

EAA 301 - Rocky Mountain Chapter

Our Mission: To Promote and Encourage the Restoration, Construction, and Safe Operation of Sport Aircraft

January Agenda: Chapter 301 member Dave Hock will give a presentation about his RV-7 round trip flight to the paint shop in Oregon. It will cover both flying as well as the painting part. It's going to be very interesting.

Date: January 19th
Informal meet-and-greet begins at 6:30 p.m. and our meeting will begin at 7:00 p.m.

Location: This month's meeting will be held at our usual place at the Colorado Skies Academy Building at Centennial Airport: 13025 Wings Way, Englewood, CO 80112

The Building is located on the South side of Centennial Airport NEXT TO the Wings Over the Rockies Museum facility and runway 10/28.

Inside this issue:

Presidents Message	1
Pres. Mes. C'td/ December Minutes	2
December Minutes	3
December Minutes/ Member Updates	4
Fuel	5-6
Veep Veep/ YE Info	7
FAR DAR's/EAB regs/Editors Cockpit	8
Young Eagle Photos	9-10
Tools and Websites	11
Officer Contacts	12
Membership	13-14

Web: <http://www.eaa301.org>
Scholarship

Facebook: <https://www.facebook.com/EAA301/>

Contributions: www.gofundme.com/eaa301-scholarships Chapter Email Address: chapter301@gmail.com



President's Message

Hi, my name is Walt Jazun and I am honored to accept the position of president of Chapter 301 for 2024.

We have an incredibly strong and diverse chapter with significant resources available to us.

Our members are building or have built a wide variety of experimental aircraft and many others own certified aircraft. We are currently recognized by EAA as a "Bronze" level chapter; with our resources and activities our goal should be to get 302 to "Gold" level in 2024. Over the next few months we'll lay out a plan that helps our chapter reach that goal and thrive!

I'm very excited about the activities we have planned for the year. We will share with the chapter at the next meeting a preview of some of the ideas we have and would like your input about what is (and is not) interesting for you!

The Chapter Mission Statement reads: *"To Promote and Encourage the Restoration, Construction, and safe Operation of Sport Aircraft."* I would like to encourage our members to follow through with that mission statement. I will do my best to implement the plans we have for the year and the suggestions we receive.

President's Message Continued

To take a page out of EAA Founder Paul Poberezny's vision: "EAA is like a three legged stool—there is an aviation component, an education component, and a social component. If one fails, EAA fails."

On the aviation leg, we are planning regular flu-outs to airports in the region, preferably wiotj a restaurant or museum nearby. Most members have airplanes with 2 seats so, on occasion, why not invite another 301 member to fly along with you, the "Bring your Buddy along" concept. Several members are close to finishing their airplanes and flying would be a great motivational boost!

On the education leg, we are planning hands-on workshops on sheet metal basics, TIG-Tungsten Inert Gas welding and water borne fabric covering as soon as February.

Within our membership there is plenty of talent available in different disciplines; we are planning to tap into that pool. If you feel qualified to assist in these workshops, please feel free to reach out to the Chapter, we would love to have you! I personally asked some of our members to facilitate those workshops and the response was overwhelming!

On the social leg, an important one, our monthly meetings throughout the year

President's Message

will have guest speakers that add value and are in line with the Chapter mission. We are also planning pancake breakfasts as well as the popular burger burn barbecue.

During those gatherings, members will have the opportunity to showcase their airplanes and answer questions.

Starting with the February meeting, we are going back to the South Metro Fire Rescue facility located at 9195 E Mineral Ave, Centennial, CO 80112. It is a better venue with audio-video equipment for the presentations.

Details and scheduled events will be announced in a timely manner through our emailing, newsletter, and Chapter Web Page.

Finally, EAA is conducting a very interesting online LEARN, BUILD, FLY, HOMEBUILDERS WEEK... an opportunity to learn! There is something for everybody! The 2024 schedule is January 22-26. TO learn the details and schedule take a look at page 14 of the January issue of Sport Aviation magazine.

To sign up: EAA.org/HomebuildersWeek

Until next month, Build on! Fly on!



Walt

December Meeting Minutes

EAA Chapter 301 Meeting Minutes - December 15, 2023

The December 2023 monthly meeting began at 7:00 PM. The meeting was held at the Colorado Skies Academy and began with a "hangar flying" session, with guests and visitors recognized and welcomed.

The guests included:

Jeff Hartig joined the meeting, Jeff has a Zenith aircraft at KCFO.

Darren Neal is a new chapter member with an RV-8 at KCFO.

Don Frasier is building a Murphy Moose at KCFO, Don is also a new chapter member.

A big welcome to all our newcomers!

Project Updates:

Chris Steiber has received his tail kit for his Panther project.

Mark French now has landing gear under his RV-10 at KCFO, and has recently been getting some time on the project.

Don Frasier has been making some modifications to his Murphy Moose project after talking with pilots and builders experienced with the airplane.

David Gissen reported his recently completed Rans gained 13 lbs while at the paint shop.

David also used the chapter propeller balancing system to balance the prop.

Hugh Cook noted that the chapter has a hangar and tool crib at KCFO and encouraged members to utilize these resources. The list of tools available is published in the monthly newsletter. When you need access to tools Hugh or Randall Eaker can usually hook you up in short order.

President Steve Paschke showed a video of some of his Adventurer 333 testing. Steve has his airworthiness certificate and is getting very close to the first flight.

President-elect Walt Jazun reported progress on his 1947 PA-12 restoration project. The wings

December Meeting Minutes Continued

are done, and the 150hp engine has been overhauled. Can't wait to see it fly!

Mark Peiffer is making progress installing avionics in his Tango Gyro project. Mark noted the tight space constraints the panel size imposes on getting all the goodies installed.

Flight Reports:

David Gissen shared his very recent experiences on a "routine" flight to Greeley from KCFO. Besides getting some good crosswind landing experience, the passenger side door flew open at about 500'. Fortunately the Rans S-21 flies just fine with the doors open or removed below 100 Kts. So other than some unexpected cold-air stimulation and maybe a lost glove, the door opening was a non-event :-). David noted that the glove was likely caught in the door, causing the door to not latch properly.

David Newell has a new parachute and has been exercising his RV-8 with some aerobatics practice. It was apparent as David gave his update that he's enjoying the RV-8!

Founder's Brunch

VP Blanche Cohen reported that the Hickory House in Parker CO has been selected as the venue for the 2024 brunch. The gathering is scheduled for January 21 at 1PM. An electronic signup sheet will be available soon, check your email. Blanche said that cost and distance were key factors in selecting the new location for the gathering. Members wanted a venue "local" and less expensive than last year's location.

Safety:

David Gissen shared information from reports and data he's seen recently that indicate wearing a helmet is a good idea for GA pilots. He noted that the state of Alaska requires helmets be worn by pilots in their employ. David has ordered a helmet to wear while flying his Rans, and will give us an update at the next meeting.

Pat Diamond reminded the attendees to take extra precautions in cold weather operations. Pre-heat the engine, make sure wings and control surfaces are free of frost, and of course be careful of slush on ramps that can collect in wheel pants and freeze. Pat also pointed out the risks with ice-fog conditions. Colorado doesn't have these conditions too often along the Front Range, but in the past week we have seen weather conducive to this dangerous phenomena. Pat noted that when temperature and humidity are right, weather can go from VMC to dangerous in a surprisingly short time. Another aspect of cold weather flying that Pat mentioned is aircraft performance. When the front range of Colorado is sitting under a big dome of high pressure, severe clear and calm winds, there is no better time to enjoy flying in the mountains. Plan ahead and fly safe!

Program:

Jordan Ashley is a pilot who enjoys aerobatics and is Director of Wings Over the Rockies Museum. Jordan detailed some of the current and upcoming programs going on at the museum, and the opportunities for members and visitors. There is a lot of aviation going on at Wings!

Business Meeting:

New Business:

The January 21 Founder's Brunch was detailed as described earlier. Online signup is coming soon.

Finance Report:

Treasurer Hugh Cook reported a pretty quiet month for chapter finances. The chapter did receive funds associated with our participation in the Ford Tri-Motor event. The treasure's report was unanimously approved.

Young Eagles:

Blanche Cohen gave an overview of the 2024 event schedule, noting the next event at KCFO is set for January 27. This event will have a

December Meeting Minutes

Naval Sea Cadets group that always brings a lot of enthusiasm. Come on out and join the fun! Blanche also encouraged members to pass along any ideas and contacts they might have for monthly chapter meeting program speakers. If you have an idea and/or a contact pass that on to Blanche.

Scholarship Report:

Pat Diamond was happy to introduce 2 current scholarship recipients who are making significant progress toward their private pilots certificates. Hannah Stauffer did her first solo flight since the last meeting and has scheduled her FAA written exam. Aiden Melhaul has about 30 hours now and is working on his cross country flights. Aiden is also preparing for his FAA written. Great progress!

Pat also reported that Blake Moody, a Chapter 301 Scholarship recipient from 2021, has recently passed his CFI check-ride. That's a lot of progress toward a career in aviation in a short period of time!

Finally, Pat mentioned that there are still funds available from the generous donation made by Chris Stieber. Chris is matching every dollar donated up to \$5K, a great opportunity to amplify the impact of your donation.

It's clear from Pat's reporting that the scholarship program is firing on all cylinders.

The November Chapter 301 meeting minutes were approved without modification.

In closing, this meeting was Steve Paschke's last as president of Chapter 301. Steve shared his appreciation for the opportunity to lead the chapter. Thank you Steve!

The meeting adjourned at 9 PM.

Respectfully submitted by
 Chuck Spaur
 EAA Chapter 301 Secretary

What Our Members are Flying and Doing

Tom Corley-RV-12:

"Currently completing wiring tie down in the tail cone. Next up is rudder and stabilator cable installation. After that, the plan is to complete the remaining service bulletin's, clean up the avionics wiring and install the fuel tank. I should be able to start the production acceptance procedures this spring in preparation for first engine start."



Keith Crow—Sonex Xenos Motorglider:

Here's a few shots of Xenos motorglider by Sonex. Fuselage, tail, canopy are done, engine has been run. It's one of the few home built gliders in kit form on the market. The engine is the aerovee turbo, you have to build it. It only comes in kit form. It's 100hp. The prop is composite with a wood core. It weighs like 5 lbs. In glider mode it has a glide ratio of about 24-1. A little better than a Schweizer 2-33, so good to have engine. Top speed is about 130 mph in cruise but it's a glider, it's not really about speed. The Y tail is pretty unique, it requires a mixer that is designed and built by Sonex. I'm waiting on the wings (supply chain), panel starting to come together. Hope to fly by end of this summer. My email (crowdaddy260@gmail.com) if people have questions.



Fuel for Your Aircraft—David Gissen, December 2023

With the current price of 100LL about \$6 a gallon and the inevitable banning of lead in aircraft fuel, what options will not destroy your \$45,000 engine?

First, there are some problems with lead, so I will not be sorry when it is gone. The additive tetraethyl lead is great as an antiknock compound. However it is currently made in only one factory in the world, in England. Think of supply chain problems. Lead also precipitates on our expensive spark plugs, necessitating cleaning on regular intervals. It also gums up the piston rings and valves. Thus, as a cludge, a bromine compound is added to the fuel that helps vaporize the lead so most of it goes out the exhaust. As a bonus with no lead in our fuel we can start using full synthetic oils with change intervals up to 200 hours. Lead also fouls oxygen sensors so with no lead we can go to automotive style closed loop fuel injection and automatic mixture control. Lead is going away soon and I say good riddance!

What are our options? The two aircraft fuels on the near horizon are made by Swift and GAMI.

Swift is available at KAPA for close to \$9 a gallon. That to me makes it not very attractive. What is the plus side? No lead, cleaner burning engines with less fouling of spark plugs, valves, and piston rings as well as increased oil change intervals. What are the down sides? If you have a certificated aircraft you will need a supplemental type certificate, available from Swift for \$100. There is no need for an STC if you have an experimental, but KAPA may not sell fuel to you unless you buy their STC. Of course, since experimentals don't have type certificates, they have no need of supplemental type certificates, STCs. The fuel has an octane rating of 94UL that is not suitable for all piston engines, especially those with high compression. I will reference the Lycoming and Rotax documents that will tell whether it will work in your engine. Also, there is a report from a University in North Dakota that put 46,000 hours on its aircraft in four months that claims valve seat recession (erosion) with Swift fuel and they have gone back to using 100LL. See link below. This happened in automobiles when lead was first banned. Lycoming is currently investigating.

GAMI is the other unleaded aviation fuel out there. I don't know of any sources for GAMI's G100UL yet. The claim is it will be widely available in 2024 for about a dollar more than 100LL. G100UL is claimed to be a direct replacement for 100LL. Anything that 100LL works for should work with G100LL. Note this is different from Swift 94UL. If you are certificated, you will still need an STC that you can buy from GAMI. Again, no need for a STC if you are experimental. It should have all the advantages of a no lead fuel.

Next on the list is automotive (motor) fuel. Most but not all motor fuels contain a fuel oxygenate. Ethanol is the most common but there are others such as Methanol, TBA, MTBE, DIPE, ETBE and N-butanol. In general these fuel additives are octane boosters but also provide extra oxygen during combustion that has a tendency to lean the mixture. Ethanol has other properties that make it less suitable as an aviation fuel. The main one: it is corrosive to aluminum, including aluminum fuel tanks and fuel lines. It also softens most rubbers. So to use ethanol containing fuels you would need to replace your aluminum fuel tanks and wing bladders with a suitable plastic, rubber or stainless steel. The same goes for replacing aluminum or rubber fuel lines with stainless, Teflon lines or special rubber (one is made by Gates). Do not forget any internal engine rubber parts that are in contact with the fuel.

Fuel for Your Aircraft—David Gissen, December 2023 (Continued)

You can also buy lead free, ethanol free motor fuel. In the Denver area I have bought 87 AKI, 91 AKI (paid about \$3 a gallon last week) and occasionally 94 AKI, where the number is the octane rating. AKI means anti knock index which is Research octane number (RON) and Motor octane number divided by two. This should be displayed on the pump. Even with the same octane ratings, AKI and UL may have different properties.

So when can you use AKI motor fuel? If you have a Rotax engine you can in general use 91 AKI or greater. See Rotax operating instructions (link below). I have been using 91 AKI in my Rotax 915 for the last 75 hours without problems. Lycoming has published recommendations, Service Instructions No. 1070AB (link below). Continental has submitted a formal application to the FAA for use of unleaded fuels in many of its engines. I was unable to find a published recommendation. Now some disclaimers. First, Lycoming lists specific engines (in general stock low compression) that can use 93 AKI. If the aircraft is certified the aircraft manufacturer must approve, and you need an STC. If you are an experimental you are good to go. Next there is the problem with Reid Vapor Pressure (RVP). As RVP increases the fuel vaporizes more readily. Thus during the winter, motor fuel has a high RVP to facilitate starting in cold temperatures. This can lead to vapor lock or fuel boil off at high altitudes. 100LL RVP is fixed and does not change. There is no easy way to know what the RVP of the fuel you are buying. Rotax recommends you use summer fuel in the summer and winter fuel in the winter. Use of an auxiliary fuel pump will help mitigate vapor lock by increasing pressure on the fuel, making it less likely to vaporize.

If you buy 87 AKI or even 91 AKI and need 93 AKI there are octane boosters available at auto supply stores. NAPA's will boost octane about 4 points in 16 gallons for about \$4. I do not know what material is in the booster. Also most if not all fuels can be blended. You could increase the octane by mixing with a higher octane fuel.

Last but not least I am not a petroleum chemist or engine expert. Do your homework and decide what risk you are willing to accept.

<https://g100ul.com/>

<https://www.swiftfuels.com/products>

<https://www.epa.gov/ust/fuel-oxygenates-and-usts#about>

<https://www.lycoming.com/sites/default/files/attachments/SI1070AB%2520Specified%2520Fuels.pdf>

<https://generalaviationnews.com/2022/07/27/continental-gets-the-lead-out/>

<https://www.avweb.com/aviation-news/citing-valve-damage-und-drops-unleaded-fuel-and-returns-to-100ll/>

[https://www.rotax-owner.com/pdf/OperatorsManual\(OM\)_915iA-C24Series.pdf](https://www.rotax-owner.com/pdf/OperatorsManual(OM)_915iA-C24Series.pdf)

Veep Veep from Our VP

Young Eagles

Reminder about Tax Time. To make it just a bit less miserable, remember that everything you do for EAA and Young Eagles is a legit donation and is tax-deductible, assuming you can spend more than the standard deduction. This includes your round-trip mileage to/from the airport for rallies and chapter meetings. Those of you who participated in the Ford Tri-motor event – same rules for mileage.

Renting for Young Eagles? Keep the receipt, the rental cost is donating. Otherwise, avgas and oil for the rally is a donation.

Founders Brunch

Hickory House
 10335 S Parker Rd
 Parker, CO 80134
 1pm Sunday, Jan 21.

Chapter Calendar

January 16th—Dave Hock (see meeting agenda on first page)

Young Eagles Schedule

Here’s the 2024 Young Eagles schedule, a perfect size for your wallet!

Jan-20	KAPA
Feb-17	KAPA
Mar-16	KAPA
Apr-20	KAPA
May-18	KAPA
Jun-15	KAPA
Jul-20	KAPA
Aug-17	KAPA
Sep-21	KAPA
Oct-19	KAPA
Nov-16	KAPA
Dec-21	KAPA

Jan-27	KCFO
Feb-24	KCFO
Mar-23	KCFO
Apr-27	KCFO
May-25	KCFO
Jun-29	KCFO
July	none
Aug-24	KCFO
Sep-28	KCFO
Oct-26	KCFO

Announcements:

- ◆ PAY YOUR 2024 DUES!!! They are \$25 and can be given to Hugh Cook in the form of cash or check

FAA DAR's in Colorado

City	Last Name	First Name	EAA Member Recommended	Phone Number
Crawford	Hanna	George	Yes	(970) 921-4286
Byers	Husted	Robert	Yes	(303) 822-9890
Elbert	Jordan	Joseph	Yes	(719) 495-0887
Pagosa Springs	Serkes	Keith	Yes	(303) 828-3844
Pueblo	Walden	Ben	Yes	(719) 251-6522

Important EAB Regs and Advisory Circulars

This section provides information about the pertinent Federal Aviation Regulations (FARs), Advisory Circulars (ACs), and other key information regarding the building and flying of experimental amateur-built aircraft.

FARs

91.319— Aircraft having experimental certificates: Operating limitations.

21.191— Experimental certificates.

Part 68—BasicMed

ACs

AC 20-27G

Certification and Operation of Amateur-Built Aircraft
AC 90-109 93

Airmen Transition to Experimental or Unfamiliar
Airplanes

AC 90-89 Amateur-Built Aircraft and Ultralight Flight
Testing Handbook

AC 90-116

Additional Pilot Program for Phase I Flight Test

AC 68-1

Alternative Pilot Physical Examination and Education
Requirements (Basic Med)

AC 43.13-2B - Acceptable Methods, Techniques, and
Practices - Aircraft Alterations (aka The Builders
Bible)

From the Editor's Cockpit

Happy New Year and happy January! If you have a video, article, photo, or anything else you wish for me to include for next month, please reach out to me at stauffer804@gmail.com. Please try and have anything you want me to include to me no later than the Saturday before that month's meeting. I would love to get some AirVenture Pictures for the next issue!

- Hannah

Did you know that.....

You can get online versions of EAA magazines for Sport Aviation, The Experimenter, and other Specialized field magazines with additional content and more in depth information than is available in the printed version by subscribing to them at <http://www.eaa.org/experimenter> and <http://www.sportaviationonline.org/sportaviation/> (EAA members only)

You can attend regularly scheduled EAA webinars covering a variety of topics, or review archived webinars on www.EAA.org/webinars

You can get online builders assistance from the EAA Hints for Homebuilders Videos at www.EAAVideo.org

You can tap into other sources of information in EAA discussion forums by signing up at <http://eaaforums.org/forum.php>

Learn more about EAA Airventure at www.AirVenture.org.

Find much more information about building and flying your own aircraft on www.EAA.org

EAA SportAir Workshops are an excellent way to get hands on experience with a variety of different skills, and is well worth the expense IMHO. Check out the latest courses, dates and locations at www.SportAir.com.

KAPA Young Eagles December 16th Part 1



KAPA Young Eagles December 16th Part 2



Chapter Tools

Randall Eaker is our Chapter tool custodian. If you need to check out a tool for your project please contact him.

Scales

- Aircraft Spruce type
- Electronic/strain gauge type
- (7) - 50 LB cast iron slugs for calibration

Fire Wall Forward

- Oil filter cutter
- Tubing bead-ers: 3/8" & 1/2"
- Tubing bender
- Continental engine valve lifter tool
- Magneto timer
- Top dead center finder
- Tube flaring tool
- 1/2" cylinder wrench. 9/16" cylinder wrench
- Compression tester
- Bore scope
- Pliers, hose spring clamp
- Temperature measuring device (wide range)
- Prop Balancer

Airframe

- Nicopress sleeve tool 53XPJ with gauge
- Nicopress sleeve tool 64CGMP without gauge
- De-burring tool
- Hole flanger - sheet metal
- Electrical connector squeezers
- Panel knock-out punches
- Rivet squeezer - w/two new die sets
- Torque wrenches (2), (large and small)
- Hose clamp pliers
- Tubular rivet set for 1/8" rivets
- Drill guide for drilling cotter pin holes through bolts
- 3x pneumatic rivet gun
- 90 deg.pneumatic drill size 30 bit only.

- air blower gun
- 1/4 inch hose mandrel
- Pneumatic blind rivet puller
- High voltage wire tester
- Access to 52 inch-wide stomp shear for aluminum sheetmetal.
- Access to manual milling machine for small parts- non-CNC.

Popular Forums and Web Sites

I am starting a new section in the newsletter that will contain links to popular forums and websites that are utilized by our members in support of building and flying experimental aircraft. If you have a recommendation please send it to me and I will be happy to include it here.

EAA HQ: www.eaa.org

EAA Airventure: www.eaa.org/airventure

Vans Aircraft: <http://www.vansaircraft.com>

Sonex Aircraft: <http://www.sonexaircraft.com>

Vans Air Force (VAF): <http://www.vansairforce.net>

Kitplanes: <http://www.kitplanes.com>

Mustang Aircraft: <http://www.mustangaero.com/>

Cleveland Aircraft Tool: www.clevelandtool.com

Got more space to fill here—waiting for more links for member build sites, EAB kit manufacturer or builder support web sites, etc. Send me a link that you would like to see added here!

Disclaimer: Be aware that as always, in past, present, and future, any communications issued by Experimental Aircraft Association Chapter 301, regardless of format, and/or media used, which includes, but is not limited to, this newsletter and audio/visual recordings, is presented only in the context of a clearing house of ideas, opinions, and personal experience accounts. Anyone using ideas, opinions, information, etc., does so at their own risk. Therefore, no liability is expressed or implied by the Experimental Aircraft Association Chapter 301, or any of its members. Any event announced and/or listed herein, except as noted, is done as a matter of information and does not constitute approval, sponsorship, control, or endorsement of said event.



EAA 301 - Rocky Mountain Chapter
www.eaa301.org

First Class

Chapter Mission:

To Promote and Encourage the Restoration, Construction, and Safe Operation of Sport Aircraft.

This newsletter is published by Chapter 301 of the Experimental Aircraft Association for the use, education, and enjoyment of the members and others to whom it is provided. No claim is made for technical accuracy of material presented. Editorial content is the opinion of the contributor and does not reflect the position of Chapter 301 or the Experimental Aircraft Association.

Submission of articles for publication in the newsletter, comments, or inquiries are encouraged.

Meetings are normally held on the third Friday of each month at 7:00 PM.

Current Officers:

President: Walt Jazun (303)908-3009
Vice-Pres: Blanche Cohen (303) 475-7700
Secretary: Chuck Spaur (720) 934-3427
Treasurer: Hugh Cook (949) 353-7588

Board of Directors:

Steve Paschke (720)236-7869 - Chairman
Pat Diamond (303) 886-9122- 2023
Randall Eaker (720) 870-3874 - 2024
Chuck Spaur (720) 934-3427 - 2023
Russ Grell (303) 502-7375 - 2024

Technical Counselors:

Jim Elliott (303) 725-4279
Arlan Grover (720) 938-0666
Hugh Cook (949) 353-7588

Volunteer Officers:

Membership Coord:
Russ Grell (303) 502-7375
Communications Director:
Dave Hock (720) 308-6907
Hangar/Tools Custodian:
Randall Eaker (720) 870-3874
Newsletter Editor:
Hannah Stauffer (720) 520-4640
Name Tags: Lyn Langer (303) 809-2516
Safety: Pat Diamond (303) 886-9122
Mtg Facilities: Ralph Forsythe (303) 907-7499

Refreshment Chairman:

Jim Watts/John Tedder
(228) 860-0609/(303) 663-7851

Flight Advisors:

James Taylor (303) 748-0231
Arlan Grover (720) 938-0666

Webmaster:

Scott Wilson (951) 206-4079

Young Eagle Coordinator:

Blanche Cohen (303) 475-7700
GS Coordinator: Blanche Cohen
(303) 475-7700

Scholarship Committee:

Pat Diamond (303) 886-9122- Chairman
Don Shipman (303) 971-0435
Dagmar Kress (303) 887-4473

EXPERIMENTAL AIRCRAFT ASSOCIATION

ROCKY MOUNTAIN CHAPTER 301



Denver, Colorado

Membership Application



Dues paying members please use this form to remit dues to the treasurer. For roster purposes please furnish the information requested. Note: If renewing membership, fill out only the information that has changed.

New Renewal

Name: _____ E-mail address _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____ EAA Number (National): _____

Spouse's Name: _____ Chapter Member Since: _____

Type Aircraft: _____

Circle one: Own Under Construction Rent Dreaming About

Circle all areas of expertise in aircraft construction where you can be of assistance to other members:

Metal Wood Composite Tube/Fabric Engines Props Controls Electrical

Avionics Hardware Painting/Finishing A&P License Flight Instructor

Tell us a little about your interest in aviation, experience, etc.

Dues renewals are \$25.00 per calendar year. New member dues are as follows:

Jan - Mar: \$25; Apr - Jun: \$20; Jul - Sep: \$15; Oct - Dec: \$10.

Mail to treasurer:

Hugh Cook

6477 S Walden ST

Aurora, CO 80016

(or bring this application to a meeting)

Please make check(s) payable to:

EAA Chapter 301, C/O Hugh Cook

If you have any Questions please contact:

President:

Walter Jazun

303-908-3009

walterjazun@yahoo.com

-or-

Membership Coordinator:

Russ Grell

(303) 502-7375

rgrell@att.net