

EAA MILE HIGH CHAPTER



PRESIDENT
KIRBY WHITE
423-5134

VICE PRESIDENT
KEN LYSEK
457-9769

SECRETARY
KIRBY WHITE
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TREASURER
ROY MANEELY
371-3370

NEWSLETTER
KIRBY WHITE
423-5134

VOLUME 14, ISSUE 12, DECEMBER, 1991

THIS MONTH'S MEETING: The meeting this month will be a Banquet held at The Plum Tree Restaurant at 502 S. Public Road in Lafayette on Saturday, December 14, 1991. Cocktails will be from 6:00 P.M. to 7:00 P.M. Dinner will start around 7:00 P.M. This will be a Buffet which will include prime rib, chicken, shrimp, vegetables, and salad for \$15.00 plus tip. Cathy Sheen-469-6456 and Daphne Davenport 460-7789 ask that you contact either one of them to let them know if you are or are not planning to attend. Please do so at your earliest convenience so they can make the necessary plans. Everyone, including Chapter 43 guests from previous meetings, is welcome. The Plum Tree Restaurant is on Highway 287, which runs North and South and connects with Northbound Wadsworth. The building is beige with shutters and is two stories tall. It is on the East side of the street between Mini Mart and Lafayette Florist and is just South of Emma Street. Their phone number is 666-9304 for any additional information. I hope that there will be a really good turnout at this Christmas Banquet, so that we can thank the Officers and Volunteers who served in 1991 and welcome in those who will be serving in the coming year. Hope to see everyone there!

THIS MONTH'S CAFE 43: The Fly-Out this month will be to The Cheyenne Airport for lunch on Saturday, December 21, 1991, and we will eat at The Owl Inn Restaurant, which is located within walking distance of the Airport. This is the Saturday after our normal second Saturday meeting. We will meet at The Cheyenne Airport at 11:00 A.M. Ken Lysek is coordinating the monthly CAFE 43 (which stands for Culinary And Flying Expedition), so contact him at 457-9769 if you have any questions or have an extra seat to offer or are in need of a ride.

LAST MONTH'S CAFE 43: No one called to let me know whether they had gone to either the Greeley Airport to visit the new restaurant which is on the field or the Fall Open House at Flatte Valley Airpark. If anyone went, I hope they had a good time and the events turned out well.

LAST MONTH'S MEETING: With 55 members and guests in attendance, the meeting of November 9, 1991 was called to order at 7:50 P.M. by President Kirby White in Building B-8 at Jeffco Airport.

Guests: Guests present were Ron Dothern of Broomfield, Jack Cooley of Longmont, Steve Green of Lakewood, Larry Davis of Boulder, and Bob Knuth and Chris Franz of Broomfield -- who put on the Program for the evening.

Old Business: Vice President Ken Lysek (who was also the Chairman of the President Nominating Committee) stepped forward and announced that he would be conducting an election to choose a new President for Chapter 43 for 1992. John Evens and Mark Yelich were nominated, seconded, and a vote was taken to determine which would be next year's President. Mark Yelich, by a very narrow margin, became

Old Business cont: Chapter 43's new President for 1992. Congratulations, Mark! Some of the members said they thought they heard a train whistle in the distance, but I'm not so sure about that. Ken brought up the subject of increasing the Board Of Directors from three to five members, serving two-year rotating terms, which was suggested at the Board Of Directors meeting earlier in the evening. This would be with a review the Chapter 43 Bylaws to make sure that no problems existed in doing so. A nomination was made, seconded, and approved to do this. Chuck Ogden and Aaron Schomberg were nominated, seconded, and approved to fill the new positions with the Board Of Directors. Congratulations to both Chuck and Aaron! Ken also related the following items that were discussed at the Board Of Directors meeting. It was felt that a Program Chairman who would be appointed by the new President would be a worthwhile addition to the list of Volunteers. Also, one of the objectives of the Board will be to determine what types of Programs and in what percentage the members would like. For example: safety, technical, hands-on demonstrations, fun things, slides of fly-ins and trips, videotapes, informative items, etc. would all be considered and a good balance between them achieved. With the Board and the Program Chairman taking over this responsibility, the monthly Programs should be of a better mix and much more responsive to the needs and wants of the members. A monthly "Flight Leader" for CAFE 43 was thought by the Board to be a worthy change in the way that things have been done in the past. Also, a Vice Treasurer who would be appointed by the Treasurer would be a necessary change in case the Treasurer can't make it to the meeting so the responsibility doesn't fall onto the new President. Cathy Sheeon brought up the subject of Chapter 43's Annual Christmas Banquet. She said that it would be held on Saturday, December 14, 1991 (which is our normal second Saturday meeting night) at The Plum Tree Restaurant in Lafayette, with cocktails at 6:00 P.M. and dinner at 7:00 P.M. The Buffet will be \$15.00 plus tip, and Cathy hoped that there would be a really good turnout of Chapter 43 members and guests. She passed around a sign-up sheet for everyone wanting to attend to put their names on.

CAFE 43: The CAFE 43 location for November was amended at the meeting so that we could attend both Greeley Airport to eat lunch at the new restaurant on the field and the Fall Open House at Platte Valley Airpark on the following Saturday, November 16, 1991. Ken Lysek asked for suggestions on the CAFE 43 location for December. It was decided to fly (or drive) to The Cheyenne Airport and eat lunch at The Owl Inn Restaurant, with John Evens as the Flight Leader.

New Business: Kirby said he had heard that several members had flown to the 27th Annual EAA Southwest Regional Fly-In in Kerrville, Texas in October. John stood and announced that he had gone and proudly showed a Best Plans Built Custom Award that he received for his Thorp T-18. Everyone gave John a very nice round of applause for this. John also said that Fon Denight and Warren Williams and Chuck Ogden had also taken their airplanes there, and all of them had a good time. Our Treasurer Roy Maneely announced that he had 1992 EAA Calendars at the meeting to sell. He said that they cost Chapter 43 \$3.40 each, and asked the members to decide what they wanted them to be sold for. Last year's Calendars sold for \$4.00 each. After a short amount of discussion, the membership voted to sell them this year for \$4.00 each. Dean Cochran announced that on Thanksgiving morning a Hot Air Balloon flight was planned from Breckenridge to South Park. He said that an airplane or two were desired to fly along with the Balloon while it is on its flight (which could take a number of hours), so a rotation of airplanes would be needed. Dean indicated that he was planning to be one of the pilots flying with the Balloon, and asked

MILE HIGH EXPERIMENTAL AIRCRAFT ASSOCIATION CHAPTER 43
KIRBY R. WHITE

This is going to be a letter to all EAA Chapter 43 members and guests which addresses the past, current, and future status of this Chapter, in my considered opinion. I will try to cover many different areas of concern, although I may inadvertently leave out a topic or two that I should have included. Since I am giving up many of the Chapter duties that I have taken on at the end of this year, including that of President, I feel that a review of the past years and a look into the future of Chapter 43 is very worthwhile. This will be the last Newsletter that I will be writing while I am also serving as President, so the timing of this letter is just right.

Chapter 43 is stagnant, and has been for some time now. I can feel it at the meetings and in talking to members in other places. This is no one's fault but my own. I will take full responsibility for it. I have been fighting the feeling of being burned out from all of the work that Chapter 43 demands for a couple of years or so. I probably should have given up much of my load when these feelings began to surface, but there were some things I felt I wanted to try to accomplish while still President. The time is past due to make some major changes in the way that Chapter 43 operates. The groundwork has been laid to effect these changes, as evidenced by the election of a new President and the addition of two more members to the Board Of Directors. I feel that new enthusiasm exists with the Officers and Volunteers and Board Of Directors, both new and re-elected, and that these changes will add a new enthusiasm to the rest of the members that is long overdue and will be very welcome.

When I announced at the October 12, 1991 Chapter 43 meeting that I wanted to give up the office of President, no one volunteered to take on the responsibility. After some discussion, it was decided to form a Nominating Committee to find some willing candidates for the office. The consensus in the group was that Vice President Ken Lysek (because of the office that he held) should be the Chairman of the Nominating Committee. Cathy Sheeon and Ron Denight volunteered to be on the Committee with him. They took on their responsibility very seriously and diligently, and came up with two possible candidates for the office of President for 1992. In talking over the concerns of finding a new President, the Committee and some of those that they spoke with came up with a number of other changes in Chapter 43 that they felt should be considered. Ken called a Board Of Directors meeting (the very first one that has been called while I have been President, I should add) which was held just before the November 9, 1991 Chapter 43 meeting. The two candidates for President, John Evens and Mark Yelich, graciously attended the meeting. The aforementioned changes were brought up and discussed by the Board and others present. It was decided that the Board Of Directors should be increased from three to five members, with the approval of the general membership and with a review of the Chapter 43 Bylaws to make sure that no problems existed in doing so. The Board members would rotate every two years so that at least two members with experience from the previous year would serve. The possibility of having a Program Chairman who would be selected by the new President was discussed. A monthly "Flight Leader" for CAFE 43 was thought to be a worthy change in the way that things have been done in the past. A Vice Treasurer (appointed by the Treasurer) would be a necessary change in case the Treasurer can't make it to a meeting so the responsibility doesn't fall onto the new President. The Board decided to meet again before the January, 1992 meeting and hold regular meetings throughout the year. One of the objectives of the Board will be to determine what types of Programs and in what percentage the members would like. For example: technical, hands-on demonstrations, fun things, safety, slides of fly-ins and trips, videotapes, informative, etc. would all be considered and a good balance between them achieved. With the Board and the Program Chairman taking over this responsibility, the monthly Programs should be of a better mix and much more responsive to the needs

and wants of the members. Fill out the 1992 membership renewal questionnaire section with your thoughts and ideas or talk to one of the Officers or members of the Board to let them know what you would like to see. The Board will discuss many other things which will affect the direction that Chapter 43 will take in the future and how it can help its members. It will also help to see that airplanes and flying is a right that is not taken away from us, and your input is very important to them.

At the November 9, 1991 Chapter 43 meeting, Vice President Ken Lysek (who was also the Chairman of the President Nominating Committee) conducted an election. John Evens and Mark Yelich were nominated, seconded and a vote was taken to determine which of the two would be next year's President. Mark Yelich, by a very narrow margin, became Chapter 43's new President for 1992. Congratulations, Mark! Ken brought up the subject of increasing the Board Of Directors from three to five members, serving two-year rotating terms. A nomination was made, seconded, and approved to do this. Chuck Ogden and Aaron Schomberg were nominated, seconded and approved to fill the new positions with the Board Of Directors. Congratulations to both Chuck and Aaron! So here is the slate of 1992 Chapter 43 Officers and Volunteers: President -- Mark Yelich, Vice President -- Ken Lysek, Secretary -- Kirby White, Treasurer -- Roy Maneely, Newsletter Editor -- Kirby White, CAFE 43 Representative -- Ken Lysek, EAA Designee -- Brad Davenport, Librarian -- Roy Maneely, Historian -- Herrill Davenport, Regional Fly-In Committee Representatives -- Bill & Mary Mitchell, Board Of Directors -- Brad Davenport and Cathy Sheepon and Roy Maneely and Chuck Ogden and Aaron Schomberg, and Grand Keepers of the Coffee Pot (which is possibly the most important position of all) -- Dick Vose and Bill Mitchell. I think this is a fine group of people who will serve you well in the coming year. But, once again, all of these people need your help. In order to keep up the positive enthusiasm that these people now have, they will need to feel that what they are doing is appreciated by the group with returned enthusiasm. It can be very tough to maintain a really positive attitude about what you are doing when few members make constructive suggestions and turn out for an event that someone has spent quite a lot of time in arranging. Also, when a volunteer or two is needed for a certain task, it shouldn't be an exercise in futility or a standoff between the President and the members sitting in front of him who are hoping they don't get volunteered for something. This is everyone's Chapter, and everyone should at one time or another willingly help out and volunteer to take on a project, even if it's a simple matter to complete. It seems that 10% of the people in an organization do the majority of the work, which is the case with most organizations, not just Chapter 43. That doesn't make it right, though. People wear down after a while; some sooner, some later. Those who are in charge of making things happen feed off of returned enthusiasm, whether they realize it or not. Then that returned enthusiasm is given back to the group, who should in turn feed off of it. Then the whole thing can really snowball. But it needs to start somewhere. This new slate of Officers is a really good start. Please help them out. One thing that comes to mind that everyone can easily accomplish is of being considerate to Mark Yelich when he wants to get started with the Business Meeting or the Program. I have gotten complaints about the lateness of the starting times of the Business Meeting and the Program. Some of them have been in private, and others have been during the Business Meeting itself. And others complain when the group is being called to order because I am interrupting their conversation. It can literally take five-plus minutes sometimes to gather everyone into the meeting room to get started. This doesn't have to happen like this. I will impress upon Mark that he should do a better job of punctuality than I have.

I think that CAFE 43 could be a really neat deal with more enthusiasm from the group. But when the CAFE 43 Coordinator, Ken Lysek, asks for suggestions on a destination, there is very little response. And even less actual flying activity to meet for lunch at the distant airport on the given day. I feel that, at least in part, this lack of enthusiasm is my fault. Chapter 43

deserves a President who has a Pilot's License and a flyable airplane. Mark Yelich has both, and has attended many of the CAFE 43 gatherings, and I think that the group may be searching for someone to look to because they know they will have someone to eat lunch with at the distant airport. Having a designated "Flight Leader" for a particular flight, as mentioned earlier in this letter, is certainly worth a try to see if it will create some new involvement from the group. If more people and airplanes don't start attending these events, it is my opinion that CAFE 43 will auger in and leave only a smoking hole. With just a wisp of smoke. Why is it that it's so difficult to get a group of pilots and flying enthusiasts together to make a mass flight to a distant airport for lunch? What, exactly, have I done wrong in not being able to generate the necessary involvement from the group? And why should it be such a battle to try to get people to want to go? Shouldn't they be simply itching for any sort of a good excuse to exercise their airplanes? Why is it that the Early Ford and Street Rod and Motorcycle groups can create such large numbers of participants in their drives and rides? These events string out for miles. Those of you who attended the AIDS Benefit at the Boulder Airport a few years ago will probably remember how many motorcycles and cars were at the event on display. There were so many that you couldn't count them all! What do those groups do differently? What can Mark Yelich and Ken Lysek and the rest of the new slate of Officers change to drum up some real excitement and participation in Chapter 43 in general and CAFE 43 in particular? And why do aviation people talk so negatively about each other's ideas and goals and designs so often? If you don't believe me, go to a Fly-In somewhere and stand or sit near some people whom you don't know and casually listen to what they are saying. The criticism can be quite depressing. Even a place as Grand as Oshkosh is rampant with negativity if you just stop and listen. Closer to home, people seem to like to have bashing sessions about the various aviation organizations in the Denver Metropolitan area. While we are busy cutting our compatriots down, we are allowing our flying rights to slowly (and in some cases, not so slowly) erode. One day we may wake up and discover that they are gone entirely and scratch our heads and wonder what happened. And we will have only ourselves to blame. If the inner negativity gets a whole lot worse, we may even self-destruct. And then the Federal Government will probably be happy. As an example, look at what happened when the Japanese started importing higher quality, less expensive, more refined, more economical cars into the United States while we were sleeping, confident that ours were the best cars in the world. What a rude awakening we got when we discovered how far out-classed we were! We're still playing catch-up. There will be no going back if we lose our flying rights, though. They will be gone forever. And, as I see it, one of the easiest and most important ways of doing this is to show everyone that we are a positive, active, involved force in the United States. Doing just the absolute minimum to get by and being relieved when someone else agrees to do something so you won't have to just won't cut it in the future. There are a lot of members in Chapter 43, and the various duties should be spread out among them so that no one is overly burdened with work.

The Annual Rocky Mountain Regional Fly-In is a very nice event. Again, though, it has mainly been the same group of people year after year who have devoted their own time and money in going to meetings to plan the Fly-In. Also, these same people set up the Fly-In grounds the day before the Fly-In, work a full day during the Fly-In itself, and tear everything down after the Fly-In is over. All of these people are getting tired of doing so much work, myself included. I have been trying to completely delegate most of the Fly-In responsibilities that Chapter 43 is committed to for a number of years, but I can't seem to get away from it all. I always end up helping to make sure that there are enough volunteers where they are needed, and try to take care of what I've personally committed to, and rarely even get a chance to look at any airplanes. I am putting my foot down this year, and turning over all of the duties of Chapter 43 and myself to others. Bill & Mary Mitchell have been elected again in 1992 to

be the Fly-In Committee Representatives from Chapter 43. They can't do it all themselves, though. And even if they could, they shouldn't have to. More Chapter 43 members should be on the Committee. I believe that it has been the standard practice in the past that the President of Chapter 43 automatically becomes a part of the Fly-In Committee. I hope that Mark Yelich will continue with this tradition. I think he would make a nice addition to the Committee. But he will need your help, also, with additional members on the Committee and ideas on ways to improve the Fly-In and help with the running of the Fly-In itself. Just as with everything else that I've previously mentioned, if there isn't some new blood and enthusiasm introduced into the Fly-In Committee, the long-time members of the Committee will burn out completely and the Fly-In will become a nice memory.

The Annual Colorado Aero Tech and Cheyenne Aero Tech Open Houses are very worthwhile events. Not only do they serve all of the free food that you care to eat, but they also gladly pay \$50.00 for each airplane that comes in to display for a few hours. I seriously think this is something that many of us should enthusiastically become involved with. As a former student at Colorado Aero Tech, I can tell you that much of the emphasis in the A&P Course is geared toward large airplanes and jet airliners. Many of the graduating students plan to try to get a job with either a large aircraft manufacturer or an airline. Working at a small FBO at a small airport on small airplanes is not generally in their line of thinking. But with airlines declaring bankruptcy (which cancels new airplane orders and means no mechanic jobs) and military contracts that can come and go with the whims of politics and politicians and economics, small airplanes may become a serious consideration for them if they want to work in the aircraft industry. It is at least in part our responsibility to inform the Aero Tech students of the exciting field which is General Aviation -- including Homebuilts and older airplanes. The Open Houses are a made-to-order opportunity for us to do this. There are hundreds upon hundreds of people there that we can talk up General Aviation to. A captive audience, if you will. We should take this responsibility very seriously. These students are the future of aviation, and it is up to us to expand their aviation horizons as much as we can.

Another fine program is the High School Aeronautics Course that several local High Schools are now beginning to offer to students. I believe that we will have two or three of these Aeronautics Course teachers in Chapter 43 in the near future, and they can certainly use our help and knowledge and experience to make the Courses a success. Again, these students are the future. I hope that Mark Yelich will continue on with the help that Chapter 43 has already given to these teachers, and increase the participation from the members in the future.

I suppose that at least part of what I've already written comes across as being somewhat on the negative side, especially regarding my perceived lack of enthusiasm in the group and the lack of involvement when it is needed. This is most likely a product of my being burned out from trying to do too much for the group and taking on the responsibilities of others when they were not able to do what they had intended to. I'd like to take a minute or two right now and explain why I feel burned out at this time. In 1983 I became the Vice President of Chapter 43. The following year, 1984, I was elected President of Chapter 43, which automatically put me on the Rocky Mountain Regional Fly-In Committee. Then in 1985 I took on the Secretary and Newsletter Offices as well. As if this wasn't enough, I was attending Colorado Aero Tech seven hours a day, five days a week. About this same time I started a business on the side, in addition to working full time. Not to mention trying to keep up with normal domestic duties. I kept up with things pretty well for quite some time and left Colorado Aero Tech with a 94 average, which I was fairly proud of. Little by little, though, I started losing a grip on things, as there were simply not enough hours in the day. The things that I let go were mainly for myself. Even though I

had finished all of the actual schooling at Colorado Aero Tech, I didn't have the time to spend reviewing what I had been taught, so I haven't gotten my A&P yet. I was very close to soloing, and never did. I had to stop working on my airplane project. The addition that I am building on my house has not received any attention for more years than I care to think about. My lawn sometimes gets rather out of hand, and then it is a real chore to mow. I won't try to describe the inside of my house, except to say that you've probably never seen so many piles of paperwork in one place in your life! All of the above really is not me. I am very neat and organized in spirit, but there is simply not the time to make it appear that way in a physical sense. For a number of years, I have given a lot of attention to Chapter 43 and its members to try to help everyone out as much as I could with their aviation interests. I still work full time and have the business on the side. Although I am now trying to get away from spending so much time on the business. Things are slowly starting to get organized in my life, which pleases me greatly. After I complete the transferring of my Chapter 43 duties to the newly elected Officers and Volunteers, things will free up for me a great deal. I will be able to sort through all of the paperwork at a pretty good pace, and not have to spend so much time running around doing what needs to be done to try to keep Chapter 43 rolling along. Getting through all of this paperwork is an absolute necessity, and is a first priority. After that, I predict that you will begin to see some personal accomplishments from me. I have received criticism over the years for having not finished my A&P or Pilot's License or airplane project. I hope that this criticism was largely in fun, because that is how I took it. You will also see a different person at the meetings. I will no longer have to be so concerned about the things that I tend to worry about in order to make sure that the meeting goes as smoothly as possible. I am now in the process of writing out the items that I look out for, which I will be giving to Mark Yelich. Then he and his Staff can take care of them, which will be a nice load to have off my shoulders. Perhaps I worry too much about little things, but that's just the way it is. I am really looking forward to having a fun and relaxed evening on meeting nights in the future.

The above paragraph was meant only to be a brief summary of the past ten years of my life, and an explanation of why things that I do are not as timely as they should be. I am not looking for any pity or compliments in writing it, as it is only an explanation. In actuality, I feel that I haven't done that good a job with Chapter 43. There should be a better mix of Programs with more people involved in selecting what they would like to see, the Business Meetings and Programs should start in a more timely fashion, there should be a yearly Roster without fail, the Library List should have been finished quite some time ago, everyone should have in their possession a recently updated and produced copy of the Chapter 43 Bylaws, the Newsletters should arrive several days ahead of the Meetings, and various other shortcomings. I apologize for all of the above, as it is my responsibility. I am not a good delegator, which is a shortcoming of mine. I realize that it can be tough to get needed information out of me at times, and I apologize for this as well. For several reasons, which I will now detail, I decided to run for re-election as Chapter 43's Secretary and Newsletter Editor in 1992. I have already spent quite a bit of time on some of the above items that should have already been completed. Such as the Roster and the Library List. I just never had the time to finish them. They are all going onto a computer disk, which will make for easy updates in the future. I would like to finish them, both as a means of self-satisfaction and to prove to the Chapter 43 members that I really can accomplish what I set out to do when I'm not overloaded. And this brings me to the second reason why I decided to keep these two Offices. I have received a firm commitment from several people that I will no longer be Chapter 43's President, that I will no longer have to concern myself with having to set up Programs, that I won't have to cover for the Treasurer when he is out of town on business, and that all of Chapter 43's Regional Fly-In duties will be handled by others. This will allow me to get the Newsletters out in

plenty of time to announce the meetings. Thirdly, I enjoy writing and finding articles for the Newsletter, and there are some ideas that I would like to experiment with. This is also good practice on the computer, which I need to learn much more about. I will also now be able to be more receptive to ideas from the group about what they would like to see in the Newsletter. I will mainly be doing what President Mark Yelich wants me to, with input from the members and the Board Of Directors. This is everyone's Newsletter, so tell us what you want.

I have not done a very good job of thanking everyone who has taken on the responsibility of an Officer or Volunteer position while I have been the President. I would like to attempt to do so at this time, although I am certain that I will leave some people out. These will be in no particular order; just as I think of them. Thank you to Foy Maneely for all of your advice on how to run meetings and for continuing on as our Treasurer and Librarian and member of the Board Of Directors. Thank you to Denise Maneely for some very nice telephone conversations (don't get the wrong idea about this). Thank you to Ken Williams for being Grand Keeper of the Coffee Pot for a number of years and all of your help with the Fly-In (where are you Ken - I haven't heard from you in a while?). Thank you to Bill Landers and Cathy Sheeon for being the Librarian for several years each. Thank you to Gene Horsman for always being there with help and advice and videotapes when the Program fell apart at the last minute. Thank you to Jim Thompson for putting on quite a few slide presentations over the years. Thank you to all of the Chapter 43 members who have put on a Program at one time or another about your airplane or a trip that you took or whatever it was that you talked about. Thank you to Brad Davenport for being our EAA Designee all of these years and staying on the Board Of Directors and for just generally being around and giving advice on airplane building. Thank you to Fred Seal for being Vice President for seven or eight years and for being a really good friend. Thank you to Bill & Mary Mitchell and Kathy McGurran for working on the Fly-In Committee. Thank you to Cathy Sheeon for being the Treasurer for several years and for your Fly-In Committee work and everything you do in making our Annual Christmas Banquet a success. Thank you to Daphne Davenport and all of the others who work so hard on the Annual Christmas Banquet. Thank you to all of the people who have made some very nice trophies for the Regional Fly-In over the years. Thank you to Herrill Davenport for being Historian for quite a few years and for all of the other things that you have done. Thank you to Ken Lysek for your work as Vice President and Chairman of CAFE 43. Thank you to Chuck Ogden and Aaron Schomberg for being Grand Keepers of the Coffee Pot for several years. As I said before, I am sure that I have inadvertently left some names out. I would just like to say a general Thanks to everyone who has supported Chapter 43 over the years, whether you have been active with the Chapter or not. For those of you who have supported me in the past, I sincerely hope that you will continue on and support the new slate of Officers and Volunteers in 1992. I know that I have alienated some people while I have been President, and now that Chapter 43's direction will be changing in 1992 I hope you will consider coming back into the group. There is one more person to say Thanks to, and that is Dean Cochran for always being there when the business meeting needs a motion to be adjourned. Keep up the good work, Dean. We're counting on you.

In conclusion, I would like to take this opportunity to wish everyone a Merry Christmas and a Happy New Year. I hope that we will have a really good turnout at the Christmas Banquet, so we can thank the Officers and Volunteers who served in 1991 and welcome in those who will be serving in the coming year.

Kirby R. White

New Business cont: any Chapter 43 member who would also be interested in flying to contact him for more information. Dean also said that the Balloon pilots could use another portable oxygen system, if anyone had a unit they could loan to them.

Gene's Corner: Gene Horsman, who many of you know is the President of the Colorado Antique Aircraft Association, again this month cordially invited us to their Annual Banquet which will be held on Sunday, December 8, 1991 in the early afternoon. The reason he invited us is that the guest speaker will be the renowned author Stephen Coonts. He is a pilot, and has many interesting stories to share. Gene brought in a number of invitations for those interested in going to the Annual Banquet to take.

Progress Reports: John Evens stood and let everyone know that, even though he really liked his Ray Jefferson Loran unit, he had recently purchased a GPS receiver. He talked about the ease with which all of the features of the unit can be accessed. He said it was extremely accurate, and even though it was quite a bit more expensive than the Ray Jefferson Loran unit, he is very pleased with it. Jim Thompson wanted everyone to know that Mike Kosta has finished the tail kit on his RV-4. He also said that Mike may have someone build the wings for him. Jim commented that Mike could very well complete his RV-4 before others in the Chapter that are being built. Bill Amos announced that Dick Demars had rebuilt the Lycoming O-320 engine from his RV-4. He said that the standard compression ratio of the engine (which is 7:1) had been upped to 10.5:1 by Dick! This means no more mogas for the airplane. Bill also reported that he had done some work to increase the rear seat passenger leg room area, and also put a new tailwheel on the airplane.

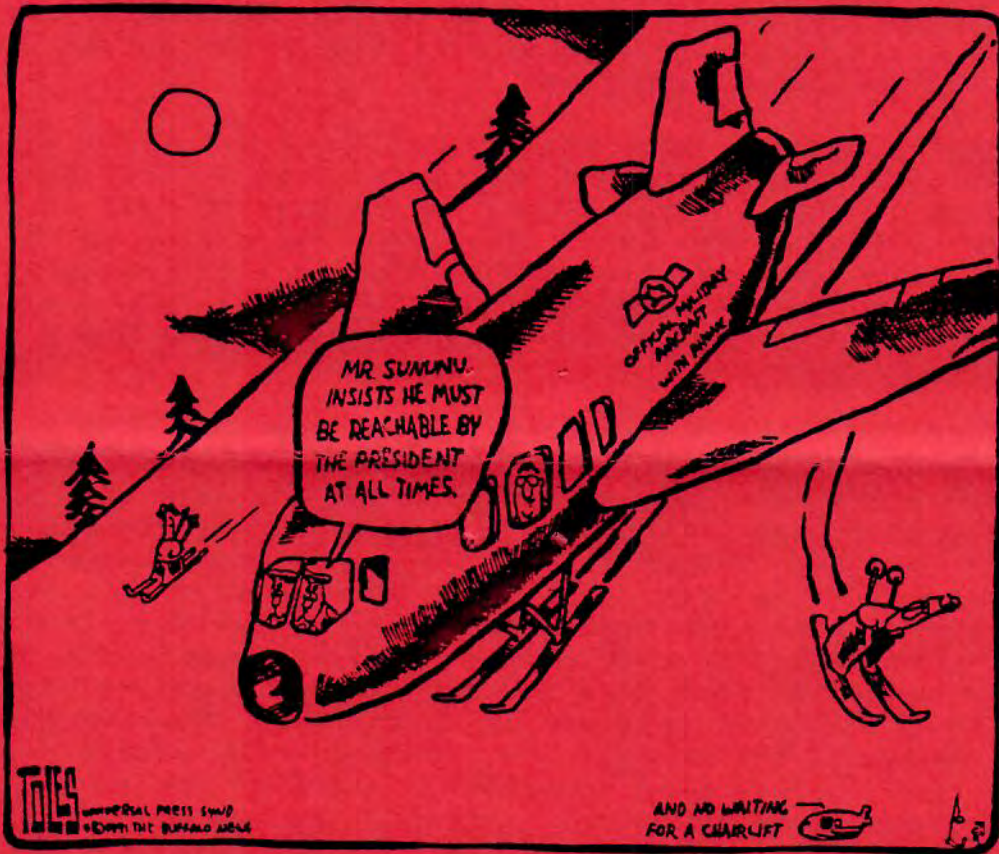
A&P: The business portion of the meeting adjourned for coffee at 8:45 P.M. After the break, Bob Knuth and Chris Franz of the Jefferson County Sherriff's Department gave a very nice talk. They work in the Aviation Division, which is based at Jeffco, and fly the aircraft that the Department owns. They talked about the aircraft that the Department operates and the type of flying that they do with each individual aircraft. The Department owns three Bell 47 helicopters, a Bell UH-1 helicopter, and a Cessna T-41. They talked about some of the situations they have been involved in, and related some of the funnier things that have happened in the past. They were very receptive to questions, and answered all of them that were asked. They gave us an open invitation to stop by and see their operation at any time. They both had a good sense of humor, and everyone thanked them for taking the time to come talk to us.

MARKETPLACE: For Sale: Sonerai IIL project, Pre-welded fuselage, 96 wings, No engine or instruments, \$4,200. David Weise 798-5807

For Sale: Sonerai I, Has flown 3 hours, Lycoming O-145 (65 HP?) with less than 12 hours since complete overhaul, Hydraulic brakes with wheel pants, Spare canopy, Needs work on lower cowling -- excellent winter project. Priced for quick sale -- \$4,500 negotiable. Harvey Ward 871-0872

For Sale: Terra TPX 10 handheld radio with ten crystal controlled frequencies, Does not work, \$50.00. Mark Yelich 469-0557

Wanted: Hangar space for Cessna 140 with wings off, Preferably Jeffco or Tri-County. Chris Scharnhoret 465-0609



Chapter 43 Newsletter
 c/o Kirby White
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