



Mile High Flyer

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



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June, 2019

CONTACT!

Those of you that know me know I'm quite the conservationist. I always was. As a kid I usually used green ink, and still often do. I embraced a hybrid car when they first came out, and I revel that I can get 36 plus m.p.g. in my Corvette. Hey - it's an aerodynamic car! And since energy is expensive, I'm sure I have saved myself two tons of green money over the decades.

Airplanes are an often different world. Though the airframes seem to be getting sleeker and slipperier, and avionics is morphing from "steam gauges" to glass panels, I look sometimes at our airplanes and marvel at how technologically obsolete the engines are.

Two months ago at our monthly gathering we honored Charles Kettering who invented the magneto. In 1906. And for those of us who fly certified airplanes, the magneto is still the almost exclusively used and accepted standard. What's wrong with it? After all, it is simple. My 1931 Chevrolet had spark advance, a simple flying weights system that advanced the ignition timing when the engine sped up. It made the engine at speed run better, more efficient, and that when gas was like 12.9¢ per gallon. BUT, we are paying \$4.68 for avgas and still firing at the same timing whether idle or cruise. And don't get me started with carburetors! (Pardon the pun.)

As soon as Surefly gets their electronic ignition certified for my IO-360, I'll install one of their electronic "mags" and hopefully gain some efficiency and eliminate that one system's 500 hour TBO. And save some gas and start easier.

To my point - we are technical souls. We see and understand systems. Be they weather or air traffic or electronics or engine systems, we arguably understand better than average. So let's use that knowledge to be a part of the forefront of considering and adopting technological advances. Let's give serious consideration to available electronic aircraft ignition systems. (See them at Oshkosh!) And as importantly, as knowledgeable people, let's give consideration to other technological advances. Does your house use LED light bulbs yet? They are 80-90% more efficient! Have you considered solar panels for your home, or buying into a community solar farm? Have you considered a hybrid car? Yeah, some of those things are "radical". Your spouse may have heard bad things about LEDs, but that was years ago. Your neighbors might look at you odd (they do anyway) if you drove up in a Prius. But we know how to think and evaluate and consider.

We are innovative in our aviation pursuit. Let's be innovative in our other pursuits in life too. It helps to advance society, and us!

Safe landings, Phil

Next Gathering - [Saturday, June 8, 2019](#)

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

Presentation for the June Membership Gathering

John Evens, Airplane Building

A Chapter 43 member since the early 1970's, John Evens will give a talk (with pictures) of his aircraft building experiences, beginning in those earlier years and continuing to this day. Questions and answers will be part of the program.

Upcoming Events Calendar

2019 EVENTS

JUNE

Fri	7	Ice Cream Party, Vance Brand Airport (KLMO) hangar 12 at 2 PM
Sat	8	Rural Outreach EAA Chapter 43 Young Eagles Rally, <u>Limon Municipal Airport (LIC)</u>
Sat	8	VAFM Open House Movie Night & Fundraising Dinner, Vintage Aero Flying Museum, Platte Valley Airpark, Ft. Lupton, 4 to 8 PM See Flyer, next page)
Sat	8	EAA Chapter 43 Membership Gathering, BJC, 6 PM
Mon	10	EAA Chapter 648 Membership Gathering, LMO, 7 PM
Tue	11	EAA Chapter 1627 Membership Gathering, 6 PM
Sat	15	23rd Annual JAA Fly In, BJC, 6 AM to 1 PM (see page 4 for flyer)
Sat	15	Glenn Miller Swing Fest Fly-In, Ft. Morgan Municipal Airport KFMM, 7:30 AM, https://tinyurl.com/y6g9fqkl
Sat	15	EAA Chapter 43 Young Eagles Rally, EIK 7:45 AM
Sat	15	Colorado's 4th Annual Splash-In - Lake Meredith Seaplane Base, Ordway, CO. See Link for more information and seaplane inspection requirement, https://tinyurl.com/y3d4rvr8
Sat	15	11th Annual 1940s WWII Era Ball, Boulder Municipal <u>Airport</u> , 6 PM - 1 AM EAA
Fri	21	Chapter 301 Membership Gathering, 7 PM
Sat	22	Salida Air Fair & Fly-In, Harriet Alexander Field, Salida, CO, 7 AM - 3 PM, https://tinyurl.com/y3zldh54
Sat	29	EAA Chapter 1117 Learn to Fly Day (and GXY 75th Anniversary celebration!), GXY, 9 AM - 4 PM (see page 5 for more details)

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
Sat	13	Jeff Jones Hangar Tour at Eclipse Engineering, Erie Muni Airport (KEIK), 9 AM - 12 PM
Sat	13	EAA Chapter 43 Membership Gathering, BJC, 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/
Sat	20	EAA Chapter 43 Young Eagles Rally, EIK 7:45 AM
	22-28	EAA AirVenture Oshkosh 2019

In this issue:

- Yikes, another historical title page picture. This is the June Bug, Glenn Curtiss' first aircraft design which won the inaugural Scientific American Trophy in 1908. The Trophy requirements were for a straight-line flight of at least a kilometer; Curtiss went slightly over a statute mile.
- NO EXCUSE for being bored on June 8th or 15th - see the calendar above! Heading to Oshkosh a few days early, and wondering what to do? Janesville is only 2 hours (driving distance) from OSH...
- Check out the new Chicken Wings animated short on YouTube!
<https://www.youtube.com/watch?v=cJKaF7BILm4>
- Thanks to Jim Sutton for requesting the newsletter reprint of the Sport Aviation article on build errors. Jim is one of the chapter's technical counselors.

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.

If you'd like to contribute 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.

Visit
www.vafm.org or call
303.668.8044 for more info



Platte Valley Airpark
7507 CR 39
Ft. Lupton, CO 80621

Open House Movie Night & Fundraising Dinner June 8th, 4pm to 8pm Vintage Aero Flying Museum



Sopwith Camel Project



185th Aero Sqdrn Insignia



Capt. Vasconcells' display



Rendering of 185th Aero Sqdrn Sopwith Camel

Fundraiser to support the building of the Capt. Jerry Vasconcells' 185th Aero Sqdrn Sopwith Camel.
Colorado's East High School and University of Denver Alumni and only A.E.F. Ace of World War I



Support:

The Vintage Aero
Flying Museum
Fundraising Dinner
\$10

Bratt Dinner with
Chips, Baked Beans,
Cookie and a Drink.
Your support of our
501c3 not-for-profit
museum helps us to
continue to preserve
early Aviation History.



Schedule of Events

- 16:00hrs Doors Open
- 16:30hrs Flying Demo
- 17:00hrs Brief Historical
Talk: History of "Blue Max"; Pour
le Merit
- 17:30hrs Dinner Served
- 18:hrs Hangar Movie:
"THE BLUE MAX"
- 20:00hrs Program Ends



JEFFCO AVIATION ASSOCIATION
 ROCKY MOUNTAIN METRO AIRPORT
 11755 Airport Way, Broomfield, CO 80021

23rd Annual JAA Fly In

Saturday, June 15, 2019 from 6:00 a.m. - 1:00 p.m.



Mas Yoshida "Gone West" 11-17-18 EAA 43 and JAA Member



FREE PANCAKE & SAUSAGE BREAKFAST hosted by RMMA staff & JAA

TROPHIES WILL BE AWARDED IN THE FOLLOWING CLASSES:
 (TROPHY PRESENTATION TO TAKE PLACE AT 12:00 P.M.)

** CLASSIC

(Tube & Fabric/Metal)

** WARBIRDS

** WARBIRDS TRAINERS

**CONTEMPORARY

**LIGHT SPORT

** ANTIQUES

** HOMEBUILTS

(Plans Built / Kit Built)

** SPECIAL INTEREST

And speaking of Greeley, on Apr 2, 2019, at 1:24 PM, ron@tortugabay.net wrote:

Hi,

I am past President of EAA 1117, the Greeley, Colorado chapter. I would like to reach out to all the Colorado chapters located close to Greeley and invite your members to the Greeley Weld Airport's 75th anniversary and airport day.

This is a first for us here at the Greeley Weld Airport (GXY). We are soliciting for aircraft to do static display in particular. It isn't confirmed as yet but we are fairly certain we will have some military aircraft in for static display. The more the merrier as they say.

Traditionally our chapter, 1117, hosts a Learn to Fly day each year. Typically this is done in May. Since this is the 75th anniversary of the airport we decided to blend our LTF day and the airport celebration together. We changed our date from May to June. June 29th to be exact. May weather in Colorado can be iffy and we were weathered out the last two years so June hopefully will be kinder to us.

Our LTF day features car shows, various vendor displays and airplane rides provided by Aims Community College Aviation Department. This year they will be using their brand new fleet of Piper Cherokee, complete with Garmin G1000 glass panels. We charge \$10 per person for the rides and typically, weather permitting, fly 200 plus people that day.

We are planning on having some food trucks for meals or snacks and there is always the great Barnstormer restaurant on site as well.

Please pass the word to your chapter members. Any who have a plane and would like to bring it for static display are most welcome. Experimental, Classic or Warbird, we like them all.

Ron Bland
Chapter 1117

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER





LISA TURNER
COMMENTARY / AIRWORTHY

Top Three Causes of Aircraft Build Errors

And how to avoid them

BY LISA TURNER

RICK WALKED AROUND THE aircraft, admiring the craftsmanship and beauty of the two-place tube and fabric kit airplane.

“It’s beautiful, Ted. How long did it take?”

“About four years. I brought it out to the field last week, and I’ll be ready for my test flight this weekend.”

“Who is your flight advisor?”

“I wanted to build it completely by myself. No help.”

“I can understand that, but a technical counselor and flight advisor don’t help you build as much as help you do it right and not miss anything. Did your designated airworthiness representative find any issues?”

“He didn’t look much at the airplane,” Ted said. “He just looked at my build log and pictures.”

Rick sighed. “Well, I shouldn’t be telling you what to do, but I’d definitely have someone who knows the airplane look it over carefully before your flight.”

“Thanks, Rick. I’ll be fine.”

The FBO porch-sitting clique was settled in with their mugs of coffee Saturday morning as they heard the airplane leave the ramp nearby and start some high-speed taxi runs.

“Isn’t that Ted in his new experimental?” an onlooker said.

“Yes,” Rick said. “I think he’s about to make his first flight, and I’m worried.”

The beautiful red and white taildragger lined up on Runway 15 and gathered speed. As it rotated, it went nose up at 5 feet off the asphalt. The onlookers gasped as the airplane slammed back down onto the runway tail first. Then the nose came down, and the air-

plane bounced forward, propelled by the momentum. Incredibly, they saw the airplane taxi off the runway seemingly undamaged.

Rick and two others ran out to the airplane. “Are you okay?” Rick asked Ted.

“I’m okay,” Ted said, shaking. “Wow, I don’t know what happened.”

“Well, you’ve got bent gear. Let’s pull it back to the hangar.”

In the hangar, Rick pulled the operating limitations and weight and balance sheet out of the airplane side pocket.

“Ted, this isn’t right. Looks like you are really tail heavy.”

“I put 20 pounds in the tail because I thought it was nose heavy. Shouldn’t it balance in the middle? It was confusing.”

“Where’s the datum?”

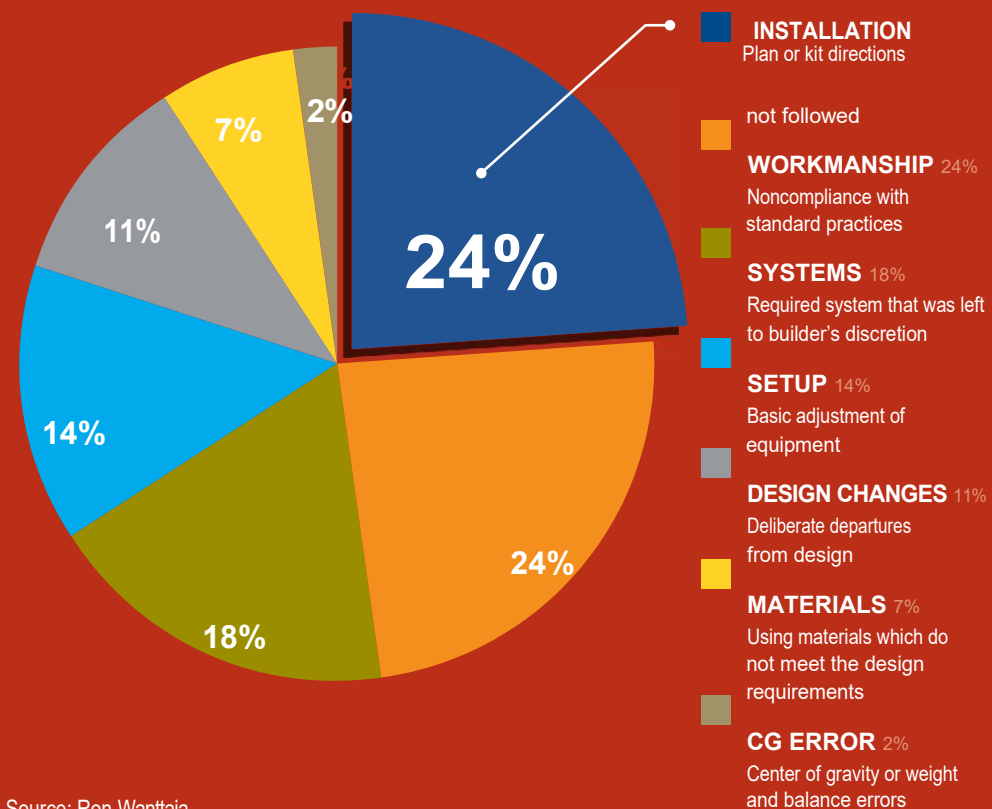
“The what?”

Rick shook his head. “Will you get a flight advisor, please?”

“Yep.”

This story is based on a real event, but the names have been changed.

TYPES OF BUILD ERRORS



Source: Ron Wanttaja

It's taken some time to sort out statistics on homebuilt aircraft accidents in the 67 years since "experimental amateur-built," or E-AB, got its own category. Because many E-AB accidents are not reported (not rising to the level of an NTSB investigation), it's difficult to

develop an accurate picture. EAA, working with the FAA and NTSB, has tracked accidents for many years, but we still don't have the data we need when it comes to accidents early in the life of an experimental aircraft. Digging into the details to determine the top causes of these accidents has been difficult.

One well-known aviation writer, Ron Wanttaja, EAA275698, decided to dig into aviation accident detail several years ago. Recently, he wrote about first flight accidents, suggesting that build error is a major cause. After reading his thorough analysis, I surmised that adding informal data from technical counselor (TC) and flight advisor (FA) experience might give us more clues regarding build errors and help us prevent them.

I surmised that adding informal data from technical counselor and flight advisor experience might give us more clues regarding build errors and help us prevent them.

Every time that a homebuilder has a "close call" and discovers a build error, and every time that a homebuilder has an unreported accident where they drag the machine back into the hangar only to discover a build error, we have unreported data. This is valuable information that EAA chapters, TCs, and FAs have anecdotally that we've been asked to not talk about, lest we embarrass someone.

So, I'm using all of the data collectively (and anonymously) to write about what I think are the three top build error causes, and how to avoid them. There's good news in the mix as well. Experimental aircraft accidents of all types are actually going down, even as

the fleet size increases. So, we're headed in the right direction. Still, Ron reports that about one in every 130 new homebuilts suffers a *reportable* accident on its first flight.

As you might expect, operational problems become evident right away, usually during taxi testing and the first flight, and then later right after the 40-hour mark. Not surprisingly, the top three problems during the first 100 hours are fuel and carburetor issues, controls and weight and balance issues, and engine installation and associated system (fuel, oil, air, prop) failures. These problems lead primarily to loss of control and engine failures, according to the NTSB.

1

Examples include missing building skills and lack of technique. They include not using correct procedures when working with materials and not developing the kinesthetic skills required for mechanical tasks, such as torquing a bolt or safety wiring. This also includes not "seeing" crossed controls; a missing safety wire; or wrong, loose, or missing hardware.

How do we know? Last year I wrote an article about a psychological affliction called the Dunning-Kruger effect. What it means is that we may not recognize when we need help. We don't know what we don't know. Any tools to help us "calibrate" our own ability and knowledge will be useful, but only if we are open to them.

How to avoid problems:

- Be open-minded. Is this your first aircraft project? Be careful if you've worked on cars, trucks, building construction, etc. You may be highly skilled in these trades, but all that means is that you are endowed with aptitude. This is a great beginning to an aircraft project, but be wary if you think you don't need any additional skills or knowledge.
- Even if this is a second or third aircraft, take an inventory of what you need to know for the next one. For example, I went from composite to fabric, and I knew nothing about fabric. I went to a SportAir Workshop, and I realized that if I had not gone, I would have wasted a lot of time learning on my own.
- Engage a TC and an FA. Even if you consider yourself to be advanced, an extra pair of eyes from someone highly knowledgeable and as passionate about building as you are will improve the quality and safety of your work. It's free.

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2

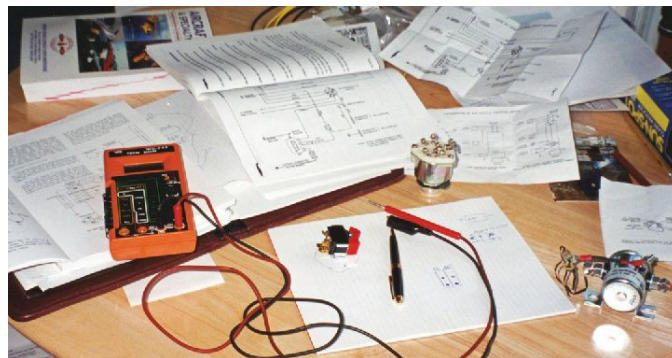
NOT UNDERSTANDING AND FOLLOWING ALL OF THE INSTRUCTIONS

Examples include using the wrong hardware, using the wrong filler, using the wrong type or gauge of electrical wire, adding structural components not run through an engineering review, using a nylon lock nut where a castle nut should be, etc.

You may feel that since you're building an experimental aircraft, you can do anything you want. You can certainly do anything you want, but unless this is one of many aircraft you've built, and you've checked the changes out with the kit manufacturer, it will be much safer if you follow the manufacturer's instructions.

How to avoid problems:

- Study the instructions and directions. Make up your schedule for the build, and determine approximately what you'll accomplish in that time frame. I like to make a copy of the directions and mark them up with questions before beginning. This way you'll have fewer surprises and stoppages.
- Engage a TC. We already talked about this. Did I mention it's free?
- If your kit manufacturer doesn't have a pilot's operating handbook template, now is the time to make your own (see Airworthy in the February 2018 issue of Sport Aviation for tips). A future owner of your aircraft will thank you.
- If you want to make changes to the design, get advice from the kit manufacturer or from an engineer. Many of the loss of control accidents on first flights were due to extra experimentation that was not thought all the way through. Don't get me wrong — there's nothing bad about experimenting, but realize that it carries risk. If you are doing your own design, test it thoroughly on paper before a first flight.



Homebuilding can be a complex process even for experienced builders. Get help if you start to feel confused or overwhelmed.

PHOTOGRAPHY COURTESY OF LISA TURNER

3

INADEQUATE FLIGHT TESTING

Examples include engine system hookup errors, not calibrating engine information systems, fuel system switch and routing mistakes, inadequate taxi testing, not using the correct hardware or materials on control systems, and not having a first flight plan of action, including a safety review.

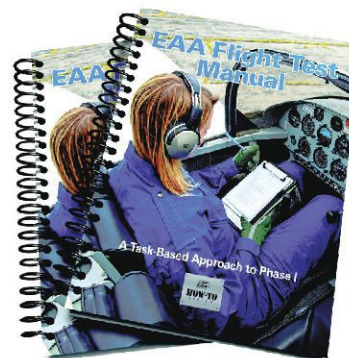
Like Ted in the story that began this article, you may feel that you can do whatever you want when it comes to testing your aircraft. And you certainly can. But wouldn't you rather have the highest safety margin possible so that any surprises you do encounter are manageable?

Most of the builders that I've helped have welcomed the scrutiny. Homebuilders are a dedicated and knowledgeable group. I have not met any builders who were purposefully sloppy or arrogant. They usually say, "Wow, I never saw that." Once again, the more eyes you can get on your airplane the better.

The quality and completeness of the test programs from the kit manufacturers are all over the map. Many builders do not realize how critical of a phase this is and do the minimum. If the airplane flies nicely, then that's it. Most E-AB accidents are either in the first hour — the first flight — or after the signoff when the pilot decides everything is fine and stops inspecting and testing.

How to avoid problems:

- I couldn't have said this a year ago, but now I can. Use the *EAA Flight Test Manual*!
- Should you be doing your own first flight? Don't let your ego get in the way.
- TCs and FAs have known for a long time that many of the flight testing programs that homebuilders use are inadequate. The excitement of that first flight seems to wash out the good intentions to stay disciplined in testing. A first step to correcting this is to use an FA.
- Don't count on a designated airworthiness representative to find problems. Good DARs will probe, and perhaps find things that surprise you. But this pre-work is your responsibility.



EAA Flight Test Manual

When we add the soft data from DAR, TC, and FA anecdotal reporting from the field, we arrive at a picture of builders wanting to get it right but sometimes not knowing how. With all the resources available to builders and used E-AB owners, we should be able to drive the accident rate down even further.

The introduction of the *EAA Flight Test Manual* to a previously loose and haphazard testing phase, and the phase in which most of the accidents occur, is revolutionary. I expect that all technical counselors and flight advisors are breathing a sigh of relief, as are DARs. Adding an additional layer of safety to one of the most wonderful endeavors we can undertake in life is good.

EAA

Lisa Turner, EAA Lifetime 509911, is a manufacturing engineer, A&P, technical counselor, flight advisor, and former designated airworthiness representative. She built and flew a Pulsar XP and Kolb Mark III, and is currently restoring a Waco UPF-7 with her husband. Lisa is a member of the EAA Homebuilt Aircraft Council and Women in Aviation International.

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

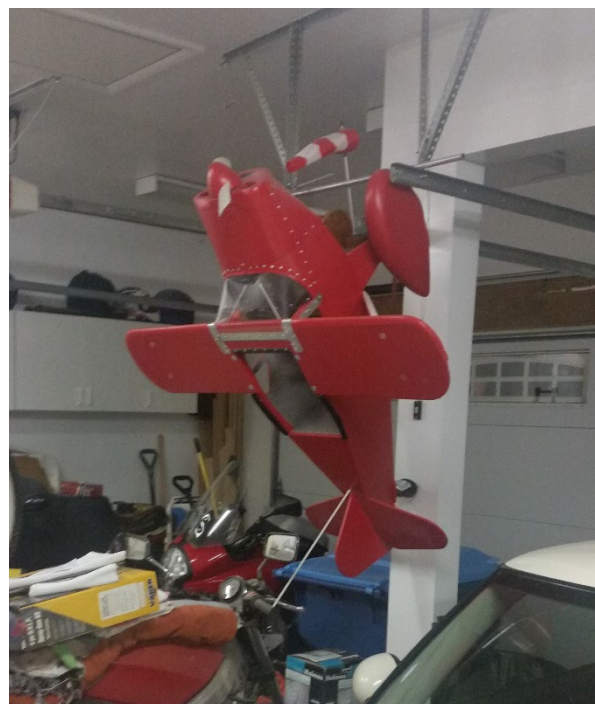
From: Rob Peterson <robdtw@gmail.com>
Subject: Pedal Plane Guinness World Record
Date: May 3, 2019 at 7:44:04 AM MDT

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



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

Minutes for EAA Chapter 43 Annual Picnic Saturday, May 11, 2019

Gathering opened by Vice President Cliff Goldstein, who thanked the picnic volunteers:

- Carl Harris - Cook
- Pete Watkins - Drinks
- Roxy Jule - Water and tablecloths
- Miles Lee and Team for table and seating set up

Cliff also welcomed guests, including those from Erie.

ANNOUNCEMENTS

John Reading put out a request for a passenger to fly with him to AirVenture (Update - Joe Gilmore, former Chapter 43 member and Board Member, will be flying with John.

YOUNG EAGLES

Cliff Hasenbalg reported that 38 kids were signed up for the May 18th event. June will include 2 additional Young Eagle events, kicking off the Young Eagle Rural Outreach project with an event at Fort Morgan on June 1st and an event at Limon on June 8th, as well as the usual June 15th event at Erie. Young Eagles currently has \$1080 in flight credits.

SCHOLARSHIPS

Scott Serani and Stan Specht ("mature" members of the Scholarship Committee) presented in Eric's absence. Two out of the three scholarship winners were in attendance. Aniyah, 12 years old, is the winner of the EAA Air Academy scholarship. In her interview, Scott asked what she's going to be, to which she answered, the first black female US President. Aniyah thanked the Chapter. The \$3000 Dave Bieseimer Award was won by Lindsey Bouregard who was 22 hours into her training and is now weeks away from getting her license. Stan Specht introduced the Cleon Biter Scholarship with some history on Cleon. Cleon's wife Toni and daughter Barb were on hand to award the scholarship to Jay Davis. Of all the interviews the committee has done over the years, Jay's was the most inspirational. Cleon taught Jay to fly and signed off on the first 100 hours in his logbook. Jay was seriously injured (partially paralyzed) with Bill Mitchell last year. Jay's working with Flight Design in Colorado Springs to develop hand controls to get back into the air. Jay thanked the Chapter, and Scott Serani thanked Toni for her support of the scholarship. Toni thanked the Chapter and said that Jay's plans reminded her of Cleon, who always had a Plan B. Cleon applied for and got his drone operator's license about a month before his death.

Stan Specht, Scott Serani, and Eric Serani are still Scholarship Committee members, and Stan and Scott introduced Zach Malone and Roxy Juul, the new Committee cochairs. Zach said that EAA National may be sponsoring more scholarships through the Chapter, requiring more candidates. National scholarships will be available to those 19 years of age and younger, while the scholarships offered solely through the Chapter have no age limits. Stan said that the Committee will keep promoting, because the results of the scholarships are so rewarding. Roxy pointed out that the Chapter scholarships aren't just for kids; if someone is close to earning their license but hung up, contact a member of the Committee.

(Editor - Flight and EAA Air Academy scholarship applications can be found on the chapter website at <https://www.eaa43.org/scholarships.htm>)

OPEN FORUM

Dave Shenk invited the Chapter to an ice cream party at Vance Brand Airport (KLMO) Hangar 12, at 2 PM on June 7th.

Respectfully submitted,
Val Gregory



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.