

Chapter News

Pike's Peak Flyer

The Voice of EAA 72

<http://eaa72.org>

October 2021

Chapter News—Let's Get Going!

PRESIDENT'S MESSAGE

I must say that it was a little hard to listen to Randy Loyd's description of his gear up landing at the September meeting. His detailed description of the event made it so easy to understand how this might happen. It was an extremely important lesson for all who fly complex airplanes and would be an important subject for Richard Martin's IMC/VMC group to discuss. Randy wasn't the first, nor will he be the last, to experience something like this. There is a good chance the State may grant our chapter a raffle license this year due to the efforts of Larry Durner and his wife Nancy. Larry has been in close contact with the Secretary of State over the last few weeks and seems to have made tremendous progress. Hopefully, you all remember that earlier this year the Chapter undertook the task of raffling off Ken

Rans aircraft that he Chapter in 2018. We license by the Secretary only recognize Bruce Chapter 72 as being stems for when we name in 2018, to founder of our chapter Meadow Lake Airport. recognizes the chapter since 1962. The state changed our name, still the same chapter. or common sense but Larry is working he is successful, we are help and very soon.

members in the chapter now and there must be somebody out there who can help with setting up an online website, where we can sell tickets online. It's going to be a chore to sell 2,500 tickets but we have one whole year and we can do it. The website isn't the only way to sell tickets, but an important one. It would also be very helpful if one of the members had a relationship with any of the TV news or radio stations that would maybe consider an article on the Rans and the chapter.

Our chapter meeting this month is on the 23rd @ 5:00PM. Emily will bring us up to speed on how Springs Aviation FBO at Meadow Lake is doing. They have a lot going on.

Next month we are planning to have a chili cook-off. More to come about that.

On November 6th, Esther is planning a pancake breakfast from 8:00 AM to 11:00. It is a fundraiser for wreaths to be placed at veterans graves in the Fairview Cemetery. Also, November is our annual membership meeting where we hand out awards to deserving members, and also, elect new officers for next year. If you don't want to be an officer



Hendrickson's S-19 had donated to the were denied a raffle of State because they McCombs EAA three years old. It all changed the chapter recognize Bruce as and also founder of EAA National as a continuous chapter does not since we even though we are There is no compassion within the government, hard to overcome it. If going to need a lot of We have around 130

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next year, I suggest you better show up!

On another note: my email address will be changing soon to Jdsteward75@gmail.com.

Hope to see you on the 23rd.

Jim Steward, President, BRUCE McCOMBS EAA Chapter 72

In case you missed the September meeting, here's a reprint of Randy Loyd's Presentation.

- I took off from Peyton, CO, Meadowlake Airport (KFLY) at 08:45 on Friday, Sep. 3, heading for General Dick Stout Airport (1L8) in Hurricane, UT. I am a Designated Airworthiness Representative (DAR) so the purpose of my trip was to certify an experimental – amateur built Rans S7S. I filed a VFR flight plan but did not request flight following. Low clouds were closing in as I took off, but I was able to remain VFR. I took off from Runway 33 and headed north, northeast for STAMY intersection. I normally cross the first range of mountains just north of the restricted area adjacent to the Air Force Academy at 11,500 but the ceiling was too low for that. I was still able to cross at 9,500 and maintain adequate terrain clearance. The ceiling got higher and clearer as I headed west. My route took me from STAMY over Salida, then over Monarch Pass at 14,500 and then down to 12,500 as I crossed Blue Mesa VOR, then to Montrose VOR, then I dropped to 10,500 for the remainder of the cruise portion of the flight. Weather on the other side of Montrose was severe clear after that point. I checked ASOS and AWOS stations along the route to stay abreast of weather conditions and altimeter settings. It was a beautiful, smooth flight. As I neared my destination, I began a descent at 500 to 800 feet per minute while looking for the airport. There were many mountains along this course. I could see the town of Hurricane on the horizon at my 2 o'clock position. The airport should be to my left at my 10 o'clock position. The mountains were hiding my view of the airport so I didn't see it until I was right over it at 8,500 feet at my 9 o'clock position. I still had 4,000 feet to descend to pattern altitude. I began a 360 degree right descending turn to get down to pattern altitude of 4,357. I entered the pattern on a 45 for downwind to runway 19 and announced my position and intentions. My airspeed was 140 on downwind so I needed to slow down. I brought the throttle back to 15 in. of MP, got to 120 and dropped 10 degrees of flaps. I began my base turn and went to full flaps. I'm heading right toward the mountains on base leg so I need to keep my eyes outside on this turn to final. I had my checklist on my kneeboard in my lap, but I dared not look down while so close to the mountains on my left. I only glanced down to check my airspeed for the landing. I'm right on target, approaching at 90 and slowing to cross the threshold at 80. I hear the stall warning horn at about 50 feet above the runway. I'm not in a stall so I continue the approach. It's not unusual to hear the stall horn during landing. But I digress.
- The Bellanca has a few anomalies of which the pilot needs to be aware. One is that when the nav lights are on, the gear lights go dim; so dim that they can't be seen in bright daylight. So, I usually don't turn on the nav lights until after the landing gear is up and locked. Then when I get ready for the approach, I turn the nav lights off to see the 3 green lights for the landing gear, indicating they are down and locked. On short flights such as the Young Eagle flights, I never use the nav lights. I use only the wingtip strobe lights and the landing light, which is mounted on the left wing.
- Another anomaly on the Bellanca is that the landing gear warning horn and the stall warning horn sound exactly alike. I have never practiced or trained for a gear-up landing, so I did not know that.
- As I begin the flare, the warning horn stops momentarily and begins again and I suddenly hear a scraping sound, realizing my landing gear is not extended. I immediately begin a go-around by adding

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- full power and retracting flaps to half, lower the nose to gain airspeed, retract flaps all the way, lower the nose again, but not enough altitude to gain airspeed. I realize I'm going to have to put it down in this farmer's field just beyond the runway. I extend the landing gear and land on the alfalfa field, touching down about 50 feet in front of a barbed wire fence and then go through the fence before coming to a stop.
- I can't believe what just happened! How did it happen? My greatest fear now is telling my wife about it. Here come two young men who witnessed it, running through the alfalfa field to my aid. I better get out of the airplane. First, I shut off the fuel, then the master. The engine already quit when the prop hit the ground. I pull the throttle and mixture all the way back. I'm not injured so I turn off the ELT. It did activate but I did not leave it on long. The two men who came to my assistance have already called 911 and the police and ambulance are on the way. I exit the airplane as I normally do through the passenger door on the right side. The door still works fine. The two men ask about my condition. I will hear that question asked of me the rest of the day, but by the Grace of God, I had no injuries or soreness. It was a very survivable off-airport landing. How does someone with my 50-year career in Aviation and all my aviation credentials forget one of the most basic fundamentals of landing an airplane? I still have no answer. I know it's a very common mistake.
- After being checked out by the first responders and given a clean bill of health, and providing written statements, etc. the real work begins. There is so much to do and so many people to talk to. How do I prioritize it all? I talk to the police, the sheriff, the first responders, the property owner of the alfalfa field, the passers-by, the recovery tow truck man, the NTSB, the FAA, the airport manager, and my client who, by the way, witnessed my entire approach because he was expecting my arrival, but did not have a radio handy to tell me my gear was not down. When do I tell my wife and family? What do I say? What about my insurance agent? It's Friday afternoon now and Labor Day weekend is just beginning. Many businesses are already shutting down.
- I finally gather up the courage to call my wife. Hardest thing about this whole event!
- My client, Dan, was by my side the rest of my time there. He was a big help in providing local transportation and helping me determine the priorities at hand. I am forever grateful. Dan suggested we take care of my airplane today and worry about his airplane's certification tomorrow. That's what we did. I talked to the NTSB and the tow truck operator and received permission to move the airplane out of the alfalfa field and back to the airport. It took most of the remainder of that day to get the airplane moved. That's another story for another time, but it got done with minimal damage.
- Now what did I learn from all this?
 1. **Don't try to take off again if you ever experience a gear-up landing.** Just accept it. You will survive and not risk your life or further damage to the airplane and other property.
 2. **The landing gear warning horn can sound exactly like a stall warning horn.** Learn what yours sounds like and be able to recognize the difference. Try it at altitude.
 3. **This is just a personal thing. It's not a requirement. Move my GUMPS placard from the center of the glareshield to a point just below the airspeed indicator.** I'm always checking my airspeed during a landing approach. If I had seen the GUMPS reminder, this accident would have been prevented.
 4. **Beware of checklists on a kneepad.** The checklist needs to be up high in the pilot's line of vision, especially for single pilot operations.

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5. The Bellanca has a back-up system to prevent gear-up landings. (Unfortunately, my back-up system did not work.) Here's a quote from the Flight Manual. "The Auto Axtion (sic) system is a pilot back-up device to lower the landing gear automatically,

regardless of the position of the landing gear selector switch, minimizing the possibility of an accidental gear UP landing. To operate, the following conditions are required:

- Master Switch is ON
- IAS below 95-105 MPH
- Throttle less than FULL OPEN position."

This feature was one of my primary considerations in acquiring a Bellanca. Other airplanes may have this feature but I'm not aware of it. Unfortunately, mine did not work.



UPCOMING EVENTS

- | | | |
|----------------|---|---------------------------|
| • Oct. 14 | Raffle committee meeting, MLAA classroom | 7 pm |
| • Oct. 23 | Chapter meeting, MLAA Hangar | 5 pm |
| • Nov. 6 | Pancake Breakfast, MLAA Hangar | 8-11 am |
| • Nov. 10 | IMC/VMC Club, MLAA classroom | 6 pm |
| • Nov. 13 | Coffee & Donuts, MLAA Hangar | 9-11 am |
| • Nov. 20 | Chapter meeting, officer elections, chili cook-off, MLAA hangar | 5 pm social, 6 pm meeting |
| • Dec. 4 or 11 | Chapter Christmas Party, location to be announced | TBD |
| • Dec. 11 | Coffee & Donuts, MLAA Hangar | 9-11 am |

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Young Eagles Update.

Can you believe it, our chapter has flown over 170 Young Eagles flights over the past year! Thanks to everyone for their participation. We could not have done it without your help and the many volunteer hours and flights you have provided.

For our September 11 event, our pilots included PJ Ashura, Lee Leshner, Hank Bartlett, Dub Wilttrout, and Ian Wayman (unfortunately Jim Steward and Rich Zeidman had to scratch due to mechanical issues). Our awesome ground crews consisted of Al Spratford, Brian Esch, Richard Martin, Randy Loyd, Tony Paulsen, and Jeff Hyatt. A special thanks to Margie Ashura who brought along a special candy airplane project for our Young Eagles to work on while they waited (see photo).

Our chapter is also getting requests to fly from a Castle Rock school, a Littleton Boy Scout troop who is getting ground school at Wings Over the Rockies, and a local outdoor-themed boys group. So our Chapter is definitely making a big aviation impact along the Front Range!

Here's a link to more info about Young Eagles and if you are interested in joining us, please contact me. It's a great time to connect with other chapter members, and to inspire young boys and girls in aviation! <https://www.eaa.org/eaal/learn-to-fly/~link.aspx?id=BF0EB10A167E4D09B761C4DA6DA59C0B&z=z>

Respectfully, Lee Heitman
EAA Chapter 72, Young Eagles Coordinator
402-968-4117



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EAA CHAPTER 72

PANCAKE BREAKFAST FUNDRAISER

WHEN: Saturday, November 6, 2021

TIME: 8:00 AM TO 11:00 AM

WHERE: MLAA Hangar, 13550 Piper Lane,
Peyton, CO 80831

PRICE: \$10.00 per person – ALL YOU CAN EAT
\$5.00 – Children 5 and under

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Chapter Financials

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these EAA Chapter 72
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EAA BRUCE MCCOMBS CHAPTER 72 TREASURER'S REPORT

As of 09/30/2021

<u>Date</u>	<u>Purpose</u>	<u>Amount</u>
09/01/2021	Beginning Balance	\$9,942.65
09/30/2021	Ending Balance	\$9,630.55

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Chapter Meeting

Date: October 23, 2021

Time: 5 p.m. social, 6 pm meeting

Place: MLAA Hangar

Program: Emily, Springs Aviation FBO

Natalie Mielke Notary

American Aviation, Inc
Friday / Saturday

Phone (719) 683-2547
Cell (719) 271-3552

FREE for customers located at the airport

MEADOW LAKE AIRPORT - COLORADO SPRINGS, COLORADO

**Next Meeting
October 23,
2021**

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Visit our website: <http://eaa72.org>

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About Our Chapter

EAA Chapter 72 meets at Meadow Lake Airport. **Meetings are on 3rd Saturday of each month** with a Young Eagle Rally and/or breakfast/brunch/lunch or other activity throughout the month on Saturdays. Look for the calendar of events to high- light special chapter events like Young Eagle Rallies, fly-outs, and all other chapter sponsored activities.

The Chapter Newsletter is published monthly, normally mailed, and available on the website a few days before each meeting. Readers are encouraged to contribute articles, photos, etc. by submitting them to the Newsletter Editor in hard copy — email, pen/ paper, if it is not verbal—by the first Saturday of each month.

Annual membership is \$25. Send to: EAA Chapter 72, 7980 Cessna Dr. Peyton, CO 80831 payable to EAA Chapter 72, and start receiving the newsletter each month, attending the meetings, and having a great time with sport aviation.