



# Mile High Flyer

The Official Newsletter of  
The Experimental Aircraft Association Chapter 43

Established May, 1958

Happy New Year!

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## President's Message

Hope you all had a great Christmas holiday and the New Year brings you good times and many hours of flying. As the Chapter 43 president for 2016, I would like to thank the outgoing officers, board members and volunteers for all their efforts in making Chapter 43 a key part in promoting aviation in the Denver Metro community. It has certainly been very rewarding to see all that has been done for young people through the Young Eagles, Young Aviators, and Scholarship programs. With everyone working together we can grow these programs and keep them a successful and meaningful part of our chapter. I welcome the incoming officers, Bill Mitchell, and Steve Paschke and new board members Scott Serani and Ricky Domenico as well as returning members Myles Lee, Roxie Juul, Don Smith, and Cliff Hasenbalg.



As we start 2016 several opportunities have become available to participate in helping with our chapter activities. Both Lynn Miller and Stan Specht are stepping down from the Scholarship Committee after many years of dedicated service. We thank them both. Two volunteers are needed for this committee: one to help with fund raising and another as chairman to review and help interview young candidates for our scholarship awards. We also need someone to head up the Eagles Programs designed to introduce adults to aviation. As a relatively new member of the chapter, I can assure you it has been a great experience for me to be associated and work with enthusiastic chapter members in helping to keep our programs moving ahead.

The officers and board members of "43" want to continue to build the chapter and encourage aviation in young people and in all people interested in building, restoring, and flying aircraft of all types. As such, during the 1st quarter of the year we will be sending out a survey to all members (that can be returned anonymously) to find out your suggestions as to the activities, chapter events, and meetings and programs that you think will make the Chapter more interesting, informative, and meaningful to all members and guests. We will be talking more about the survey later on. Until then - Fly often and see you at the banquet!

*Ken Scott*



## Next Meeting

Saturday, January 9, 2015

6 PM cocktails & 6:30 PM Dinner at Colorado National Golf Clubhouse Restaurant  
2700 Vista Parkway, Erie, Colorado

*This is our annual banquet meeting and chance to honor and recognize the  
volunteers who help to make Chapter 43 work for all of us.*

# ***Upcoming Events Calendar***

Submitted by *Don Smith*

## **2016 EVENTS**

### **JANUARY**

- Sat* 9 CPA Fly-in planning meeting, Nighthawk Brewery (2780 Industrial Lane, Broomfield, 3:00 p.m.
- Sat* 9 ***EAA Chapter 43 Holiday Dinner, Master's Restaurant, Colorado National Golf Club, Erie.  
Cocktails at 6:00 p.m., Dinner at 6:30 p.m***
- Fri* 15 EAA Chapter 301 Membership meeting, 7:00 p.m.
- Sun* 17 The annual EAA Chapter 301 Founder's Dinner, 11:00 a.m. at the Mount Vernon Country Club
- 20-23 Sebring FL 12<sup>th</sup> Annual U.S. Sport Aviation Expo (SEF)  
<http://www.sportaviationexpo.com/>
- Sat* 27 EAA Chapter 301 Young Eagles Rally, FTG 8:00 a.m.

### **FEBRUARY**

- Tue* 2 AOPA/ASI Safety Seminar, Ramada Plaza & Conv Center, 10 East 120th Ave., Northglenn, 7-9:00 p.m.
- Sat* 6 EAA Skiplane Fly-in, Pioneer Airport (WS17), Oshkosh WI, 10 a.m. to 1:30 p.m. CST
- Sat* 13 AAHS 60<sup>th</sup> Anniversary Annual Gathering, 9am-3pm PST, Glendale CA, Glendale Central Air Terminal (GCAT) [www.aahs-online.org](http://www.aahs-online.org)
- Sat* 13 ***EAA Chapter 43 Membership meeting, BJC, 7:00 p.m.***
- Fri* 19 EAA Chapter 301 Membership meeting, 7:00 p.m.
- Sat* 27 EAA Chapter 301 Young Eagles Rally, FTG 8:00 a.m.

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## A Wrinkle In The Fabric

Mike Gugeler

Hello to you, too. Yeah, it is a nice fly-in. Great weather and a lot of good folks with beautiful airplanes are here. Yes, your first guess was right; this is a Piper Cub, a 1946 model. Well thanks, I think it's sort of pretty, too. Original? No, not completely. I rebuilt it a while back so there are lots of new parts but mostly it's original underneath.

What's that? Do I know about that wrinkle in the fabric? Yeah, I sure do. That wrinkle tells a story. My Dad put that there when we were rebuilding this plane about 10 years ago. He was 80 years old then and had been covering fabric airplanes since long before I was around. This was my first attempt at dealing with fabric - I read the instruction book a few times and figured I knew about all there was to know about it. So instead of listening to someone with experience I got in a hurry and cut the cloth too short, too soon. Dad pulled my glue joint loose and stretched the fabric enough so I didn't have to re-cover the whole fuselage. Saved yards of material and hours of time. It's amazing this little wrinkle is all that's left of the mess I made. When I see that flaw it reminds me to slow down and listen to people who know more than I do. Now that I've covered a few airplanes myself and am becoming the one with experience it reminds me that I now have the responsibility to pass that knowledge on to someone else.

Have you ever built a plane? If you ever do you'll know that my eyes and hands have been over every inch of this airplane many times, with paint and glue brushes, hot irons, paint spray guns, sandpaper, tack rags, washing sponges, and sometimes just a bare hand to feel what can't be seen. So, I know just about every blemish, flaw, and triumph on this old bird. Here, duck under the wing and I'll show you some more lessons this Cub can teach.

This little run in the paint here? I love that run. I was spraying the final coat of yellow when Dad stuck his head in the paint booth. "Hey, I'm grabbing a beer, you want one?" I looked away just long enough that my hand bumped something and interrupted the spray gun's path. A moment of inattention rewarded with this little run. I could have sanded and buffed to make it disappear but I left it alone. It taught me about tending to the matter at hand and also recalls a fond memory. That was the night we went over to my neighbor's house for steaks on the back patio and Dad did his famous "Silver Half Dollar in the Beer Bottle" trick. It drove my neighbor nuts when he couldn't figure it out. He pawed at that coin looking for the trick but couldn't find it. Dad never did show him the second laser-cut folding coin but I think he suspects. We laughed and told stories and had a hell of a time that night and I still smile when I think of it. Memories are what make life. That paint run stays.

Old planes can teach old men, too. Dad's still around, but at 90 years old he doesn't fly any more. He said that near the end, each time he flew his own Cub it felt less comfortable and he enjoyed it a little less. "Bounced my last landing," he said. Maybe the old bird was gently telling him it was time to close the logbook. He sold his Cub a few years ago and has no regrets. Not everything lasts. There's a time to let go.

Over here, on this landing gear leg – see that scratch? I had the honor of giving a ride to an old WWII fighter pilot. His legs didn't work as well as they used to and he needed some help getting into the seat. That scratch is where dragged his foot while getting in. He'd learned to fly in a Cub back when he offered his all to his country. I taxied out and did the take-off then told him, "It's all yours, go wherever you want." It had been more than 50 years but he flew as if he'd never left the cockpit. He didn't say much but I knew he was deep in memories. He flew for a while and I rode along but wish I could have been on the same flight he was. That old fighter pilot can't drive a car any more and spends most his time in bed now, but he left his mark on this country and on this airplane. Some memorials are not made of stone.

(Cont. on P. 4)

(Cont.)

One day I took a kid on a Young Eagle ride. It was his first airplane ride ever and he was excited to go. He put his foot in almost the same place and made this other scratch right beside the fighter pilot's. We flew all over the place low and slow with the doors open, saw his house and school and woods and creeks he'd known only from the ground. He saw his world as never before and that kid got hooked on flying that day. He got a job, is saving his money, and comes out to the airport whenever he can to spend it all on flying lessons. I guess I could spray a little paint or try to buff out those marks, but I think I'll wait a while - maybe until the old fighter pilot makes his last flight and the kid solos. I think there's a sort of transfer going on and those side by side scratches may have something to do with it. Won't hurt to wait and see how it works out.

Look here, under this wing strut. That thing that looks like a fingerprint? That's a fingerprint. I painted this strut with slow-drying enamel and even though I knew it wasn't dry I just had to pick the thing up to look at my beautiful work. Now when I'm on my back wiping oil off the belly I see that fingerprint and it reminds me to have patience.

This aileron looks perfect, doesn't it? As far as I can tell it just about is - one of the few things on the plane I didn't mess up. What you can't see is that under these layers of paint and fabric, written on the spar in a big, flowery script, is "Rupert '46". I saw the builder's signature when I was removing the old fabric and glue. This aileron is almost 70 years old so I inspected it pretty thoroughly. Couldn't find a flaw. The rivets were even, the metal curved perfectly. I don't know if Rupert autographed all his ailerons or just the ones he felt particularly proud of but this one was definitely worth signing. I took a little extra time and effort to cover this aileron well. Felt I had to do the best job possible to follow in Rupert's footsteps. Quality transcends time.

Sight down that pinked tape on top of this wing. See where it narrows slightly, like an old Coke bottle? One of those little pinked ears was sticking up and needed a slight touch of a cool iron to put it in place. I had the hot iron in my hand and instead of walking 20 feet to get the cool iron I used what I had handy. Too much heat made the fabric shrink and put a big ol' curve in that nice straight tape. Now I have a reminder not to shout when a whisper will do.

This rough paint right here? I didn't have the spray gun set right, in too big a hurry and too lazy to spray a test pattern. If it's worth doing, it's worth taking the time to do right.

If we looked closer I could show you a lot of other flaws with a lesson in each, some that I haven't learned yet.

So yeah, I knew about that wrinkle in the fabric but hadn't remembered it in a long time. Thanks for reminding me of something I don't want to lose. They say a Cub is a great teacher and I agree - but it's not just about flying. It has more lessons than that to give.

Have you ever flown in a Cub? No? Well then, how about you hop up in that seat while I give this propeller a tug. I think it's time we learn something...

[Editor's note- I just love this story by long-time Chapter 43 member *Mike Gugeler*. I think that he could make a good living as a writer. Thanks very much for sharing it Mike!]



# Young Aviator Update

## January 2016

December was a very quiet month at the McHangar and for the Young Aviators.

The "2016 Young Aviators Launch Meeting" is scheduled for January 9 from 9 to 11 a.m. If you are interested in attending, please let Andrea know at [ea43youngaviators@gmail.com](mailto:ea43youngaviators@gmail.com) so that we have enough seating.

Eclipse Engineering  
 (Thank you Cliff Goldstein for the warm meeting venue!)  
 2540 S. Main St.  
 Erie, CO

The YA Mentors have been preparing for this meeting with the Youth Leadership Committee. Some of the topics that we are going to be covering are 2016 projects, goals for the B-25 before Oshkosh 2016, field trips, guest speakers, peer to peer ground school scheduling, experience and learning journals, and much more.

In the meantime, Scott Serani has been working for several months to arrange a tour of the DIA property. On two Saturday afternoons in January, 12 participants will have a 4 hour private tour of DIAs inner workings. This is going to be an amazing experience. Watch the January newsletter for YA feedback. There will also be articles written by each youth participant and put on the website.

Pat Miller, our Event Coordinator, has a list of things that she is working on to make 2016 special. Stay tuned.

Happy New Year!

Please visit and "like" our Facebook page -  
 Search Young Aviators 43 to find us!  
 Or visit the website at [youngaviators43.com](http://youngaviators43.com)



## 2016 Chapter Officers

President	Ken Scott	303-674-7846
Vice President	Bill Mitchell	303-427-4025
Vice President	Steve Paschke	303-451-8490
Secretary	Roxie Juul	303-466-2600
Treasurer	Myles Lee	720-295-8778

### Board of Directors

Ken Scott (Chairman)  
 Ricky Domenico\*  
 Scott Serani\*  
 Cliff Hasenbalg\*\*  
 Don Smith\*\*

(Note: \*- 2 year terms expire end of 2017, \*\*- 2 year terms expire end of 2016)

### Volunteer Officers

Technical Counselor	Jim Sutton	303-598-4205
Technical Counselor	John Reuterskiold	303-881-3517
Technical Counselor	Bill Truax	303-249-2578
Flight Advisor	Bill Mitchell	303-427-4025
Newsletter Editor	John Evens	303-420-2724
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	John Reuterskiold	303-881-3517
Web Master	Brian Cabebe	303-748-5570
Safety Officer	Stephanie Wells	303-503-0147
Refreshments	John & Roxie Juul	303-466-2600
Audio/Visual	Herrill Davenport	303-460-7789
Scholarship Chairman	(Volunteer needed)	
Scholarship Fundraising	(Volunteer Needed)	

### CFI's in Chapter 43

Cleon Biter	303-709-9312
Richard Brown	303-558-0793
Mark Davis	303-425-4080
Jeff Hinkle	303-550-2291
Bill Mitchell	303-427-4025
Tom Shaw	303-275-0904
Stephanie Wells	303-503-0147

## Mile High EAA Chapter 43

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First Class



Meetings are normally held on the second Saturday of each month at 7:00 P.M.—Location determined monthly. See Page 1 for details of the upcoming meeting.