

Pike's Peak Flyer

The Voice of EAA 72

<http://eaa72.org>

April 2018

Chapter News—Let's Get Going!

Message from the President

April 19th will be our 4th general membership meeting of the year and my 4th month as President of EAA Chapter 72. I must say that it has been a very interesting, fun and exciting four months. In my January newsletter I said that it was time for us to roll up our sleeves and get to work having some fun. Well it has been fun for me anyway and although I have managed to upset a few people (some of which are the last folks that I would ever want to upset) I have still enjoyed it. I have been President of chapter 72 in the past (2014-2015) and those two years were fun. I feel like I learned a lot about the chapter in those years but nothing like I have learned already this year. I have met more interesting folks in the last four months than I did in all of my last term and like my last term I have been given a lot of advice about the chapter and what direction it needs to go. One bit of advice seems to stand out more than most and that is we are a social group who just happen to like airplanes. Our first three meetings may be an indication that it's true because we started meeting earlier with some refreshments and more time for hangar flying and turn out has been up. So, I have been working on the BBQ and plan on serving burgers with the beer on the 19th. Esther will have all of the fixings ready but I will need a little help to serve everybody. If we are in fact a social group, there is no reason not to attend this gathering at 6:00 PM and then stick around for the meeting at 7:00 PM. I know that it is hard to leave work, go home for dinner and then make it out to the airport for a meeting. Maybe a few members will find that it's easier just to come to the airport and enjoy a burger with the chapter. Not a great dinner but should be fun!

JD Steward



What is missing in this picture?



Scott Bengert pays his dues.

Chapter News



Saucer P6E

By: Fred Howley

Some years ago, Mrs. Mary Hanson, one of the original members of the Experimental Aircraft Association, a charter member of the EAA's Young Eagles program, and the wife of the late Doctor Warren Hanson, from San Manuel Arizona; offered for sale, an incomplete replica of the famous 9130's era, Don Saucer P6E fighter replica her husband had been working on. I took possession of the project about four years ago, and effective 30 May 2018, I will be formally retired from 32-years Air Force, along with 8-years Department of Defense. The project has essentially laid dormant during this time, but with the good fortune of acquiring a hangar at Meadow lake Airport and a passion for military history, I finally found the time and space to complete this project with the intent of making this replica as true to the original as possible.

Background

in 1932, Curtiss Aircraft Cooperation produced a series of ground breaking experimental fighter planes with the P6E being considered one of the most forward thinking examples of fighter technology in that era. The diminutive little fighter could climb to the unheard of altitude of 24,000 feet and cruise at 198 MPH at sea level. She was armed with two forward firing, 30 caliber machine guns that were mounted directly under the exhaust manifolds of the 12 cylinder, 600 horse, Curtiss V-1570 Conquer, liquid cooled engine. The one remaining, Code ONE, combat ready example of this aircraft, survives at the EAA museum in Oshkosh Wisconsin. A second, non-flying example can be found at the Air Force Museum at Wright-Patterson Air Force Base in Dayton Ohio with a third, non-flyer, Navy version of the P6E at the Pensacola Naval Flight training facility in Florida

The late Don Saucer, one of the engineers who developed this ground-breaking fighter, drew from memory the details of the aircrafts construction and offered for sale a set of plans for building either a one or two seat version of the P6E; using an auto conversion engine; hence the prefix; Don Saucer / P6E replica. Don passed away some years ago after selling only 38-sets of plans. The author acquired one of those sets of plans along with a second set that was acquired with the purchase of the partially completed effort by Doctor Hanson.

The Navy and Marine Corps both expressed interest in the P6E design, but opted for a 7-cylinder radial engine, as opposed to the more complex V-1750 Conqueror engine. This change in a lighter engine configuration was influenced by the demands of carrier scouting operations and the evolving amphibious landing doctrine of the Marine Corps, in the 1930's. The change to a radial engine resulted in the Navy version being called a Curtiss F11C-2 Goshawk. Only two attempts have been made to duplicate a replica of the rotary engine version and neither has been successful. Recent developments in homebuilt rotary engine technology offer the prospect of replicating the Navy-Marine Corps version but considerable engineering work lies ahead to build a replica F112-C using Don's original plans. A new center of gravity, center of pressure, and possible modifications to the empennage and landing gear, would have to be redesigned in order to compensate between an Army Air Corps, auto engine conversion, and one of the newer rotary engines replicating a Navy-Marine carrier F11C-2

Chapter News

If any of the membership has any knowledge of auto-conversion engines or knows someone with such knowledge; the author would be grateful for any and all suggestions. What the author does know is that auto-conversion engines need to be approached with the utmost caution; even more so than a conventional aircraft engine.



In this installment; I have included photos of the fuselage as it currently sits in my hangar, 7928-H, and the partially completed upper and lower wing, and tail surfaces that I am keeping in my home in order to take advantage of a temperature controlled environment, to minimize warping and superfluous damage to the wooden structures, until ready for final covering and assembly. The big challenge now is the engine and its associated hardware.



Looking forward to meeting more of you in the coming year, and working more closely with the Young Eagles effort, now that retirement is within sight.

Robert F. (Fred) Howley

Chapter News

March Spaghetti Dinner 56th Anniversary of Chapter 72



Chapter News

Young Eagles

We had a very successful Young Eagles event last month. A very special thanks to the 10 pilots who provided introductory flights for 35 kids. We give special recognition to the pilots: Lee Wolford, Jim Densmore, Jeff Moore, Gary Frith, Jim Turner, Rod Kauber, Dub Wilttrout, Hank Bartlett, Bill Riley, and Mark Steward. It is exciting to make a difference in the lives of the Young Eagles. We all have the opportunity to encourage them toward aviation careers. Our next flying event is Saturday, April 21st. We need the help of all members who are able to attend. If you can help with piloting, marshalling, or ground support, please be at the MLAA Hangar by 8:00 a.m.



Chapter News

Wanted

I'm a private pilot renting out of Meadow Lake who is in the market for an airplane. I'm interested in either purchasing a good starter plane, or finding an owner who doesn't necessarily want to sell but doesn't fly enough and is willing to set up some sort of lease agreement. I missed February's EAA meeting to ask for leads/announce that I am in the market and will miss March's meeting too traveling for work.

Some basic parameters I'm looking for in a purchase are up to 4 seats, up to 180hp (though I think 160hp max would better fit my bill), fixed gear and prop. A good starter plane, in a nutshell. As far as avionics and other features, it really depends on the airplane. For the lease type agreement, I am open for more plane than what is above (but not too much more).

If you know anyone at the field who fits either of these bills, and wouldn't mind passing my info along or passing theirs along to me I would greatly appreciate it. Also, if there is anywhere at the airport that has a "Classifieds" bulletin board or something along those lines, please let me know.

Thank you for your help! Blue skies,

Eli Morris
eli@findyourleftseat.com
(704)654-7399

Need Help

Hi, I attended most of the meeting last night but was unable to stay until the end to meet the person in charge. I finished building a Zenith STOL 750 a couple years ago and had it test flown several times over the runway. Then I started taking flight lessons but took ill not too long after that. I have been trying to sell the plane but I don't have enough data on it to answer those interested. I need someone to fly the plane long enough to find fuel usage, cruise speed and what gear best to cruise in. I have installed a Yamaha FJR 1300 cc engine that still has a functional transmission. The engine runs great and the plane comes off the ground at 45MPH. Without enough lessons I do not have the flying instincts to be safe at flying the plane. Could anyone in your club be willing to help me out? From the meeting last night I learned that you have a newsletter that maybe you could put this note in.

My name is Errol Kobilan and I live in Black Forest and my numbers are:

cell 719-510-3815

home 719-999-8313

Any help would really be appreciated. Thank you.

Chapter Financials

EAA Chapter 72 Financial Position As of March 31, 2018

	Mar 31, 18
ASSETS	
Current Assets	
Checking/Savings	
ENT Fed Credit Union - Checking	7,766.15
ENT Fed Credit Union - Savings	25.00
Farmers State Bank - Savings	727.81
Petty Cash	65.50
Total Checking/Savings	8,584.46
Total Current Assets	8,584.46
TOTAL ASSETS	8,584.46
LIABILITIES & EQUITY	
Equity	
Unrestricted Net Assets	7,736.68
Net Income	847.78
Total Equity	8,584.46
TOTAL LIABILITIES & EQUITY	8,584.46

Prepared & Submitted by Sandy Martin

*Thank you for supporting
these EAA Chapter 72
members!*

A Travel

Advantage



Joan Spratford, Owner
(719) 630-7700
(800) 739-2520 Fax (719) 630-1892

**POWERED HANG
GLIDING**
★ In the Pikes Peak Region ★
The Real Rocky Mountain High

Have you ever dreamed of what it's like to soar with the eagles?
Then call Fly Colorado Ultralights and LIVE YOUR DREAM!

- ★ INTRODUCTORY FLIGHTS
- ★ LIGHT SPORT INSTRUCTION
- ★ ULTRALIGHT INSTRUCTION
- ★ PRIMARY TRAINING
- ★ PROFICIENCY TRAINING
- ★ FLIGHT REVIEWS

Reservation Required **CALL NOW!** 719-440-7864
FlyColoradoUltralights.com

Chapter Meeting

Date: April 19, 2018, Thursday

Time: 6:00 PM Arrive for burgers and social hour, 7:00 PM Meeting

Program: Dave Elliott presentation.

Chapter News video from EAA National.



*Jerome Limoge, M.D.
Senior Aviation Medical Examiner*

2020 North Academy Blvd
Suite 155
Colorado Springs, CO

(719) 659-0988
(719) 527-0196 fax

Natalie Mielke Notary

American Aviation, Inc
Friday / Saturday

FREE for customers located at the airport

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

MEADOW LAKE AIRPORT - COLORADO SPRINGS, COLORADO

Randy Loyd
Newsletter Publisher
17435 Caribou Dr. E
Monument, CO 80132

Phone: (719) 331-2169
Email: garyrloyd@avsource.com



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

**Next Meeting
Thursday,
April 19, 2018**

Chapter 72 Officers

President:	Jim Steward	719-352-1608	jim@kdsteward.com
Vice President:	Scott Bengert	719-481-4055	scb5710@comcast.net
Secretary:	Esther Smith	719-637-0876	esthersmith@juno.com
Treasurer:	Sandy Martin	719-351-1640	sandy_martin@earthlink.net
Membership Chairman:	Carl Benda	719-649-0052	carl@automatic-access.com
Director:	Vann Norred	719-229-2150	vann@pikespeak.net

Young Eagle Coordinator:	Sandy Martin	719-351-1640	sandy_martin@earthlink.net
Young Eagle Pilot Coordinator:	Lee Wolford	719-338-1370	leefly@Sprynet.com

Newsletter:	Randy Loyd	719-331-2169	garyrloyd@avsource.com
Webmaster:	Bob Hall	719-591-6622	robjhall@comcast.net

Technical Counselors/Advisors:

	Burrall Sanders	719-660-8650
Fred Carter - Engines	719-683-6440	
Jay Brinkmeyer	719-963-3408	

About Our Chapter

EAA Chapter 72 meets at Meadow Lake Airport. **Meetings are on 3rd Thursday evening 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 highlight 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, as long as it's not verbal—by the first Saturday of each month.

Annual membership is \$25. Send to Sandy Martin, at 7505 Mallard Drive, Peyton, CO 80831, payable EAA Chapter 72, and start receiving the newsletter each month, attending the meetings and having a great time with sport aviation.