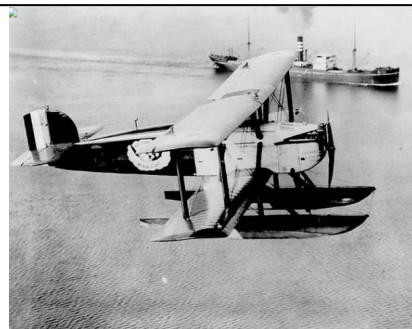




## *Mile High Flyer*

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



*Volume 48 Issue 4*

*On the web @ [www.eaa43.org](http://www.eaa43.org)*

*April, 2021*

### **President's Corner - by Chapter President Cliff Goldstein**

#### **The Light at the End of the "Glide Slope"**

Couple of weeks ago I was ending my bout with the Covid Virus. Was not very exciting, bad cold, and while my heart said go out and do a few rolls in the 14, my wife (who had much better sense than me) said nothing over 90 degrees. (She was of course correct.) It was a cool Saturday, and still plenty of snow from the 3 feet of concrete that fell on my driveway but runways were clear and so was I. My first stop was Longmont to get my feet a little wet. A brief stop over there, and then a ride over the Pawnee Grass Lands. They were a bit bland this time of year but a good destination for "Lil" and I to travel to. We circled the buttes a few times and looked at the Chart for a nearby airfield to set down and stretch for a moment, someplace I'd never been to before. Turning North just a few miles away was Pine Bluff, Wy. Arguable not the garden spot of Wyoming but certainly a new place for Lil and I to visit. I decided to turn on all those fancy electronics. You know, the ones Billy M scoffs at, told Charlie to do his thing. Unbelievably there was another plane in the pattern doing T+G's and when I got on the radio regarding a car, someone chirped in, the keys were on top of the toilet paper roll in the bathroom. Sign in and take her for a spin.

I was still 5 out and had no idea where the runway was. From my perspective, it looked like I was going to land in a field of snow. Charlie was taking us down the RNAV Glide Slope when a piece of bare concrete emerged. On final, I pulled the last few inches of Manifold off and settled back to the planet, being sure to clear the snow drifts. We taxied up and occupied a spot next to the FBO. No Flagman today. Inside I signed the book and sure enough there were the keys. It was obvious which retired Ford police car was the chosen one. Turned the key started right up, then I started looking around. I think it was the rodent food and mouse droppings that sent me back to the cockpit with a bit of brushing off.

Ok I was really ready for that Saturday morning cup of coffee. I fired Lil up, looked at the chart and the easy choice was straight South to GXY where there's always a friendly face and a good cup of coffee.

I do my practice approaches on 35 but rarely land just cause I'm a pilot and too damn lazy. The Comm frequency was its usual Saturday morning busy with people lining up to land on the big wide slab. I finally heard the magic words I was listening for, someone using 10/28 and which way. It was a guy in a Bright Yellow Harmon Rocket doing the RNAV into 28. Ok this was an easy call. There was NO ONE even in the pattern so I called for a long base leg keeping me out of the 35 traffic and an easy Taxi to the coffee pot.

This is where it got fun. With all the snow melt it was very hazy not to mention it sounded like a hornet's nest with everyone crowding to get on 35. When I was building Lil a dirt bike friend suggested BAJA Design Lights for Landing, and he could get a deal. SOLD! When I was in the hanger one day, I had one in my hand

with the hanger door open on a bright sunny afternoon. Put 12 volts to it. Pointed it to the ceiling, and you could “See the Light”. I’ve only turned the Wig Wags on a couple of times since flying Lil, but I turned them on today. I told the Rocket traffic on the Glide Slope to give me his position. He called out, “I’ve got you, let you know when I go by.” When he went by was about the time I caught him. After the landing he came up and told me those were the brightest lights, and how clearly he could see me.

Last week was one of those weeks you really didn’t want to repeat, but Friday, we were wrapping things up at work and chatting about the change in atmosphere. We noticed more masks coming off and people smiling a bit more. It was like we were coming out of the Haze we’ve all been in for so long. I mean, people are making travel plans not to mention, OSH is a happening event. SPRING HAS ARRIVED!

Ok now it’s time to pay attention.

Saturday April 10th, our next meeting, will be our First Hybrid meeting of 2021. Please listen. The Meeting will be at 170 Cessna at Larry Earnshaw’s home at EIK (Erie). There’s parking out back or along the street. Bring your dinner and drinks, a chair, and please remember that Covid is still about so a mask and separation from others as required.

Our Speaker will be Larry Bothe who’ll be talking about “What you should do when it gets quiet up front”. Larry will begin at 6:00 PM Mountain (Daylight- Editor). So please feel free to begin gathering and enjoying company and dinner before Larry begins. Larry will be Virtual, so we’ll be on Zoom for this as well; bring your cell phones/tablets/lap tops.

**DON’T FORGET YOUR CHAIR**

Larry’s address is easy, think of a Cessna 170 and you got it.

## New Digs for Thorpy and Lil



## **Next Gathering - Saturday, April 10, 2021, 6pm**

**Hybrid Meeting (see page 2) and Virtual on Zoom**

### **6 PM Program by Larry Bothe: When the Engine Goes Silent**

What should you do when it gets quiet up front? Nine-time engine failure survivor and Master Instructor Larry Bothe will tell us what really works and what doesn't when the engine quits. Not only what you do, but when you do it, can have a big impact on your likelihood of survival. Join us for Larry's informative presentation. Larry Bothe has 8500 hours in more than 90 types of airplanes. He is part-owner of a 1961 Champion 7EC taildragger and can be contacted at [LBothe@comcast.net](mailto:LBothe@comcast.net).

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

<https://us02web.zoom.us/j/82859643354?pwd=VWZlS1lvbFJNZU12RUNRQUVpWGtydz09>

Meeting ID: 828 5964 3354

Passcode: 116054

One tap mobile

+12532158782,,83293323021# US (Tacoma)

+13462487799,,83293323021# US (Houston)

Dial by your location

+1 253 215 8782 US (Tacoma)

+1 346 248 7799 US (Houston)

+1 669 900 9128 US (San Jose)

+1 301 715 8592 US (Washington DC)

+1 312 626 6799 US (Chicago)

+1 646 558 8656 US (New York)

Meeting ID: 832 9332 3021

Find your local number: <https://us02web.zoom.us/j/ke3yXjSD0>

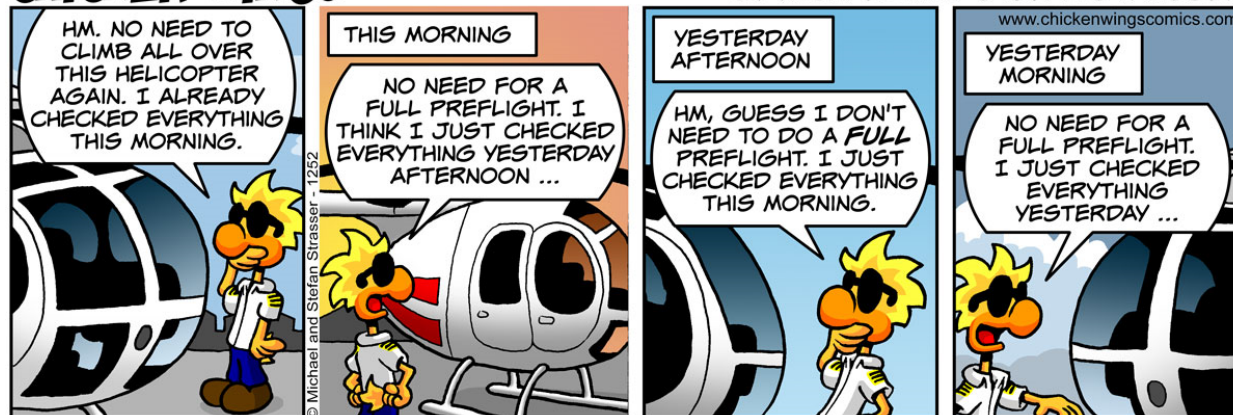
#### **In this issue:**

- This month's title pic - one of the four Douglas World Cruisers used in the first successful world circumnavigation by the US Army Air Service, departing Seattle on April 6, 1924. Read about it [here](#).
- Events on the calendar may be rescheduled, cancelled, or virtual, depending on existing state and local requirements for dealing with the COVID-19 pandemic.
- Don't know if our speaker this month will talk about prevention, so I'll let Chicken Wings provide a reminder!
- VERY IMPORTANT - see page 5 for a fund drive to get Chuck Graf's name on the wall at Oshkosh this year.
- 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](mailto:newsletter@eaa43.org). Then come to the next chapter meeting 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](mailto: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.

## **CHICKEN WINGS®**

BY MICHAEL AND STEFAN STRASSER



# *Upcoming Events Calendar*

## 2021 CHAPTER EVENTS

### **APRIL**

- Sat 10 Chapter Meeting - Virtual starting at 6 PM, see page 2  
 Tue 13 Chapter 43 VMC Club, 6 PM, virtual, contact [andresmith76@hotmail.com](mailto:andresmith76@hotmail.com)  
 Sat 17 EAA Chapter 43 Young Eagles Rally, EIK, 7:45 AM \*  
 Thu 22 Chapter 43 IMC Club, 6 PM, virtual, contact [llearnsh@gmail.com](mailto:llearnsh@gmail.com)

### **MAY**

- Sat 8 Chapter Meeting - Virtual starting at 6 PM, program teaser on page 5!  
 Tue 11 Chapter 43 VMC Club, 6 PM, virtual, contact [andresmith76@hotmail.com](mailto:andresmith76@hotmail.com)  
 Sat 15 EAA Chapter 43 Young Eagles Rally, EIK, 7:45 AM \*  
 Thu 27 Chapter 43 IMC Club, 6 PM, virtual, contact [llearnsh@gmail.com](mailto:llearnsh@gmail.com)

## 2021 AREA EVENTS

### **APRIL**

- Sat 3 Breakfast Fly-In/Drive-In\*\*, Centennial Airport, 13005 Wings Way, Englewood CO, 8AM  
<https://explorationofflight.org/event/breakfast-fly-in-2-2020-10-03-2021-03-06/2021-04-03/>  
 Mon 12 Chapter 648 Meeting, 7 PM <https://chapters.eaa.org/ea648>  
 13-18 Sun 'n Fun, Lakeland, FL <http://flynfn.org>  
 Fri 16 Chapter 301 Meeting, Zoom, 7 PM. See newsletter at <https://www.eaa301.org/newsletters>  
 Sat 17 Poker Run, KAJZ, Delta, CO, 8:30 AM - 5 PM <https://www.eaa.org/ea648/event/2021-04-17-Poker-Run?id=C9FCF69285534467944FE3A965DBF1E4>  
 17-18 DC-3 Showcase\*\*, Centennial Airport, 13005 Wings Way, Englewood CO, tours & flights  
<https://explorationofflight.org/event/dc-3-showcase/2021-04-17/>  
 Wed 21 Chapter 1627 Meeting, <https://chapters.eaa.org/ea1627/event-calendar>  
 Thu 22 Wings Virtual Gala Honoring Aviation & Wildfire Teams, 6:30-7:30PM (Fundraiser)  
<https://wingsmuseum.org/event/gala/>  
 Sat 25 Speaker Series: The Doolittle Tokyo Raid\*\*, Centennial Airport, 13005 Wings Way, Englewood CO, 1 - 2:30 PM. <https://explorationofflight.org/event/tokyoraid/>

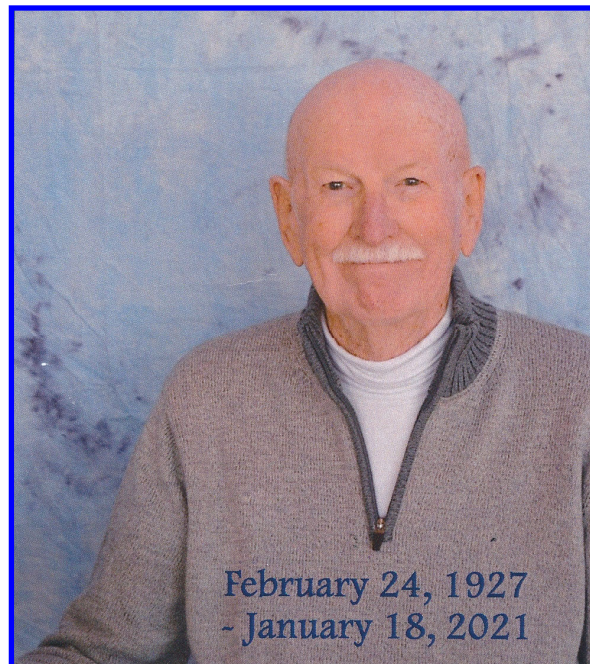
### **MAY**

- Sat 1 Breakfast Fly-In/Drive-In\*\*, Centennial Airport, 13005 Wings Way, Englewood CO, 8AM  
<https://explorationofflight.org/event/breakfast-fly-in-2-2020-10-03-2021-03-06/2021-05-01/>  
 Mon 10 Chapter 648 Meeting, 7 PM <https://chapters.eaa.org/ea648>  
 Wed 19 Chapter 1627 Meeting, <https://chapters.eaa.org/ea1627/event-calendar>  
 Fri 21 Chapter 301 Meeting, Zoom, 7 PM. See newsletter at <https://www.eaa301.org/newsletters>  
 Sat 29 Short Take Off and Landing Showcase\*\*, Centennial Airport, 13005 Wings Way, Englewood CO, 10 AM - 2 PM <https://explorationofflight.org/event/vettes-and-jets-showcase-2/>

\* A majority of the 3 counties around Erie need to be Blue on the Colorado Covid Dial for Young Eagle events to be held at EIK. The Dial is currently scheduled to retire in mid-April, but could be extended. The Young Eagles Coordinator will contact volunteers and registrants with event status.

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

Chapter 43 Lifetime Member Charles R. "Chuck" Graf passed away on January 18, 2021, at the age of 93. The chapter will be placing his name on the EAA Memorial Wall at AirVenture 2021. If you would like to contribute to Chuck's memorial, please send your donation check (payable to EAA Chapter 43) to Treasurer Myles Lee at 100 Beach Ct., Erie, CO 80516. You can also pay with PayPal by clicking on the Donate button [here](#) and selecting Memorial Plaque under the "Use this donation" drop down, but payment needs to be received in one form or another by April 15.



### ***SR-71 in May***

We have a special program coming for Chapter 43's May meeting. It will be presented by Col. Richard Graham, USAF (Ret). During his Air Force career Col. Graham flew the SR-71 Blackbird for seven years and in the late 80's was the 9<sup>th</sup> Wing Commander of the 9<sup>th</sup> Strategic Reconnaissance Wing at Beale AFB. His presentation covers the Black Bird and just how far "outside the box" that Kelly Johnson had to think in developing the aircraft. Here is a quick overview of the SR-71.

The world's fastest and highest-flying aircraft was conceived as early as 1958 by the renowned aircraft engineer, Kelly Johnson. The gigantic leap in technology he and his engineers had to overcome at the Lockheed "Skunk Works" was phenomenal. Built in total secrecy, the first Blackbird flew on April 26, 1962. The Blackbird's only purpose was to gather highly classified intelligence on hostile countries around the world. Flying at Mach 3+ speeds and cruising at over 85,000 feet, the SR-71 could survey over 100,000 square miles every hour, gathering millions of bits of intelligence. When cruising at over 2,200 mph, with skin friction temperatures reaching 600 degrees F, the SR-71 performed at its very best.

From 1967 to 1990, the SR-71 served seven U.S. Presidents, the Central Intelligence Agency (CIA), the National Security Agency (NSA), the Defense Intelligence Agency (DIA), the Pentagon and other government agencies. It provided them with the necessary intelligence to make crucial political and military decisions during the Cold War era.

Please join us for our ZOOM meeting on May 8<sup>th</sup> at 6:00pm. This should be a fun and informative presentation.



***Want Ads & articles for publication may be sent to the editor -  
[newsletter@eaa43.org](mailto: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](mailto:eaglecliff1994@gmail.com) or 303-670-5259

### Custom Embroidery Valerie Wait



720-352-2630

1705 Flemming Drive  
Longmont, CO 80501

email: [valandjimw@yahoo.com](mailto: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!

"Precision. Artistry. Technique.  
A perfect weld every time."

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John Sell  
Owner

e: [John@apexweldfab.com](mailto:John@apexweldfab.com)  
t: 720.369.6888  
3000 Airport Drive #306  
Erie, Colorado 80516

NOTES:

[www.apexweldfab.com](http://www.apexweldfab.com)  
[facebook.com/apexweldfab](https://facebook.com/apexweldfab)

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

### **Complete Airplane Needed - for St. Vrain Valley Schools' Innovation Center Aeronautics Program**

The Innovation Center of St. Vrain Valley Schools' Aeronautics Program is seeking a donated **un-airworthy** complete airplane for ground based educational experiences. Students will learn about airplane structures, aerodynamics, light maintenance, all the airplane control and operational systems and pre-flight practices with an actual hands on airplane. The ideal complete airplane is a typical Cessna or Piper, Experimental will be considered and no projects please.

The Innovation Center of St. Vrain Valley Schools' Aeronautics Program provides an engineering and industry certification platform for students looking to prepare for a career pathway in Aviation Engineering and Flight.

Your airplane donation is tax deductible per the rules of IRS Publication 526. The Innovation

Center of St. Vrain Valley Schools is a qualified organization to receive charitable contributions and will work the supporting documentation with you.

Please Contact anyone below:

Jake Marshall  
Aeronautics Program Coordinator/Project Manager  
Cell (970)-213-7056  
Office 303-702-8200  
email [marshall\\_jacob@svvds.org](mailto:marshall_jacob@svvds.org)

Steve Kerchner  
Aeronautics Program Ground Instructor/Pilot  
Cell (719) 471-0518  
email [kerchner\\_stephen@svvds.org](mailto:kerchner_stephen@svvds.org)

Dan Berry  
EAA 648 Aeronautics Program Volunteer Mentor  
Cell (303)-818-3876  
email - [dan648@zggtr.org](mailto:dan648@zggtr.org)

Warbird Aficionados? This is for you! From Ed Clarke, [mandeclarke@gmail.com](mailto:mandeclarke@gmail.com)

I am a current member of EAA Cincinnati Warbirds Chapter 18 which is affiliated with the Tri-State Warbird Museum in Batavia, Ohio.

My wife and I moved to the Highlands Ranch area from the Chicago area in the past year. More importantly, I have accumulated over the years an extensive collection of aviation books and VHS/DVDs, as well as an on-going subscription to Flight Journal and Warbird Digest magazines.

I would like to donate all or part of the above either to your organization or a "crazy-about" old-airplane enthusiast like myself. The Tri-State Warbird Museum wanted all of these items, but the pandemic and/or the cost of getting it back to Cincinnati prohibited me from donating these to them.

I have contacted local aviation museums here in the Denver area with zero response. I would appreciate the email address or phone number of anyone in Chapter 43 who might be interested.



Thorp T18 for sale. Flies great. Gobs of fun. Great round town and good for cross countries too. Climbs like a bat out a hell. Easy to work on. A pleasure to land in a cross wind. Enough gizmos to do an instrument approach at DIA. And an auto pilot to make it all comfy. Asking way too much money...mid 30's. If you want to know the details call

Cliff 720-280-2916

Minutes for EAA Chapter 43 Meeting  
March 13, 2021

**TONIGHT'S PROGRAM** started at 6:02. President Cliff Goldstein noted that we'll start hybrid meetings (outside-virtual and online) as soon as it gets warm.

Our Speaker is Rick Brennan. Rick has over 3,000 hours in high performance military aircraft and is a graduate of the Navy Fighter Weapons School (TOPGUN). He owns a Van's RV-6A and flies out of Vance Brand Airport in Longmont.

Rick is an EAA member with the Boulder chapter (1627). He was out of aviation for ~30 years and got his RV-4 years ago. He'd like access to more types of aircraft, like a 4 place and something more suitable for the mountains. A flying friend suggested a flying club and there are organizations to help. The EAA Flying Club Manual, the AOPA Flying Club Guide, and FAA rules have guidance, including for airport owners, tax guidance, etc. There are several local clubs with limited membership using certified aircraft. Why not experimental? Rick is trying to go back to his squadron days, with club members learning from each other. Why a flying club? Cost, varied aircraft, shared maintenance, and camaraderie. Rick showed examples of cost breakdown, comparing single ownership vs. a 10 member club. The suggested number of participants is 10 per airplane. Savings for initial purchase and upgrades. Aircraft flown more stay in better mechanical shape. The FAA allows for creation of a non-profit to save on taxes (non-business use only). Experimental aircraft ARE allowed, and strongly supported by the EAA and AOPA. Note that there can be no legal connection between flying clubs and EAA chapters.

Three types of flying clubs; Equity (costs equally shared), Non-Equity (leased aircraft), and Hybrid (some members own the aircraft, and some lease from owners). The type is up to the members. The club can't pay for club management, but can pay CFIs and A&Ps with some restrictions. CFIs can also charge individual club members, and a member who is an A&P can be paid for annuals, etc. Clubs cannot compete with flight schools and FBOs. Club location is dependent on hangar space availability. Flying clubs need founding members with skills for organization, law, and finance. Key to a good club is a good relation with the airport manager, and NO competition with airport businesses. Flying club rules are largely driven by insurance. AOPA and EAA have templates. The club needs to acquire hangar space, aircraft, and insurance.

#### **Rick's Concept Proposal**

Jeff Jones is trying to set up a flying club with an RV-12 and noted that insurance for experimental planes is 3-5 times more expensive. Rick said insurance companies' rates are dependent on the experience of the pilots and amount of flying. 3 times is not out of bounds if split 10 ways. Rick would allow for training, especially for additional skills/certifications such as backcountry, tailwheel, STOL, and aerobatic, based on the members' desires. The club members would share cost and labor to build and fly a diverse collection of aircraft types. He wants to include builders; for example 3 planes flying and 1 in build or rebuild with different construction types. Initially, 2 planes flying and 1 under construction. 10 members per plane: some fly, some build, some do both! Rick is trying to get 10 members in the next couple of months to start and add more later. Questions?

Cliff Goldstein asked how long Rick's been working on this concept - Rick replied for about a year, more recently as he's been laid off work for the past 4-5 months due to the pandemic. Cliff said he's familiar with the Ten High Fliers at Jeffco. 3 planes, 45 members, with a Piper Dakota, Saratoga, etc. Some folks have left the club due to scheduling issues.

Scott Serani asked how aircraft go in and out of clubs? Rick thinks a "new" airplane rotating in every 2 years to allow for learning more. Jeff Jones is organizing something similar to include Young Aviators. Any interest in an alliance? Rick said he'd prefer a mix of old and young, so yes! Jeff doesn't think necessarily one club, may be more advantageous to have 2 groups. Jeff also commented that EAA National thinks Rick is the local expert on flying clubs and Rick said the head of flying clubs for EAA is very interesting. He'll get



serious about forming a club in about two months. (Editor: If you're interested, Rick can be reached at [rjbrennanjr@gmail.com](mailto:rjbrennanjr@gmail.com))

Cliff Goldstein opened the Regular Meeting at 6:49.

### **ANECDOTE - Scott Serani, from Steve Beach**

The two pilots are wearing dark glasses. One is using a guide dog and the other is tapping his way along the aisle with a cane. Nervous laughter spreads through the cabin, but the men enter the cockpit, the door closes, and the engines start up. The passengers begin glancing nervously around, searching for some sign that this is just a little practical joke. None is forthcoming.

The plane moves faster and faster down the runway and the people sitting in the window seats realize they're headed straight for the water at the edge of the airport. As it begins to look as if the plane will plough into the water, panicked screams fill the cabin.

At that moment, the plane lifts smoothly into the air. The passengers relax and laugh a little sheepishly and soon all retreat into their magazines, secure in the knowledge that the plane is in good hands.

In the cockpit, one of the blind pilots turns to the other and says,

"Ya know Bob, one of these days they're gonna scream too late, and we're all gonna die."

### **VISITORS, NEW MEMBERS - Please introduce yourself**

Sign our virtual sheet (by opening a private chat in Zoom with Val's iPad and sending your email, phone # & if you're already an EAA member, your member number) and get a six-month trial chapter membership! (FREE!)

No visitors - contact Cliff G. if you're being shy.

### **MEETING DEDICATION - Cliff Goldstein**

I'm using this time to ask if anyone would like to donate to put Charlie Graf's name on the EAA Memorial Wall. Charlie, a Chapter 43 Lifetime Member, was an inspiration to builders and flyers alike. Please send your checks to Myles. (Or use PayPal, see page 5 for instructions and Myles' address - Editor)

And while I'm on the subject, if you have not paid your 2021 dues, please include that to Myles. (Or go to the Join or Renew page, linked on the left side of the eaa43.org page, to renew via PayPal - Editor)

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

**TRIP REPORTS** - SpaceX launched SN10 and everything was going well 'til about 5 seconds after landing. And a fire that was burning prior to landing blew the rocket up.

Where have you been or better is there a direction you're going?

Bill Mitchell spent 3 hours in a Cherokee 6 last week. Brian Garrett's arm has healed enough to fly again, he took a student pilot friend up to Buena Vista. And Thomas Schibli is working on his private pilot license again after 15 years!

**PROJECT REPORTS** - Do you need help with your project? Raise your hand. Chapter 43 has folks that want to help build! (SEND VAL PICTURES for the newsletter at [newsletter@eaa.43.org](mailto:newsletter@eaa.43.org))

Michael Savino's RV-14A is about 4 weeks from a complete fuselage! Just completed the forward avionics structure and the cockpit interior is epoxy primed. The finish kit is on order, hopefully shipping 4/29 but could be delayed 6 more weeks due to increased demand. He asked if avionics discounts will be available at AirVenture and Jeff Jones said yes, as well as at Sun & Fun, though AirVenture will have the most up to date equipment. Brian Garrett noted that EAA is going full speed ahead with AirVenture. Jeff Jones asked Michael what avionics system he's thinking about, and Michael said a Garmin suite and he'll be doing the wiring. Jeff offered to help.

Bill Kendall, Cliff Goldstein, and Dale & Scott Serani put the fuel tanks together for Bill's RV-10 and leak checked them today.

Cliff Hasenbalg is waiting for the backordered ADS-B for his Glasair. The engine and prop have been ordered for the Comp Air 7 he's helping build, and a gentleman in Wyoming is on tap to do the avionics.

Stephanie Wells has a fresh engine in her RV-7 and is flying off hours before heading to Sun & Fun and maybe the Bahamas!

Thomas Schibli has completed the last fabric installation on his Kitfox 7.

Brian Garrett ordered a Sling kit last fall, it may be shipping from South Africa in June.

**SAFETY REPORT** - Cliff Goldstein

A Beech Bonanza was destroyed with the pilot and passenger. The pilot called ATC with an engine failure and said he was too low to make the airport. The plane went nose down into a field. The NTSB report said the fuel pump seized, that the pilot didn't follow the checklist for boost pump turn on. Must go through the checklist! Bill Mitchell said folks don't think about the procedures for various failures, we should mentally rehearse procedures before they're needed. He recalls 6 month check rides that focused on emergency procedures. He also reminded us that with the current weather, wheel pants are a bad idea if there's slush on the runway.

**YOUNG EAGLES** - Cliff Hasenbalg

Next Rally: A small event is tentatively scheduled for March 20. Cliff will be communicating to a small group of Pilots and YE's. The upcoming snowfall may force a cancellation because if the area is very wet it's hard to set up the tent and electronics. Two of the counties around EIK are blue, allowing for an event of up to 250 people outside and NOT seated. Cliff has fully vaccinated pilots ready to go.

**YOUNG AVIATORS** - Pat Miller and Scott Serani

There are plans to fly the B-25 to OSH this year if the show goes on. (Dang! The Young Aviators have done a bunch more work on the B-25! - Editor)

Scott said that AirVenture is on, but it will be different. KidVenture has similar issues to Theater in the Woods; the B-25 will be in a hangar with other activities outside in spaced tents. EAA will have aerosol spraying between missions. Scott polled the Young Aviators to find out who's coming so he can get passes and ~10 camping spots; he has about 20 people so far.

**SCHOLARSHIP** - Myles Lee and Steve Paschke are working on a Donate button on PayPal to allow donations for Scholarship and other events such as Memorial Wall Plaques or just to the general fund.

Sweta Kolisetti's mentee Stephanie Olson has 3 1/2 hours in two flights, with two instructors at the

Erie flight school and is doing ground school online.

Stephanie Well's mentee Glenda (Destiny) West is close to soloing and should finish by summer!

Eric Serani's mentee Edward Gibson is working on his flight school choice.

Scott Serani's mentee Bennet Dugas is our Ray Scholarship candidate and will be working on his essay and medical over his spring break.

### **NEW AND OLD BUSINESS**

- √ The EAA has announced they have made changes to the venue to allow the show to go on. At this moment, it will, of course, continue to require social distancing, and limitations to occupancy at certain venues, including Theater in the Woods. We will need to wait till after May 1st for the final word, but your organization is making changes to allow our convention.
- √ Please (PLEASE) submit pictures of your ongoing project or trip to [newsletter@eaa43.org](mailto:newsletter@eaa43.org).
- √ William Heltzel and Michael Gilbert (an early lead for Microsoft Flight Simulator) will present an exciting project using Microsoft Flight Simulator and Discord (an online meeting hub) to allow multiple simulator pilots to gather and fly missions together. Will has set up a Discord server for Chapter 43 at <https://discord.gg/E9Yt5CfKsq> Think of Discord as an online Wednesday Lunch. The Discord app is available for Microsoft, Android, and iOS. He showed the Chapter 43 server with several members registered. Will is available for questions or help. Discord has voice and text channels differentiated by topics or events. Discord allows for real time communications and collaboration between members and is easier than Zoom or text. It's a good application for setting up flights (virtual or in real life) - "I'm going to X, anyone want to join?" as well as asking build questions or sharing project status. Media and pictures can also be shared. There is a separate channel for simulation. Simulator flying is good for someone with a new interest in aviation or learning different aspects of aviation. MS Flight Sim 2020 is generating a lot of new interest especially during the pandemic, and Discord is great for providing a shared simulator experience. Will is an A&P, contact him with Discord to ask maintenance/repair/build questions. Cliff Goldstein asked if Will could put together a presentation on simulator events; Will to present at the next meeting. Mike knows the nuts & bolts of Flight Sim and can answer questions on that. Stan asked about the Wednesday lunch, worried that Discord might replace it and Will assured him Discord is intended to be additive, not a replacement for live events. Will will be available for the next couple of months to help people get set up. Don't have to be a Chapter 43 member, just be interested in aviation or flight simulation/games. Flight Sim is also available on Game Pass. The link above will be chapter blasted.
- √ Cliff Goldstein - I'm going to tentatively schedule our annual summer picnic for September. I'm feeling like most of us will have received the vaccine and will be ready to get together. Also setting up outdoor hybrid meetings, weather and pandemic restrictions permitting.

### **Anything Else?**

Respectfully Submitted,  
Val Gregory  
EAA Chapter 43 Secretary



## 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**

<b>President</b>	Cliff Goldstein	720-280-2916
<b>Vice President</b>	Larry Earnshaw	720-425-7987
<b>Vice President</b>	Steve Paschke	303-451-8490
<b>Secretary</b>	Val Gregory	303-908-1252
<b>Treasurer</b>	Myles Lee	720-295-8778

### **Board of Directors**

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

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

### **Volunteer Officers**

<b>Technical Counselor</b>	Jim Sutton	303-598-4205
<b>Technical Counselor</b>	John Reuterskiold	303-881-3517
<b>Technical Counselor</b>	Phil Brown (fabric, wood & tube)	303-506-3886
<b>Technical Counselor</b>	Stewart Bergner	303-229-7799
<b>Technical Counselor</b>	Will Heltzel	303-345-5784
<b>Flight Advisor</b>	Bill Mitchell	303-427-4025
<b>Newsletter Editor</b>	Val Gregory	303-908-1252
<b>Young Eagles Coordinator</b>	Cliff Hasenbalg	303-744-8180
<b>Young Aviators Advisor</b>	Pat Miller	303-666-8233
<b>Young Aviators Advisor</b>	Scott Serani	303-358-2858
<b>Data Base Editor</b>	Tim Stansbury	719-494-7398
<b>Web Master</b>	Steve Paschke	303-451-8490
<b>Facebook Admin</b>	Lance Boehmer	<a href="mailto:ljboehmer@gmail.com">ljboehmer@gmail.com</a>
<b>Safety Officer</b>	Stephanie Wells	303-503-0147
<b>Refreshments</b>	John & Roxie Juul	720-626-7707
<b>Audio/Visual</b>	Herrill Davenport	303-460-7789
<b>Scholarship Chair</b>	Mike Sutton	720-515-5269
<b>Scholarship Fundraising</b>	<b>(Volunteer Needed)</b>	
<b>IMC Club Coordinator</b>	Larry Earnshaw	720-425-7987
<b>VMC Club Coordinator</b>	Andre' Smith	720-270-5944

### **CFI's in Chapter 43**

Phil Brown	303-506-3886
Richard Brown	303-558-0793
Mark Davis	303-425-4080
Joe Gilmore	720-318-5100
Jeff Hinkle	303-550-2291
Bill Mitchell	303-427-4025
Tom Shaw	303-275-0904
Mike Sutton	720-515-5269

## Mile High EAA Chapter 43

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

**First Class**



**Gatherings are normally held on the second Saturday of each month at 6:00 P.M.—Location determined monthly. See Pages 2 & 3 for details of the upcoming gathering.**