

Pike's Peak Flyer

The Voice of EAA 72

<http://eaa72.org>

March 2021

Chapter News—Let's Get Going!

PRESIDENT'S MESSAGE

We, the Chapter, owe a huge thanks to **Dana Rieman** for all he has done with the Rans and to **Dave Glazer** for



storing it in his hangar. They are both extremely helpful members of Chapter 72!! I was at the hangar early Saturday morning and kind of down in the dumps due to the condition of the hangar. Two dump trucks (pun intended) and the broom were in the hangar and the upper level is in no condition for a meeting. I was upstairs inspecting its condition when I saw an airplane take off south on taxiway Bravo. Then, here it came again, taking off north on Bravo. I thought, “that looks like the Rans!” Then I realized, it is the Rans! Then, I remembered I had asked Dana to bring it over

for the meeting. He was just having way too much fun with high-speed taxis. It brightened up my whole day. We were able to move the two dump trucks out, thanks to Mike Barr. Then Esther showed up with a bunch of hot dogs and macaroni & cheese for lunch. The day was getting to be a lot better, fast. Our meeting was a little chilly in the hangar with the door open, but I think having the Rans there made it more tolerable, despite the mounds of cat litter and other crap on the hangar floor. Anyway, I think that the meeting was a real success. We voted to go ahead with the raffle of the Rans and sell 2500 tickets at \$100 each. **Robert Latham** has taken on the Games Manager job. Other committee members are **Dean Hendrickson, Janis Hendrickson, Larry and Nancy Durner, Randy Loyd, Greg Wolf, Esther Smith, and Mike Jerger**. We can't get a license for the chapter until Robert gets his Games Manager license. Once we decide what it will say on the tickets and we get them printed, only EAA Chapter 72 members can sell them so we need to get busy. There is a lot to do, and we have no time to waste. The raffle must be complete by the end of the year. With all that said, I am disappointed to inform the chapter that it doesn't look like we can pull it off this year. There just isn't enough time to get everything done before we can start selling tickets. So, we will have everything complete sometime this year, and be ready to start selling tickets on the 1st day of January, 2022. The raffle will be held in December, 2022.

Chapter News



On Feb. 13, a fire started in the woodshop in the south end of the Executive Hangar Complex. It was called in sometime around 2:00 AM and the fire department was very quick to respond. Most everything in the twelve hangars within the complex suffered significant damage. These hangars, like most others, do not have firewalls between them. The separation walls are not sealed at the roof line and smoke/heat can easily move into each of the hangars through the attic openings. The owner of the woodshop where the fire started apparently does not have insurance. Most of the others in the complex don't have renter's insurance either. Some homeowner's insurance will cover your tools and other items, but most do not cover aircraft parts. It's probably time to start checking with your insurance carriers just to be sure. It's also a

good time to go meet your neighbors and see what they are doing in their hangars and the hangars next door to them.



It was this time last year when we were asking for RSVPs to our 58th anniversary dinner to be held at the Olive Garden Restaurant. A large majority of members had responded that they and their wives would attend, but COVID canceled our plans and closed the restaurants. Well, this year we won't be canceled by COVID and hopefully not by Colorado weather either. Our 59th EAA Chapter 72 Anniversary Dinner will be in the Hangar. For new members who may not have been around Meadow Lake Airport as much, it's also the 56th anniversary for the airport which was started by EAA 72 in 1966. Our March meeting each year should be one of the biggest meetings of the year. I think it's important for us to recognize that our chapter still exists and is going strong. We are growing every year and I believe that

the next couple of years will be some of our best ever. **Remember that wives/significant others are invited to this meeting! It will be rather dull without them.** Please let me know who all will be attending by RSVP to jim@kdsteward.com.

Hope to see you all on the 20th.

Jim Steward
President, Bruce McCombs EAA Chapter 72

Chapter News

CLASSIFIEDS

- *Derek Hebda. a former outstanding student of Hank Bartlett at Air Academy High School is now an Aeronautical Engineer in St. Louis. He is building an airplane and is looking to purchase the following tools: drill press, band saw, belt sander, disk sander, bench grinder, table router, TIG welding equipment, including welder and accessories, welding helmet, gloves, oxy-acetylene welding torch and accessories, and clamps. His contact info is dhebda@charter.net.*

Featured Article by Jim Densmore

Over the Labor Day weekend 2020, I camped out at and attended the “Blakesburg” Antique Airplane Association Fly-in at “IA27”, with my trusty 1956 Cessna 180, N6555A serial# 32452. At their location 10 miles southwest of the Ottumwa airport in southeastern Iowa, Brent Taylor and his son Ben faithfully run the Antique Airplane Association and their annual fly-in started by Brent’s recently deceased father, patriarch of antique aircraft Bob Taylor. After running the fly-in for a few years in Ottumwa, Bob bought some property near Blakesburg and that has been the venue for the fly-in every year since. I’ve seen aircraft there manufactured in 1911, and mine is pretty much the newest one there each year, other than the spam cans parked in the back 40. I love Blakesburg because everyone flies their airplane most every day, and drinks beer and bourbon every evening at the pub. Everyone is our kind of people: aviation minded and more. This year, Blakesburg had 281 aircraft participating, making it the largest fly-in in the world in 2020, I do believe. (References: old and stagnant website antiqueairfield.com, new website still growing and in transition antiqueairfieldia27.com.)

Well, I got lucky this year. I found dear friend Sharon Tinkler at the fly-in and gave her a ride, and she subsequently insisted that I also give her friend, prolific aviation writer Sparky Barnes, a ride as well. I was more than happy to do so of course. I was somewhat surprised when Sparky pulled out a voice recorder and asked if she could interview me for an article. We talked for a long while; she puts one at ease and extracted stuff out of me about my family and my airplane that I didn’t know I recalled. The result of the interview is an article in the February 4 issue of General Aviation News, and you can find this article here: <http://bit.ly/jd-GAnews1> . I was especially pleased with a couple of the late day photos captured by Sparky as I was landing to the north at Blakesburg with yet another rider.

Fast forward to February 13. It’s Coffee and Doughnut Day, yay! As I scarfed down my second delicious fat pill, Randy Loyd asked me if I’d be willing to do something for our newsletter as well, perhaps focusing a bit more on maintenance. Sounded great to me, it’s a privilege for me to do so.

My parents had gone through a series of aircraft in the 1950s, culminating in half-ownership in a delightful 300 Jake blue-on-blue 195 known as the Blue Goose. That airplane was acquired in March 1957 and we had it for most of three years. I got my first DC-7 and first Connie ride later that year as we attempted Los Angeles to Philadelphia in the 195 to visit my aunt; we got stopped in St. Louis due to weather and continued using the airlines. Alas, Dad’s partner bought us out in late 1959 and we were on the lookout for another airplane. Dad found my 180 in February 1960 and bought it for an even \$10,000. We lived without living room furniture in our home for another 7 years or so, according to my Mom, so we could have our magic carpet.

The 180 was purchased from an airline pilot, Fred Karsten, and his wife Annie. He had retired from United Airlines and had recently lost his medical. The 5’0” Annie had taken on the flying duties, and one evening after a long flight, admitted that with her short stature, she was just not enjoying flying the 180. They agreed that evening to get a nice Comanche, mentioned this to my Dad’s A&P (A&E at the time), George Vaeth (his I&A number was really short: 11543!), and the Karstens never even had to put the 180 on the market. Have any of you been to Cable Airport in the Los Angeles area? It is on property bought by Dewey Cable in 1945, is the largest privately owned airport in the

Chapter News

world, and is still owned by the Cable family. Cable Airport history: <http://cableairport.com/history/hbeginning.htm>. In 1960, George Vaeth's shop occupied the octagonal building still present on the south side of the airport. In the 1952 image below, Vaeth's shop is under construction – blue arrow – and the location of N6555A's hangar from 1960-1965 is shown also – red arrow. See the website referenced above for lots more images of Cable Airport, which grew up successfully due to the Cables' strenuous efforts in the intense and wonderful aviation environment of Southern California.



The mid 1960s were banner years for N6555A. My family relocated from Sierra Madre to Encino, California in late 1963, and my Dad went to work for none other than Bill Lear at Lear Siegler's offices in Santa Monica. We moved the airplane from Cable to the Van Nuys airport. We quickly realized that the giant, heavy, crystal-tuned Lear VHF transceiver had to go if we were going to survive in the insanely busy VNY environment. I remember Dad buying a Narco Mk12 – logs show this was in early 1966 – and he was like a kid in a candy store. My Mom learned to fly in 55A in 1965. I think maybe she was prodded along by the world girding exploits of Jerrie Mock. Mom did a whole bunch of touch-n-goes on 16L at VNY, on one occasion getting off into the grass, which we knew because there was grass in the tailwheel of course. And finally, my parents became convinced that the factory paint – white, black and garish 1950s yellow – was fading really fast and needed replacement. We had it painted somewhere in the SoCal area, and that was its livery until 2003 when it was painted in its current scheme and colors by Gene Kear.

The current paint scheme is faithful to the original factory paint as far as we could manage, except for the Cessna logo on the wingtips which Gene really wanted to include. Obviously, we used different colors, but the pattern is identical to the original paint since we had pictures with which to match. This includes an eighth stripe on the rudder

Chapter News

where most 1956 Cessna 180s and 182s have seven. We don't know why our airplane had an eighth, red, stripe, but we and Gene honored it in our paint scheme restoration. One difference from our original paint is that our airplane left the paint shop with the wings leading edges painted black wing. One aspect of our mid-60s paint job I really liked was that my parents didn't include the black leading edges, and this was easily justified as authentic because many 1956 180s left Wichita with no paint on the wings at all except for the N-numbers.

In 1975, now living in the Northern Virginia area, I and my family drove to the Manassas airport to go on a flying excursion. I don't remember our intended destination, but we were airborne for only a few minutes when we heard a bang. After we settled back into our seats, Dad pointed to a gauge in front of me: we'd lost the generator. The bang was the belt hitting the cowling. The trip was aborted of course, and we returned to (then-uncontrolled) Manassas airport. Dad made the decision to overhaul our engine and propeller. With our friend Lou Divone flying chase in N2980C – a brown and yellow 1954 180 now owned by Ryan Kerin in Arizona – Dad took our 180 to the prop shop at Wings Field near Philadelphia, and then with a loaner prop headed to Lunken Field in Cincinnati for the engine overhaul. I've forgotten the name of the shop. It's isn't Signature, that shop came later. Someone will tell me.

In 1978 I bought my parents Cleveland brakes for Christmas. I remember well the cost, \$300, and I remember the reason: Dad didn't think I should learn to fly his airplane with those old and largely ineffective Goodyear brakes. I and my wife of 8 months could not afford anything else for my parents that Christmas, so I gave the box to my Mom to open, and as she opened it, I heard a big intake of breath from my Dad as he figured from the first part, she extracted what was in the box. The logs show that Dad had those brakes installed 3 days later; he did it himself. As an engineer, he was always a much better mechanic than I ever will be.



55A in Beaumont, KS in 2004

Chapter News

Fast forward again to 2002. Dad loved the airplane, had kept it well maintained (except for the now pretty poor paint), and he and Mom still did short trips in it out of their home base of St. Mary's County Airport in Maryland. However, he was facing a medical condition he didn't understand and realized he could no longer fly. Dad flew for 50 years, starting in 1951 with a 50hp Chief he bought in pieces. Eric Gustafson and I took the airlines to BWI and flew the 180 home to Meadow Lake. Paint, referenced above, was one of our first upgrades (logs say 10/2003). The very first order of business was new seat belts and shoulder harnesses from BAS. However shortly thereafter the O470K, overhauled as I said in 1975, started, at 1900 hours, making metal that we couldn't figure out. I had three kids in college; I couldn't afford a new engine. The GA News article references how I found an O470R at a part 135 outfit in Prescott with 1497 hours on it. I bolted that engine on and it's now at 2200+ hours. Well, I didn't. Craig Kloppenburg did. I helped some, but I've got nothing but thumbs when it comes to that, so Craig did most of the work. Verlin Schauer also contributed to the effort. We took that long moment of downtime to install a 60-amp alternator as well, and Craig developed an avionics buss, so we reorganized the electrical switches in a bit more sensible fashion and I'm glad we did that. Anyway, the R engine has been great, completely reliable. Craig Kloppenburg has changed a few cylinders, but the big bore Continental is living up to its excellent bottom-end reputation.

Dad had a Narco AT5 Transponder that gave up the ghost right about then too, April 2003, and Monte Quist installed a new Garmin transponder for us, a GTX320. That would prove to be a good choice when ADS-B came along. Shortly thereafter Bob Boozell mentioned that he was upgrading the avionics in his 180. He sold me his VFR GNC-300 Garmin GPSCOM and we used it to replace the Narco Mk16 that had given many, many years of great service but was now a radio you weren't supposed to let transmit. The Garmin sits alongside an ancient King 155 that is still working but also kind of needs replacement, the VOR is getting sketchy and the VOR volume is somehow stuck on zero. More recently I upgraded the landing lights to LEDs (man I wish I'd done that sooner!) and the nav lights now go flashy-flashy, I bought those at Oshkosh. The tail lamp is now one of those amazingly compact 978MHz ADS-B systems that pick up the current squawk right through the airplane electrical system.

What's next? I'd love a nice "Color TV" – one of the Garmin GPSCOMs – to replace the King 155 at some point, and I'd like an audio panel someday. There's a scratch on the left landing gear leg that can't be good on a Wittman spring steel gear system and I need to address it soon. Who knows how much longer the engine will last as it certainly owes me nothing, though I've heard them go 3000 hours on occasion. There is always something more to do! "Boat: big hole in the water into which you pour money ... Airplane: big vacuum in the sky into which you pour money."



Over Lake Powell in 2009.



Wagon row in Oshkosh, 2009.

Chapter News

ANNUAL FOUNDER'S DAY DINNER

When: Saturday, March 20, 2021

5:00 PM – Hors D'oeuvres

6:00 PM – Spaghetti Dinner

7:30 PM – Awards Presentation

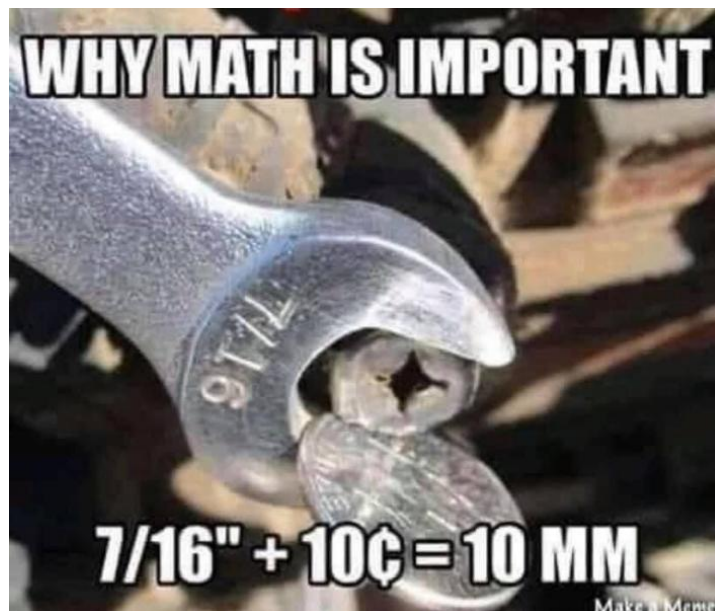
Where: MLAA Hangar
13550 Piper Lane
Peyton, CO 80831

All members, their family, and guests are invited. Come join us for an evening of great conversation and fun! See you there!

RSVP no later than March 17 to Jim Steward

Email: jim@kdsteward.com

Phone: (719) 352-1608



Chapter News

UPCOMING EVENTS

Mar. 20	Chapter Meeting, Anniversary Dinner	6:00 p.m. MLAA hangar
Apr. 10	Coffee & Donuts, MLAA hangar	9:00 a.m. to 11:00 a.m.
Apr. 10	Young Eagles Rally, MLAA ramp	9:00 a.m. to 12:00 p.m.
Apr. 13-18	SUN n FUN Aerospace Expo, Lakeland, FL	All week
Apr. 14	IMC/VMC club meeting, MLAA hangar	6:00 p.m.
Apr. 17	Chapter Meeting, Program—Dana Reiman's Projects	11:00 a.m. MLAA hangar, lunch follows
May 8	Coffee & Donuts, MLAA hangar	9:00 a.m. to 11:00 a.m.
May 10	IMC/VMC club meeting, MLAA hangar	6:00 p.m.
May 15	Chapter Meeting	11:00 a.m. MLAA hangar, lunch follows
Jun. 20	Hastings, NB. Fly-in	All day Sunday
Jul. 26-Aug.1	Airventure Oshkosh	All week



Young Eagles Rally on Saturday, April 10, 9am-12pm. Our next Young Eagles rally is planned for the second Saturday in April. (weather permitting).

For those not familiar with Young Eagles, it is an EAA sponsored program launched in 1992, that has dedicated almost 30 years to giving youth ages 8–17 their first free ride in an airplane. It's the only program of its kind, with the sole mission to introduce and inspire kids in the world of aviation.

How can you help?

Please volunteer to be part of this chapter event. We need your help as pilots, marshallers, escorts, and registration.

Note: All pilots are required to complete the EAA Youth Protection Policy and Program if you are going to fly a Young Eagle. Here's the link: <https://www.eaa.org/ea/youth/youth-protection-policy-and-program>

To volunteer, please contact me at [\(402\) 968-4117](tel:4029684117), or Lheitman76@gmail.com. I hope to see you at Young Eagles rally!

Respectfully, Lee

Chapter Financials

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

EAA BRUCE MCCOMBS CHAPTER 72 TREASURER'S REPORT

As of 02/28/2021

<u>Date</u>	<u>Purpose</u>	<u>Amount</u>
02/01/2021	Beginning Balance	\$7,709.02
02/28/2021	Ending Balance	\$7,852.10

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Chapter Meeting

Date: Mar. 20, 2021

Time: 5:00 p.m. social, 6:00 p.m. dinner

Place: MLAA hangar

Program: Awards Presentation

**Natalie Mielke
Notary**

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Friday / Saturday

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MEADOW LAKE AIRPORT - COLORADO SPRINGS, COLORADO

Next Meeting Mar. 20, 2021

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

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Fred Carter - Engines	719-291-0815
Jay Brinkmeyer	719-963-3408

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.