



Mile High Flyer

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



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On the web @ www.eaa43.org

July, 2019

CONTACT!

As I'm sure everyone is aware, we lost a very important soul during June. The sad event has made me realize some wonderful things about our Chapter 43.

It didn't take long for this newbie to meet Mary and Bill Mitchell. Maybe it was just that they always appeared as a pair. Maybe it was because they were so devoted to each other. Maybe they stood out because they were little? Maybe it was because they were so friendly and open. I can honestly say that Mary and Bill were the first chapter members that I feel like I knew.

The communications that followed from Mary's death, and the funeral, and the large number of EAA people present at her memorial service brought home to me how much EAA is a family. A real family! Our chapter in its eclectic parts is a large family of people that have come to know one another and who have lovingly chosen to interweave their lives. Yes, there's a focus, love of aviation. But while it may be the focus, the substance seems to be the family. And it's a family with a high purpose.

I'm very impressed with our chapter. We have a lot of people who give of themselves and care a lot. The meaning of this family became all the more meaningful with the loss of one of us, a sweet little gal with a perpetual smile and kind word. Goodbye Mary, and thanks so much for being one of us. You've contributed a lot to the strength of this part of your family. And you've helped us to see the goodness that you brought out in each of us.



Safe landings, Phil

Photo Credit, Deb Harris

Next Gathering - [Saturday, July 13, 2019](#)

9-11 AM RV-14 Tour at Eclipse Engineering, 2540 Main Street Unit B, Erie (west side of EIK)

Then 6 PM @ the Mt. Evans Room in the Terminal Building @ Metro Airport (BJC)

Presentation for the July Membership Gathering

Jeff Jones will host an RV 14 Build and Hangar Tour at KEIK in the morning for those who can attend. He will talk about his project in general, from inception to completion, and how he managed the project. He will introduce some of the new builder ideas he's come up with, some of the problems managing multiple helpers, and the time element involved in throwing all together.

Upcoming Events Calendar

2019 EVENTS

JULY

Sat	6	Granby Pancake Breakfast and Fly-In, 7 AM - 10:30 AM, Granby Airport. \$6 for adults, \$3 for children, proceeds benefit EAA Air Academy scholarships.
Mon	8	EAA Chapter 648 Membership Gathering, LMO, 7 PM
Tue	9	EAA Chapter 1627 Membership Gathering, 6 PM
	12-14	Collings Foundation Bombers, 3 PM Friday - 5 PM Sunday, Northern Colorado Regional Airport (FNL), Loveland, CO https://www.collingsfoundation.org/event/ft-collins-co/
Sat	13	EAA Chapter 43 Young Eagles Rally, EIK 7:45 AM (a week early due to AirVenture)
Sat	13	Jeff Jones Hangar Tour at Eclipse Engineering, Erie Muni Airport (KEIK), 9 AM - 11 AM
Sat	13	EAA Chapter 43 Membership Gathering, 6 PM
	14-20	Apollopalooza at Wings Over the Rockies.
	16-21	International 99s Conference, Dayton, OH https://www.99sconference.org/#/event
	19-21	Janesville Warbird Weekend, Janesville, WI (JVL) https://jvl19.splashthat.com/
	22-28	EAA AirVenture Oshkosh 2019

AUGUST

	2-4	Park City Utah Fly-in, Herbert Valley Airport (KHCR), Heber UT. Registration required. https://coloradopilots.org/content.aspx?page_id=4002&club_id=612720&item_id=947926
Sat	10	EAA Chapter 43 Membership Gathering, 6 PM
Mon	12	EAA Chapter 648 Membership Gathering, LMO, 7 PM
Tue	13	EAA Chapter 1627 Membership Gathering, 6 PM
Sat	17	EAA Chapter 43 Young Eagles Rally, EIK 7:45 AM
Sat	24	Southern Colorado Free Fly-in Pancake Breakfast, KPUB, Pueblo, CO. Hosted by Southern Colorado Flight Professionals LLC, EAA Chapter 808, and the Ninety-Nines. RSVPs recommended at www.socoflightpros.com

In this issue:

- Heading to Oshkosh a few days early and wondering what to do? See the calendar above, Janesville is only 2 hours (driving distance) from OSH...
- Note the activities on July 13 in the calendar - change in schedule for this month's Young Eagle event to accommodate AirVenture AND a two-part July meeting program, with a hangar tour of Jeff Jones' RV-14 at EIK from 9-11 AM, followed by the regular membership gathering at RMMA at 6 PM.
- Young Eagles' Rural Outreach had two events in June, see the next page for a debrief. Interested in more info? See Chapter 43's Young Eagles Facebook page at <https://www.facebook.com/Young-Eagles-EAA-Chapter-43-133824303354328/>
- On page 4, a really nice email from Paul Hahn on meeting the 2020 ADS-B requirements.
- This month's Chicken Wings is wa-a-ay back on page 10. It's the latest of a series on "classified" projects. The Newsletter Publisher has some background, and is easily amused by Chuck's fascination.

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!

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. I'm still struggling with input that's not electronic, but you can email newsletter@eaa43.org with anything ya got in electronic format. Be aware that Gmail limits attachments to 25MB, so if it's bigger than that, try multiple emails.

Young Eagles Rural Outreach

We had our first outreach rally in Ft Morgan, CO and our second in Limon, CO. I personally feel it was a great success and the rural communities were very appreciative of our members effort in bringing the EAA Young Eagles program to there local area. We flew 49 (29, 20) kids with 5 planes at each event. Thanks to the volunteers – Pilots- Herrill Davenport, Cliff Goldstein, Paul Hahn, Clifford Hasenbalg, Myles Lee and Stan Specht. The ground volunteers – Daphne Davenport, Wendy Elliott, Nicholas Koukoutsakis, Nila Lee, John Reading, Dale Serani, and Scott Serani. Photographers – George Kindt (Ft Morgan) and George White (Limon). My apologies to anyone I missed. Now that we have these two in the books. It's time to evaluate the events. In Ft Morgan the ground crew drove in giving us a great presence with our tent, tables and our banner. In Limon the ground crew flew in with the pilots. We were unable to bring the tent and tables. So our presence was not as visible. The important thing is we made a bunch of kids so happy. The Facebook photo albums of the events have double the views that our regular events get. Plus wonderful comments about the events The local papers were on board with our Young Eagles Rallies and The Limon Leader did a follow up article on the event. I would love to hear feedback from my volunteers. In short is the extra effort and expense worth it? How far is too far?

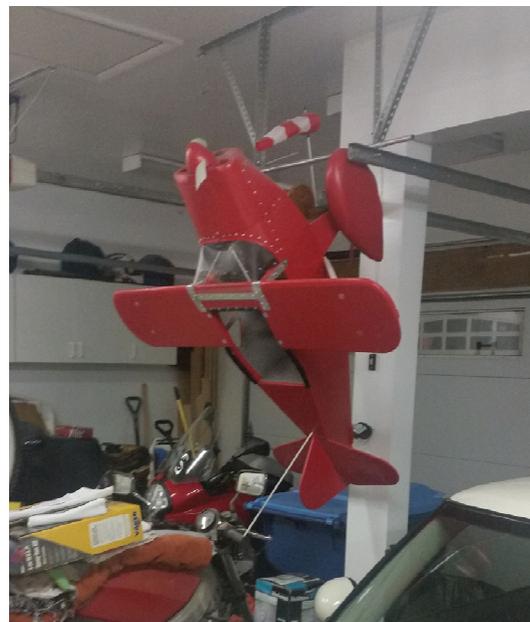
Clifford Hasenbalg
Young Eagles Coordinator



In other news, wanta be part of a Guinness World Record at AirVenture? Got one of these hanging out in your garage or hangar?

From: Rob Peterson <robdtw@gmail.com>
 Subject: **Pedal Plane Guinness World Record**
 Date: May 3, 2019 at 7:44:04 AM MDT

Hello, I'm writing to find out if your chapter or any chapter members have a toy pedal powered airplane. On July 24 of this year, during EAA's AirVenture, a group of pedal plane builders will attempt to establish a new official Guinness World Record for the largest parade of pedal powered toy airplanes, and we need your help. In order to establish this record, we must have a minimum of 50 planes complete the parade route. We are closing in on this number but still need more planes. There are no costs or fees associated with this event, beyond your admission to the airshow. In addition to planes, we are also in need of volunteers to act as independent witnesses, stewards, and videographers. If you or your chapter are able to help in any way, please let me know via email with the subject line PedalVenture. Below is a link with information regarding time and place.



<https://www.facebook.com/events/311922356269636/>

Thanks in advance for your help.

Rob Peterson
robdtw@gmail.com

Are you ready for the 2020 mandate on ADS-B out?

I thought I was, until I got a letter from the FAA stating otherwise. Several years ago I installed a new panel in my RV-10 homebuilt using an ADS-B compatible system: Grand Rapids Technology EFIS, Trig transponder, and an IFR-certified Garmin GPS. I had no clue that my 150 flights over a two year period were **ALL** out of compliance with the regs (91.225 & 91.227). It turns out that my configuration and set-up of the TT22 transponder and the GTN650 GPS was good enough for ATC but the required accuracy codes were either wrong or missing from the broadcast data packets.

I got the info I needed from Grand Rapids Technology avionics help desk and all was set straight after a few programming changes and test flights. If you go to this web-site adsbperformance.faa.gov/PAPRRRequest.aspx and request a performance report of your aircraft system, you will receive an email with attached pdf copy within 20 minutes of the request. All areas of non-compliance will be highlighted in brilliant red boxes. It might be a good idea to see if you have any bugs in your system by requesting a report before the deadline arrives.

Paul Hahn
 N82FF

Want Ads & articles for publication may be sent to the editor - newsletter@ea43.org

Want Ads



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!

Challenger II Ultralight Serial Number CH2-0908-CW-2850

Kit in unassembled form, includes Hirth 3202-03 engine, seats, and transport racks. Asking \$20,000. Please see photos at <https://1drv.ms/f/s!Aq1feZw5G-ofkRNBH9qLknRGMcKI>. Located at Pueblo West. Contact Daryl Jacobs, daryljacobs46@yahoo.com, 208-421-3589 cell.



For Sale

2012 Zenith 601XLB

Affordable flying!

\$28,500

Corvair powered Zenith 601XLB
The airplane can be flown from either side,
potential trainer airplane.
Always hangared. Location SE Michigan.

The airplane has the following features:

- Corvair engine, uses 100LL fuel
- 30 gallon fuel capacity, 4 - 5 hr range
- Useful load 441 lbs
- Dynamically balanced Whirlwind propeller
- Leather seats and armrest
- Electric trim for ailerons, elevator and flaps
- Brakes and throttle on both sides
- Vernier mixture control
- Fuel primer
- Y stick with push to talk switches
- Sigtronics Sport 200S intercom
- Microair 760 radio transceiver
- Microair T2000SFL transponder
- Stratus ADS-B receiver
- Dynon EFIS-D6
- Wingtip strobes and NAV lights
- LED landing and taxi lights
- New tires and brake pads
- Koger canopy shade
- Canopy vents
- Wheel pants



- Wing lockers
- Winter kit

I am the builder of the airframe and the sole person that implemented the building and installation of this Corvair engine that has given me 860 hours of affordable, fun flying, local and multiple x-country flight, some over 1,000 miles.

Ron Lendon
586-484-3391

Mile High Chapter 43 Denver, Colorado Saturday, June 8, 2019

Gathering opened at 6:02 by President Phil Brown.

VISITORS AND NEW MEMBERS

- Please tell us about yourself:
- Name and where you live
- Do you fly? Months? Years?
- Own or rent? Building anything?
- Flying HOPES?
- What led you to us?
- Sign our sheet and get a six-month trial chapter and EAA membership! (FREE!)

Tom Hayes was an Army Helo mechanic for 4 years, a Chinook Pilot and aircraft test examiner for 16 years. He likes beer and working on airplanes, and got hooked by a friend's Zenith 750 with a Rotax engine. He's hoping to build his own.

Don Chandler lives at the Anthem Ranch near Erie and currently flies RC planes and sailplanes. His dad had businesses in Englewood, including Intermountain Inspection, which did weld inspections. He remembers seeing a Titan fairing in his dad's shop at one point. Interested in helping with a build.

Michael Sabino is in Lakewood. He soloed in 1979 before college, was licensed in 1995 and has his IFR certification. He's hooked on YouTube plane building videos, and is a long-time EAA member.

MEETING DEDICATION: Scott Serani

Although his attempt to secure a hangar fell through, Scott is the main driver behind our Young Aviators organization and their B-25 simulator. He received a standing ovation. He said that the chapter is a big family (with a few kooks).

TRAVEL REPORTS

Phil asked for reports from the May 18th chapter flight and lunch at Greeley; he was sick and couldn't go.

Stan Specht flew with his friend Paul (in their respective planes) to the Arizona Kitfox Fly-in. They flew through Corona Pass at 13,500', and it was so calm that they stayed at that level to Moab. Stan recommended the wonderful FBO at Flagstaff. They also flew in a fly-in mass migration (with permission) to Thunder Ridge Airpark near Phoenix. Coming back the weather was - not as nice as heading down. Northern New Mexico featured a 42-45 knot headwind with frequent cross winds. In Colorado both pilots struggled with variable winds - Stan stayed high skirting Class Bravo airspace where it was slightly better, Paul went low and further west and got beat up. On approach to RMMA, winds were from 60° left gusting to 35 knots, then switching to 60° west, then straight down the runway on landing at 13 mph (the plane, not the wind). Stan warned us to be careful with Bravo/Delta airspace - unintentional violations may result in an FAA tap on the shoulder months later. Cliff Goldstein noted that they probably should have asked Approach Control for permission ahead of time. Paul did suggest that, but by that time both were too busy to hunt up the frequency. Something to plan for in advance.

PROJECT REPORTS

Zach Malone is procrastinating on the leading edge install on his Pitts build, since it will nail down the wing structure.

SAFETY REPORT

The presentation slide featured the "Don't do anything dumb" placard on Herrill Davenport's dashboard. Stan Specht noted that no one had asked about oxygen use at altitude in his trip report. Paul had an oximeter and a breathing method to enrich oxygen transfer by inhaling, pushing out without exhaling, then exhaling.

YOUNG EAGLES - Cliff Hasenbalg

Flight coming up hopefully on Saturday, June 15, Erie Airport, 8am. Cliff pointed us to Ingrid's pictures and videos on the Chapter 43 Young Eagles Facebook page, <https://www.facebook.com/Young-Eagles-EAA-Chapter-43-133824303354328/>. Young Eagles' rural outreach debuted June 1 at Fort Morgan followed by an event at Limon on June 8, flying 31 kids in total. This effort needs to continue! Logistics needs work, but both events were highly successful. Cliff thanked Scott & Dale Serani for ground support. 5 planes were involved, with the RV-10s flying up to 3 kids at a time. Upcoming events include Jewish summer camp flights on June 27 (15 kids) and July 10 (20 kids). Last year the camp showed up considerably late to these events, if that happens this year, Chapter 43 will pack up and go home. Stan Specht said Cliff deserved a lot of credit for rural outreach - the kids are appreciative, well behaved, and well backed by their parents. Cliff Goldstein made an off-hand remark about "where's coffee?" and a mom ducked out for coffee and donuts!

YOUNG AVIATORS

The B25 upgrade is almost done; crew training for KidVenture at Oshkosh is about to start. The simulator software can be finessed to maintain 7-10 minute mission duration. Jeff Jones recently spent a solid hour shooting attacking fighters down from the B25 turret. Need to schedule the October or November meeting at the Serani hangar so the Chapter can get in on the fun! Cliff Goldstein offered kudos to Fredy Tello, who joined the chapter last year and has been the driver behind the electronic upgrade. The PVC simulator has been added into the mission mix, cast as a P-51 escort. Young Aviators will be taking the B25 to Utah at the end of June, then to AirVenture in July. Phil noted the lines of kids waiting for their turn!

(Note: Since this meeting plans have evolved to move the AirVenture Debrief Pizza Party from the Miller's to the Serani hangar in September, when the weather is more likely to accommodate trying our hand at B25 crew.)

AIRVENTURE

Phil Brown advised us to GO! 1st time or 30th! He passed around a signup sheet for volunteers at KidVenture rib building and the B25. Kids can earn a full toolset for completing the full range of KidVenture activities. Steve Beach has been instrumental for getting rib parts produced. Volunteer! Phil has attended 43 times in the past 49 years (that's right, this year's AirVenture is the 50th!) Val Gregory talked about camping on the grounds at Camp Scholler and Scott Serani recounted group camping with Young Aviators (introducing the kids to Blazing Saddles!) Bud Anderson! Kit planes! Warbirds! "The Year of the Fighter", including the F-15/16/22/35 and A-10. Forums on every aspect of flying and hands-on building techniques. Airshows, including a spectacular night airshow.

NEW & OLD BUSINESS

- √ The hangar pretty much fell through. :(Scott Serani tried SO hard. Still looking, any leads welcome!
- √ September Pizza Party usually at Lynn & Pat Miller's home, need new home for next year.
- √ Nominations for new officers coming - please step up! Phil said Chapter 43 is the most active chapter he knows of, and new officers and board members are needed to keep it vital. Among the benefits of serving in chapter leadership is meeting and learning about chapter members.
- √ **SCHOLARSHIPS** - More applicants needed! Specifically for the EAA National's Ray Aviation Scholarship: \$5,000-\$10,000, and funded fully by the National Organization. Candidates must be 15-19, possess a student pilot certificate and a FAA medical (if applicable). Glider and powered students are welcome! Contact a member of the scholarship committee if you know someone who qualifies, this scholarship is open until the end of the year.
 - Chapter Scholarships: Funded by the chapter. Application form is on the chapter website. Candidates are interviewed in November/December timeframe.
- √ Pat Smith (Don's wife) is donating Don's model collection (Don Smith owned a model store). Phil will be bringing them to the pizza party, which generally includes a rummage sale with proceeds donated to support the Scholarship Fund and/or other Chapter activities such as Young Eagles and Young Aviators.
- √ Cookies to John Evens, Emmet Dowling, and John Reading. Thanks for your help proofing the newsletter!
- √ Bill Mitchell - Mary gets to come home from rehab tomorrow (6/9).

CROSS-POLLINATING

No volunteers this month

Respectfully submitted,
Val Gregory

TONIGHT'S PROGRAM

John Evens, Chapter 43 - Aircraft Building

A Chapter 43 member since the early 1970s, John will give a talk on his aircraft building experiences, beginning in his early years and continuing to today.

Cliff Goldstein introduced John as someone who speaks to the quality of our members - so helpful! A great dad and husband, John earned his engineering degree from the Montana School of Mines (now called the Montana College of Mineral Science and Technology) and owned a commercial refrigeration business. His Thorp T-18 has won awards at AirVenture. Cliff said John had passed up a meeting with Nancy Pelosi and the Democratic Committee to speak to us tonight (a dig at John's conservative politics).

John commented that there are so many aircraft building techniques, so he'll be speaking on the ones he's dealt with. He warned us that a program he gave years ago on corrosion was voted the chapter's most boring. Tonight he'll be covering his love of aviation, aircraft building, and the two planes he's built.

Born in Chicago, he has early memories of his dad's plane - a Gullwing SR Reliant Stinson with a 300 hp engine. His dad recovered the tail in their apartment attic. John's dad was inspiring, and he died too young at 73. His dad's first plane was a Bamboo Bomber (Cessna T-50? - Ed.) which he traded for the Stinson. He later traded the Stinson for a Howard DGA-15 - lots of power and narrow gear. The family moved to Edgewater, Colorado when John was 4 or 5, then moved to Montana.

John wanted to build a BD-4 when he first joined Chapter 43, and there was a Bede dealer at Meadow Lake. He bought plans but couldn't fly the demo plane due to a flat tire. Then he fell in love with the Thorp T-18 and sold the BD-4 plans to a chapter member who later founded the Boulder chapter. His T-18 was built from scratch from plans; he tried buying some pre-made parts but was so disgusted with the build quality that he sold those parts and built his own. For the first two years, he built metal parts. He had access to a mill, a lathe, and Dean Cochran (introduced to John by John Thorp himself). Dean took 16 years to complete his build and John took 15.

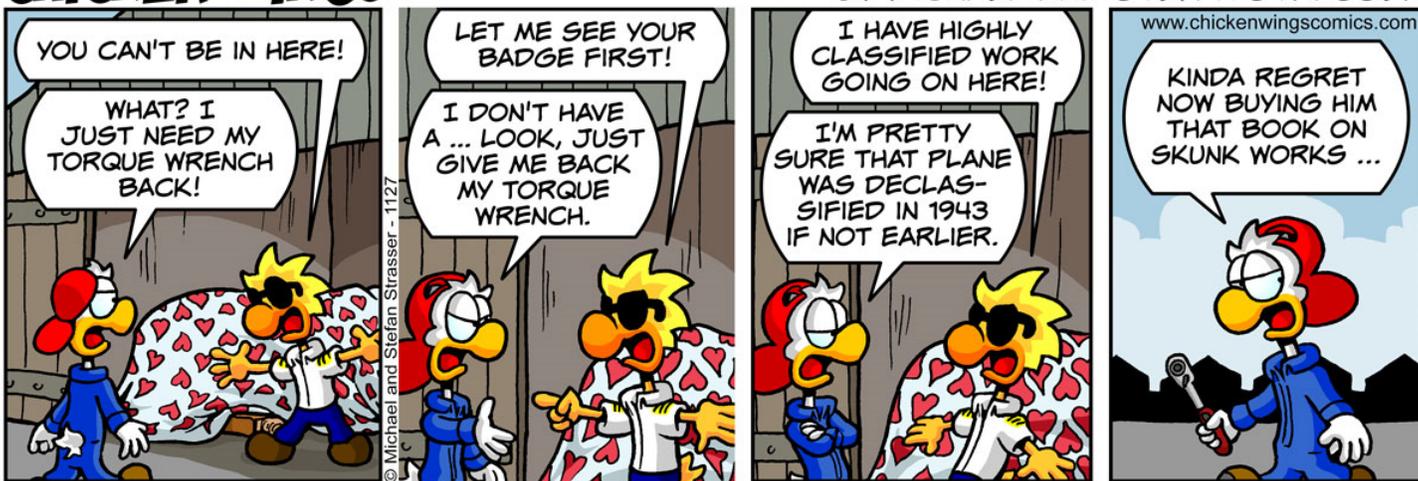
John taught himself chromic acid anodizing and built his own tank. Sulfuric acid anodizing results in a very hard surface with a propensity for fatigue cracking. John confessed to being a little anal about corrosion protection, so his parts were all chromic acid anodized or alodined (chem filmed or chromic conversion coated). Chromic acid anodizing is also used on props, though not on John's wood Cassidy Pacesetter prop. John showed a picture of his homemade bandsaw, now 45 years old!

The T-18's plans included 239 blueprints, many drawn by Thorp himself. Much of the materials used (2024-T3 alclad) purchased from Air Parts. John was in his 20's when he started, his first child was 6 months old - lots of distractions. He walked away from the project for 2 years, then forced himself back. Glen Briesbecker of GB Canopy made T-18 canopies, which are also used on many other aircraft. John Thorp was big in aircraft design, working with Lockheed and Piper. John had to build a lot of form blocks (wood before metal!) He designed and built a pitot/static combo. He bought a 250 Ideal Arc TIG set and did most of the welding on the plane. Thorp pioneered matched hole assembly using a transfer script. If done right, everything lines up with no twist. John loaned his form blocks to a guy west of Boulder, who gave up on his project and gave them away to another builder! John told a story of building a copper bug-zapper that fell on the plane damaging the stabilator at the tail, which he then replaced. He did all the riveting himself - couldn't wait for help. John discussed his method for bending the wing skin to fit the ribs. The T-18 has a 20'10" wingspan, including the Horner fiberglass wing tips he built himself. Had to take out a loan for the \$5140 Lycoming O32D2A engine from WAG-Aero. Dean started Cochran Aircraft to sell the crossover exhaust system he designed and built for his own T-18. John's was still on when he sold his T-18. Dean also trained Larry Vetterman, who built the systems for RV for years. John showed a picture of an engine bracket he bent from 1/4" 4130 steel. He sourced silicon rubber for baffle seals (the baffling was the cause of the 2 year layoff). John's oil separator design was examined by a guy who later started building and selling them! John's panel also had a "Don't do nothin' dumb" placard. He built and sold heater diverter boxes through Aircraft Spruce until he got tired of it and gave the tooling to someone else.

John, Ron Denight, and Dean each designed brackets to attach oil filters to the engine at the angle required to fit the space available. John used a K&N auto filter (more filter area and a bypass check valve). John was the general contractor for his 2nd home in Colorado and moved the build himself. Then he showed how he moved the plane to its hangar using his dad's RV and trailer. The T-18's first flight was in 1990, and John flew it for 28 years, selling it to a friend from Louisiana. Fellow RMMA pilot Ray Krasovich used surplus parachutes as dust covers for his planes, so John sourced some on EBay and set them up with pulley supports from the roof of the hangar he shared with Dean - it didn't work out and was abandoned in a week. John and wife Vicki flew all over the country in the T-18, cruising at 180mph and burning 6-7 gallons an hour. It would climb at 2000'/minute with John and a full load of fuel. John will save discussion of the Kitfox for another meeting, and we closed at 8:15 pm.

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: *Scholarship donations are tax deductible.*

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

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

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

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

HOW WOULD YOU LIKE TO BE INVOLVED IN THE CHAPTER?

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

AIRCRAFT INFORMATION:

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

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

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

2019 Chapter Officers

President	Phil Brown	303-506-3886
Vice President	Cliff Goldstein	720-280-2916
Vice President	Scott McEwen	303-895-5058
Secretary	Val Gregory	303-908-1252
Treasurer	Myles Lee	720-295-8778

Board of Directors

Phil Brown (Chairman)
 Jeff Jones*
 Zach Malone*
 Pete Watkins**
 Stephanie Wells**

(Note: *- 2 year terms expire end of 2019, **- 2 year terms expire end of 2020)

Volunteer Officers

Technical Counselor	Jim Sutton	303-598-4205
Technical Counselor	John Reuterskiold	303-881-3517
Technical Counselor	Bill Truax	303-249-2578
Technical Counselor	Phil Brown (fabric, wood & tube)	303-506-3886
Technical Counselor	Stewart Bergner	303-229-7799
Flight Advisor	Bill Mitchell	303-427-4025
Newsletter Editor	Val Gregory	303-908-1252
Young Eagles Coordinator	Cliff Hasenbalg	303-744-8180
Young Aviators Advisor	Pat Miller	303-666-8233
Young Aviators Advisor	Scott Serani	303-358-2858
Data Base Editor	Tim Stansbury	719-494-7398
Web Master	Steve Paschke	303-451-8490
Safety Officer	Stephanie Wells	303-503-0147
Refreshments	John & Roxie Juul	303-466-2600
Audio/Visual	Herrill Davenport	303-460-7789
Scholarship Co-Chairs	Roxie Juul	303-466-2600
	Zach Malone	443-610-3469
Scholarship Fundraising	(Volunteer Needed)	

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 1 for details of the upcoming gathering.