska. I enjoy flying Young Eagles and mentoring those with aspirations of becoming pilots. Member EAA National, Ch 43, Colorado Pilots Assn., AOPA, and Cardinal Flyers Org.

Starting off, my name is Sean Olson. I am running for the position of a Director in EAA Chapter 43. For those who cannot place a name to a face, I am Stephanie Olson's father (red head taking flight lessons).

My knowledge of aviation is minimal, although I have been around various types of aircraft through the years. Aviation has been a passion of mine, and I thoroughly enjoy anything to do with flying.

Now, being involved with EAA 43 and Young Aviators, I like the challenge of planning, setting up, participating and most of all interaction with these groups. I would be honored to represent EAA 43 as a vice president or director, and to use my determination and loyalty for the best interest of the chapter.

I read the bylaws and am up for the responsibility, and the commitment of the appointment.
Sean Olson

P.S. By the way, after flying on 11-4-2020, Stephanie has 10.5 hours of flight training.

Hi, Steve Paschke here, former vice president, now webmaster, am thinking I would run for Director since I haven't done that yet, but I'm running for VP since a second candidate is needed. I am finishing up my first project and am planning to do another. I am an IT professional by trade.

For Director/Backup Director:

Kirk Brennan is building a Viking Dragonfly, and provides meeting space for both the VMC club and for Young Aviators, who have flown drones in his business's warehouse.

Phil Brown, a Lifetime EAA member, fell in love with EAA at Oshkosh 1976, his first. He has missed only two Oshkosh AirVentures since. He often flies a Pober Pixie that he fell in love with at that Oshkosh '76, and built from scratch in his Indiana basement. He also has owned for 33 years and flies a Piper 180 Comanche. Phil holds CFI, CFI-I, and Multi engine, and hot air balloon instructor ratings, He served as EAA Chapter 43 VP in 2016 & 2017, President in 2018 & 2019. He envisions aviation as a great path for young people to brighten their lives, both culturally and occupationally and serves on the Chapter 43 Scholarship Committee. EAA can be the hook that gets a kid involved in a lifelong love! Be safe, wear a mask for now!

My name is William Heltzel and I have been an Arvada resident for over three decades. I have been an A&P for about seven years, and a member of EAA 43 and 301 for about six. I obtained my A&P because it was a challenge and I wanted to build my own kitplane.

My professional background is in IT networking, application support, and aviation. I enjoy working on GA aircraft generally, and E/AB specifically.

My aviation volunteer experience includes working Young Eagles events for 301 for two years, and in January I began work as a Tech Counselor for our chapter.

Let me know if I can be helpful to you!

Chuck Kubin, running for Backup Director - I'm probably the most experienced unlicensed pilot around, recently completed ground school and will soon FINALLY start flying lessons. Meanwhile, I "instruct" newbies in three sims at Wings Over The Rockies, where I am a docent and run the Boy Scouts aviation merit badge class.

I regularly run about 75 scouts per year through Chapter 301's Young Eagles program, and created the nose art for the B-25 and served two years (so far) as gatekeeper and back-up briefer for Scott Serani at Oshkosh. A 21-year USAF vet and out-of-practice A&P, I got the donated gyrocopter running and ready for sale.

Circumstances placed me in the right seat in the Goodyear blimp, turret gunner in two B-25s, tailgunner in a B-17 with Lt. Gen. Ira Eaker, and right behind the "miracle on the Hudson" crew in a 1927 Ford Trimotor. Longer stories on demand.

I hope to bring my willingness to volunteer and a creative mind to both chapter activities and Young Aviators support.

Pete Watkins is a long-time Chapter member and regular volunteer for the annual Picnic and Pizza Party. He's also a good mechanic, and has helped with a number of builds of aircraft and other vehicles. Pete is currently a Director and wants to serve another term.

Stephanie Wells has been a member of Chapter 43 since 2004. She built a light-sport amphibian Aventura II with help from many members of Chapter 43. Later she purchased an RV-6 and then an RV-7. She currently owns the RV-7 and a 1/4 ownership in an Cessna 182. She has served as EAA 43 Secretary and been on the board. Stephanie is a CFI and CFI-I, and offers flight reviews and instrument proficiency checks free of charge to Chapter 43 members. She serves as the CFI for the VMC club, and CFII for the IMC club. She currently serves on the board and would like to serve for another term.

Go to <https://www.surveymonkey.com/r/ZFY9R8F>

and VOTE by Friday, November 13!

***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



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

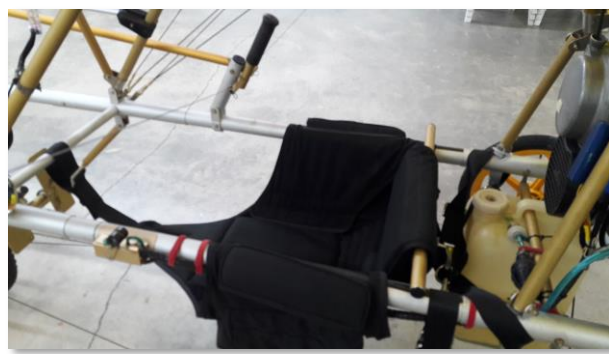
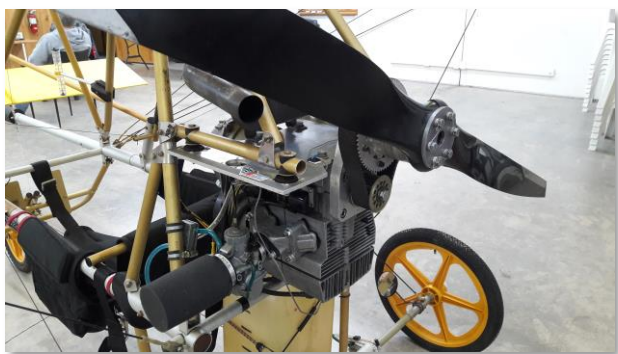


Very Nice 83/84 Pterodactyl Ascender II Ultralight Aircraft

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. TTA 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, October 10, 2020

Director Stephanie Wells opened the meeting at 6:03 PM and introduced and reiterated our Covid announcement, and asked virtual attendees to mute their mikes.

Anecdote

(Val didn't take sufficient notes here...)

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.

Meeting Dedication

Cliff would like to dedicate this meeting to Mike and Jenny Sutton for taking on the role of Scholarship Chair. This an incredibly important role.

Also to an anonymous donor for their extremely generous scholarship gift helping to improve the opportunity for young people to take flight.

Trip Reports

Any interesting training exercises?

Larry Armstrong flew up to Casper, WY yesterday through smoke until about 5 miles out of Cheyenne. South of Fort Collins, it was so smoky he couldn't see the ground and relied on his artificial horizon. Conditions were better north of Cheyenne.

Bill Mitchell and Jim Sutton flew Jim's RV-9A to look at a Smith Miniplane (probably NOT the one pictured below). Smoky enough to file between Cozad, NE and home. The Miniplane had a O-320 instead of the standard C85 engine!



Stephanie Wells flew out to Sedalia, MO. 3 hours, 5 minutes with a 20kt tail wind on the way out. She came back yesterday in good weather in 3 ½ hours.

Training missions

Gary Gregory how's it going? Val Gregory reported that Gary's retraining continues despite scheduling difficulties and the exercise box frequently being closed due to wind or smoke.

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 (Val needed to nag more, no photos this month except the ones she found online. She'll make more of an effort next month.)

Steve Paschke has replaced the auto engine gauges on his Adventurer 333 with a monitor and is looking for a Motsi (sp?) transponder (Jim Sutton has one). He's also working on the landing gear. Stephanie Wells recounted a gear failure on her amphibian, it wouldn't come down for landing. She was considering Stanley Lake but was able to shake the gear loose with some low G maneuvers.

Andre' Smith is working on a panel upgrade for his RV-6, had first engine start a couple weeks ago but burned a valve.

Glenn Farrant's Kitfox brakes were sticking during its taxi test so he replaced the bungies today. Now his hands don't work!

Brian Garrett (and wife Laurie) have a Sling TSI on order.

Stan Specht helped Paul Phillips retrieve his Kitfox 4 from Leadville. Engine power had dropped on take-off. Paul walked up to the airport following his crash. He rated the plane a 5 on survivability – 50kt, tube and fabric, seat belts high enough not to compress his spine. It was hard to get the plane disassembled due to the damage.

Safety Reports

Bill or Steph do you have anything to present???

Cliff Goldstein (online) talked about a Sirius pilot flying IFR got off-course and didn't know it, resulting in a fatal crash. The plane's Flight Director didn't match the raw data! Stephanie has experienced the same thing in a 182. Look at ALL the data, make sure it matches.

Young Eagles

Cliff Hasenbalg what's the prognosis going down the road???

The October rally is cancelled. The schedule for 2021 is on the Chapter 43 Young Eagles page, registration will open 2 months before the March event. Cliff is still evaluating the new registration system. EAA Facebook has good ideas for surface cleaning/protection – for example, cut off latex glove fingers to cover the comm boom. Note that there is no 10-flight minimum requirement to earn Young Eagles flight credits, so if you were able to fly some Young Eagles this year, all those flights count.

Young Aviators

Scott Serani is working on a new program with projects for our Young Aviators. Scott, can you talk about this YA Program?

EAA National is offering a multiday camp program kit, \$35 for 10 kids. Scott tried ordering it and told the sales person he was speaking to that it was pretty much what he was already doing with Young Aviators. She disagreed, but Scott pointed out that the kit contained nose ribs that were built by our Young Aviators, and she shipped the kits.

SCHOLARSHIP COMMITTEE

Next meeting on Monday (Oct 12). Stan Specht said the previous meeting, held at FlyteCo, was successful.

New and Old Business

A suggestion to have our next meeting at FlyteCo Brewery was suggested, we could do it in a hanger locally or go back to zoom meeting including a virtual speaker.....discussion and decision

A poll was made with meeting attendees and ~2/3 approved holding the November meeting at FlyteCo. (Subsequent Covid requirement tightening has caused that to be cancelled, we'll be fully virtual in November and beyond, until the infection numbers improve and restrictions are eased.

IMC/VMC

First VMC club meeting will be held next ~~Wed~~ Tuesday and monthly on the second Tuesday of the month, at Kirk Brennan's business on industrial lane in Broomfield with cookies and water. For questions call Andre' Smith. That meeting will also be on Zoom. Open to all, VFR or not, pilot or not. The IMC club meets at Coordinator Larry Earnshaw's hangar at EIK and Larry's wife provides the cookies. (Note that November and on meetings of both VMC and IMC clubs will be virtual due to Covid restrictions, see newsletter calendar for contact info to get Zoom instructions.

Tim Directory Report---Pictures

The directory needs your picture! Help us put a face to your name! Email to timstansbury88@gmail.com

Has anyone reviewed the list of virtual speakers on the EAA web site? Do we have any recommendations? Let Cliff know. Stephanie Wells noted that the 99's have been utilizing online speakers as well, and that things work better if the meeting is fully virtual.

Elections

Val can you please review the candidates, VP positions and general board.... Virtual ballot (survey format) will go out in November AFTER the general election, surveys need to be completed by end of day November 13. No stuffing the virtual ballot box (hoping to set things up to ensure that...)

Val reviewed the candidate list and many of the candidates were able to let her know what position they wanted to run for, see page 8 in the newsletter for candidate offices and bios. Online ballot is drafted and its announcement should happen about the same time as the newsletter is published. Val also spoke to a true mail-in ballot for the one Chapter member who doesn't computer, that will be enclosed along with a postage paid envelope with his paper copy of the newsletter. Voting closes on November 13th, so go vote when you get the announcement (or newsletter). I know our mail-in voter takes his responsibilities seriously, so results may be delayed until the week after the meeting if the Post Office can't get stuff across town and back in time. You guys should understand how that works, right?

Respectfully Submitted,
Val Gregory
EAA Chapter 43 Secretary

IN CLOSING...

BEFORE THANKSGIVING:



AFTER THANKSGIVING:





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
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.