

Pike's Peak Flyer

The Voice of EAA 72

<http://eaa72.org>

May 2018

Chapter News—Let's Get Going!

Message from the President

Major thanks to **Michael Jerger** and **Robert Latham** who pitched in to cook the burgers for us. Michael also helped me clean up the BBQ a week before and sure glad he did. It was a mess and I was going about cleaning it all wrong.

Anyway, I sure enjoyed our April meeting (our first with burgers) and hope that you all enjoyed it as well. Not only were the burgers awesome but the meeting was very interesting as **Jamie Treat** and **Mark Steward** did a great job discussing EAA Chapter 5 and aerobatic competition. Every pilot should experience a spin at least once to know how to recognize and recover from one quickly and correctly. Also of vital importance is the ability to right an airplane that has been flipped upside down by wingtip vortices or other clear air turbulence. It can all be taught at Chapter 5 and Jamie is eager to teach.

Our meeting this month is on the 17th at **Carl Banda's hangar**. Carl has three very interesting planes in his hangar for us to view and discuss. Burgers will be served at 6:00 PM and meeting to start at 7:00 PM sharp.

On Saturday the 19th we fly **Young Eagles**. The **County Commissioners** will be there to watch, listen and learn about Meadow Lake Airport (MLA) and its importance to the County. The schedule is to meet and greet at 0800. A presentation for the commissioners about MLA by Dave Elliott will start at 0830 in the hangar, followed by EAA, AEFCA and High Flights Soaring Club. Young Eagle Flights will start at 0830 as well. From 0930 to 1100 we will offer 15 -20 min EAGLE Flights by EAA 72 pilots and airport tours upon request. We would like to have some of the more unusual planes at MLA on display for all during the morning and Lee Wolford will be calling for help! At 1100 **BBQ/Burger Burn** for all.

As you can see, we will be quite busy on Saturday with everything going on so we need everybody to show up and help out. It should be fun for all and **IT IS** an important day for the airport and all of us who enjoy MLA. In **June** our general Membership Meeting will be the **Project Tour** and will be held on **Saturday the 23rd**. **No meeting on Thursday evening in June!** We want to start the tour at 0900 and complete sometime around noon – all depending on how many projects we have to visit. No firm schedule on completion, but plan on the tour ending at Mark Steward's and Sean Blair's hangars for a large hangar party/BBQ after. If you have a project that you are working on or an interesting plane to show off, I/we would like to hear from you. There will be future e-mail about the tour and how to sign up. The more projects the better.

Fly safe-have fun,

President Jim

P.S. Less than 70 days until EAA Airventure 2018 at Oshkosh, July 23-29.



Chapter News



Engine Pre-Oil Methods For My Project

By Michael Jerger, N63MJ

Most of you know that I have been working on rebuilding a project that I purchased a few years back now. I work on it mostly on weekends, but not when too cold. In my many photos I have taken, there are many comments about what I found and what I did to improve on something. Here, I will write about my modifications to the Continental O-200A engine.

I thought the oiling system could be improved. Beside the filtration system (a whole different subject), the fact the engine had not been started in 15 years or so bothered me. I have built a Chevy V6 engine from the bare block up, and one pre-start function kept in my mind . . . You must pre-oil the engine before starting it. Else there is a really good chance that damage to crankshaft journals and the camshaft can occur.

So what can you use to pre-oil an engine? One Lycoming engine owner told me he simply filled his entire engine with as much oil as it could hold. It is important to lube that camshaft, for it does not get lubed until the engine is running and splash-lubed. Preparing for an engine start, he drained all the excess oil from the crankcase and cylinders. His engine has been running well for many hours.

Another builder took his engine off his project, drained the old oil out, put fresh in, and turned his engine upside down and left and right on an engine stand a few times. Since then, his engine has been running well.

My engine is mounted. I wanted to try something else. Some device that could be re-used without too much fuss. I wanted some kind of external contraption.

My first thought was to use a pressurized tank, with six quarts of oil in it. It would connect between the oil pump galleys and the feed line to the crankshaft and cam. My first test device was a hand-pressurized garden sprayer from most garden sections of any hardware store. With a few adapter fittings from Ace Hardware, I poured cold 50W oil into the tank, made oil galley connections, and pressurized the tank. I pressed the hand wand handle. It worked! Oil was flowing into the engine lube galleys.

Chapter News

Doing holiday shopping at a kitchen parts and pieces store, I saw a potential candidate . . . An 8-quart stainless steel cooking pot with matching lid. It was inexpensive too, about \$8. I got the last one in the store.

I took it home. I found some spare parts from the Chevy engine build. An oil pump from a small-block project will work. Make a few select holes here and there in the stainless steel lid, and I mounted the Chevy oil pump to the inside of the lid. A well-place hole in the lid allows the O-200 oil sump to drain directly into the 8-quart pot. The pot pump is powered by a standard variable-speed drill. And because the pot is stainless steel, it can sit on top of a variable temperature electric hot plate.

Now I have a system that can heat the oil, pump it through the O-200, lube all internal moving parts, have the oil fall into the sump tank, and be immediately routed back into the 8-quart pot, being heated again for another cycle. One operator can continuously cycle hot 50W oil all day long.

After giving all cylinders a heavy spray of WD-40 or some other engine oil and removing the lower plugs, someone else can turn the engine over by hand or by starter.

After all testing proves satisfactory, the engine is disconnected, buttoned up, all oil lines double-checked, and it should be ready for a real start. But that is another story for another day.

I'm sure the Rotax flyers and the VW flyers and the round-engine guys all have their means for pre-oiling their engines before the first start. Throw some comments in the next newsletter how you did it. I'm sure others like me will be more than happy to read how another approach worked for them.



Chapter News

Sun N Fun 2018

By Randy Loyd, Newsletter Editor

This year I took the opportunity to meet with several friends and spend a couple of days at Sun N Fun in Lakeland, FL. "SUN 'n FUN's mission is to preserve and enhance the future of flight through world-class events, inspiring and educating people of all ages." The event takes place every year in April and this year it took place from April 10-15. Of course, nearly every general aviation vendor is on site to display their latest goods available and those are always exciting to see. Here are a few of the places I visited that week.

The EAA Tent. As an EAA member, I received a discount for the Sun N Fun tickets and a free "proud member" EAA hat pin/lapel button. We also got to take a good, close-up look at the 1941 Piper J-3C-65 Cub sweepstakes airplane on display. Be sure you enter at eaa.org/sweepstakes18. This is a beautiful restoration and probably has less instrumentation than your car. It is so simple.



The AOPA Tent. As an AOPA member, I was eligible to receive a discount for Sun N Fun but I already had my EAA discount and I could not use both for the same event. Oh well. We got to try out the Red Bird flight simulators and we briefly got to meet Tom Haines, the Sr. VP of Media & Communications for AOPA. He had just returned from his trip experiencing general aviation in New Zealand.

We also took a good, close-up look at the 1954 Piper Super Cub sweepstakes airplane that AOPA is giving away. This airplane has been restored to include all the latest avionics and would be a joy to own. If you are an AOPA member, you are automatically entered or you can visit AOPA.org/sweepstakes to enter.

The Embry Riddle Aeronautical University Tent. I always drop by my Alma Mater to say hello and see what's going on there. I missed the free BBQ for the alumni on Wednesday evening but I did pick up a new ERAU golf shirt.



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We visited numerous aircraft mfg's displays including Mooney, Cessna, Honda, Cirrus, Pilatus, as well as kit mfgs, Van's and Zenith, and Light Sport mfg Bristell. So many choices; so little time. We registered for a free ride in the Honda Jet but no joy.

We visited the warbird ramp. Nearly every type of warbird that could fly was represented there. Dick Cole, the last surviving Doolittle Raider was there. The Thunderbirds were scheduled to appear but due to the loss of Major Stephen Del Bagno in a training accident the week before the show, their appearance was cancelled. Major Del Bagno flew F-16 Thunderbird #4. A fund raiser sticker was created to honor his service with all proceeds going to his family (see photo). A fleet of Japanese Zeroes (replicas) were on display and performed the reenactment of TORA! TORA! TORA! along with all the pyrotechnics for dramatic effect.

Many of the airshow greats were there to perform such as Michael Goulian, Patty Wagstaff, Kirby Chambliss, and The Aeroshell Aerobatic Team. The Jet EZE homebuilt, featured in the May and June issue of Kitplanes, was showing off its capabilities in flight.

Last but not least, we visited the Veteran's Tent. Military Veterans could sign the guestbook and receive a Veteran's Ribbon to wear at the Sun N Fun event.



Chapter News



More Sun N Fun 2018



Classifieds

I have to make hangar room for the Project Day tour display in June. I will display some airplane parts for sale or for the asking; some purchased in 2005 but never used for anything. Right now I have a wheeled wing cradle for \$20. The cradle looks identical to one sold by Aircraft Spruce for over \$200 plus shipping plus the purchaser must put it together. The one I have is available now. It looks and works great and would be a shame to take it apart or discard it. Somebody can surely use it sometime, even if not right now. If no takers by 1 June, it is available just for the asking.

I also have a pair of Matco landing gear 6-inch wheels (load limit 1830 lbs. each), some 4130 tubing, a few sheets of fuselage / wing sheet aluminum, still in shipping boxes, and a lot of miscellaneous parts and pieces that go into building a metal airplane. I have a lot of -3 nuts and bolts that maybe someone can use. Send me an e-mail of what you need and given a slim chance that I have it, maybe we can do business.

Michaeljerger@hotmail.com.

I have a few things I would like to donate or sell. They are not aviation oriented

The following would be free. A solid wooden box, 57X31X21. I thought I would see if anyone wanted a box like this before I tore it apart. I have an old but fully functional Tunturi Treadmill. I would only ask that I need help carrying out of the house and help carrying a new one, with more bells and whistles, into the house. A small BBQ with cover I never used.

I have a few other things I would offer for sale. I just thought I would see if EAA members would be interested before I offer them elsewhere

Ricky Davidson, EAA509588, Rickylindad@gmail.com 719-495-6705

Chapter Financials

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

EAA Chapter 72 Financial Position As of April 30, 2018

	Apr 30, 18
ASSETS	
Current Assets	
Checking/Savings	
ENT Fed Credit Union - Checking	7,562.16
ENT Fed Credit Union - Savings	25.00
Farmers State Bank - Savings	727.81
Petty Cash	65.50
Total Checking/Savings	8,380.47
Total Current Assets	8,380.47
TOTAL ASSETS	8,380.47
LIABILITIES & EQUITY	
Equity	
Unrestricted Net Assets	7,736.68
Net Income	643.79
Total Equity	8,380.47
TOTAL LIABILITIES & EQUITY	8,380.47

Prepared by Sandy Martin

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Chapter Meeting

Date: May 17, 2018, Thursday

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

Place: Carl Benda's Hangar, off Taxiway E

Program: Carl Benda presentation on his three airplanes. Bring your lawn chairs.



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MEADOW LAKE AIRPORT - COLORADO SPRINGS, COLORADO

**Next Meeting
Thursday,
May 17, 2018**

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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 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.