

Pike's Peak Flyer

The Voice of EAA 72

<http://eaa72.org>

May 2020

Chapter News—Let's Get Going!

May 2020
Presidents Message

WOW! We had a Chapter 72 April Meeting! What fun it was. Although, it hadn't been planned it was sure entertaining. Maybe, because it was sort of an impromptu get together is what made it so enjoyable? Dana had completed the fuselage of the Rans S19 and was ready to put on the wings. A few people had already indicated that they could help, but I felt we may need a few more hands. So, Randy sent out a note for me asking for a "few more hands". It may have been because we are all so tired of being cooped up due to COVID-19, but 14 members showed up at Mark Steward's hangar to help. Everybody pitched in and the wings were on in no time. I think that in addition to Dana, Janis and Dean Hendrickson were most familiar with the Rans and Janis was all over it.



She was under the wing, under the fuselage and in the cockpit, giving instructions and guidance. They were so much help! Soooo, now we need a DAR to sign it off and then we FLY!!

There's some great news that will be incredible help. **But first, Congratulations to MIKE CRANFORD for the first flight of his RV-4!** If you haven't seen Mike's RV, it's like everything else that Mike does, (beautiful workmanship). In addition to that great news, Mike has the low down on the certification process and is willing to share it with the chapter. There are several planes that will be ready to fly soon in addition to the Rans, and Mike's help will be invaluable in getting through this stressful new process. Actually, there is a lot of progress being made on many projects at Meadow Lake and a bunch of flying as well. (continued on page 4)

Chapter News



Installing right wing on the chapter's S-19.



Chapter News

Installing the left wing on the chapter's S-19.



Chapter News

Social Distancing at S-19 Wing Join.



(President's message continued) The new ceiling is in the kitchen at the MLAA Hangar and the sheet rock is being repaired at this time. Soon we paint. No, then the CAP paints or maybe the scout troupe paints. Then the tile floor goes down. Any way things are getting done, albeit slowly.

Hopefully, the project tour in June will be able to happen, because there are a lot of new projects to inspect. It would be interesting to other chapter members, if those of you who do have projects under construction would write a short story of your progress and send it to Randy Loyd so it could be published in the newsletter. Hope to see you all soon. Keep safe,

Jim Steward, President
EAA Bruce McCombs Chapter 72

May 5-10	SUN n Fun Aerospace Expo, Lakeland, FL (canceled)	All week
May 16	Learn to Fly Day (KFLY) (canceled)	9:00 a.m. (all day)
May 19	IMC/VMC club "zoom" meeting online	6:00 p.m.
Jun. 13	International Young Eagles Day (canceled)	9:00 a.m.
Jun. 20	Project Tour (KFLY)	9:00 a.m. social, 10:00 a.m. tour
Jul. 18	Alamosa Fly-Out, Young Eagle assist?	Take-off from KFLY at sun-up
Jul. 20-26	AIRVENTURE 2020, Oshkosh, WI (canceled)	All week
Aug. 22	Fly-Out, Kelly Air Park (CO15)	9:00 a.m.
Sep. 19?	Fly-in (KFLY)?	9:00 a.m. (all day)
Oct. 15	Chapter Meeting	6:00 p.m. social, 7:00 p.m. meeting
Nov. 19	Chapter Meeting	6:00 p.m. social, 7:00 p.m. meeting
Dec. 5	Christmas Party in Remodeled MLAA hangar	6:00 p.m. social, 7:00 p.m. meeting
Bonus	Coffee & Donuts (canceled for April & May)	2 nd Saturday of Every Month, 8:00 a.m.

As you can see, the Worldwide Pandemic has canceled our social events for March, April, and May. We will announce our next event through our website and a special email message. Our next online meeting is for those interested in the IMC/VMC club on May 19. Stay safe out there.

Randy
Chapter 72 Newsletter Editor

Chapter News

Fighter Pilot Story

This came from a gentleman who runs a 2,000-acre corn farm up around Barron, WI, not far from Oshkosh. He used to fly F-4Es and F-16s for the Guard and participated in the first Gulf War.

His story:

I went out to plant corn for a bit, to finish a field before tomorrow morning and witnessed 'The Great Battle'. A golden eagle -- big, with about a six-foot wingspan - flew right in front of the tractor. It was being chased by three crows that were continually dive bombing it and pecking at it. The crows do this because the eagles rob their nests when they find them.

At any rate, the eagle banked hard right in one evasive maneuver, then landed in the field about 100 feet from the tractor. This eagle stood about 3 feet tall. The crows all landed too and took up positions around the eagle at 120 degrees apart, but kept their distance at about 20 feet from the big bird. The eagle would take a couple steps towards one of the crows and they'd hop backwards and forward to keep their distance. Then the reinforcement showed up. I happened to spot the eagle's mate hurtling down out of the sky at what appeared to be approximately Mach 1.5. Just before impact, the eagle on the ground took flight, (obviously a coordinated tactic; probably pre-briefed) and the three crows that were watching the grounded eagle also took flight -- thinking they were going to get in some more pecking on the big bird. The first crow being targeted by the diving eagle never stood a snowball's chance in hell. There was a mid-air explosion of black feathers, and that crow was done.

The diving eagle then banked hard left in what had to be a 9G climbing turn, using the energy it had accumulated in the dive, and hit crow #2 less than two seconds later. Another crow dead. The grounded eagle, which was now airborne and had an altitude advantage on the remaining crow that was streaking eastward in full burner, made a short dive, then banked hard right when the escaping crow tried to evade the hit. It didn't work - crow #3 bit the dust at about 20 feet AGL. This aerial battle was better than any air show I've been to, including the War Birds show at Oshkosh. The two eagles ripped the crows apart, and ate them on the ground; and, as I got closer and closer working my way across the field, I passed within 20 feet of one of them as it ate its catch. It stopped and looked at me as I went by, and you could see in the look of that bird that it knew who's Boss of the Sky. What a beautiful bird!

A Little High - - -



No Problem!

Chapter News

This story came from a retired TWA pilot who now lives in Montana. I have to agree with him.

Turbines are Ruining Aviation

We must get rid of turbine engines. They are ruining aviation. We need to go back to big round engines. Anybody can start a turbine, you just need to move a switch from "OFF" to "START" and then remember to move it back to "ON" after a while. My computer is more difficult to start.

Cranking a round engine requires skill, finesse and style. On some planes, the pilots are not even allowed to do it. Turbines start by whining for a while, then give a small lady-like poot and start whining louder. Round engines give a satisfying rattle-rattle, click-click BANG, more rattles, another BANG, a big macho belch or two, more clicks, a lot of good smelling smoke and finally a serious low pitched roar.

We like that. It's a guy thing.

When you start a round engine, your mind is engaged and you can concentrate on the flight ahead. Starting a turbine is like flicking on a ceiling fan: Useful, but hardly exciting. Turbines don't break often enough, leading to aircrew boredom, complacency and inattention. A round engine at speed looks and sounds like it's going to blow up at any minute. This helps concentrate the mind. Turbines don't have enough control levers to keep a pilot's attention. There's nothing to fiddle with during the flight. Turbines smell like a Boy Scout camp full of Coleman lanterns. Round engines smell like God intended flying machines to smell.

I think I hear the nurse coming down the hall. I gotta go!

The messages that follow are from our members:

- Hello All,
My name is Nick Cirincione and I joined EAA 72 right before the shutdown. I currently fly out of the Peterson Aero Club and have just over 300 hours with an instrument rating. I've passed the tests for AGI, but haven't been able to schedule an appointment at the FSDO to turn my AGI and FOI test results into an AGI certificate.
I have a masters degree in mechanical engineering and work in sensors, data acquisition and electronics for my day job. I'd love to build a plane someday, but for now I'm just happy to be able to fly ones that are already built. I don't have any experience actually building planes, but I have lots of mechanical and electrical knowledge, CAD skills, and mechanical aptitude. I've worked on cars and motorcycles my entire life and have done several engine and transmission swaps in cars.
The experience I have with airplanes is on the CAD side. I have a friend slow building a Sonex up in Erie. He's been paused for several years now as his family has taken up most of his time. When he was building, he would give me the next set of prints that he needed to cut out on his CNC router and I'd model them in 3D and return him files to feed to the CNC.
I also just started helping out at WestPac with some CAD modeling. They gave me original drawings and pictures of a cast part and tasked me with creating a 3D model so they can have it machined. Here are some [pictures of the part and drawings](#) I was given and a [video of the almost finished 3D modeled part](#).

I'm telling you all this because I feel like I can be a resource to EAA 72 members if they need help with CAD, extra hands or electrical wiring. I haven't mentioned yet that I build all my own cabling and harnesses for the data acquisition equipment I use. I'd love to help out some members with anything I can and in return I'd love to learn about homebuilding aircraft.

Thanks for listening and let me know if there's anything I can help with,
Nick Cirincione

Chapter News

- Haven't heard much from the EAA, but know that they've been working on a way to hold virtual meetings as a way to work around the current stay-at-home requirements. Yesterday I received an update from Radek Wyazkowski indicating it is now possible to use the Zoom platform for achieving this. Radek has identified some dates in May that are available to use this capability and I have signed us up for Tuesday, May 19, 2020 at 6:00 pm during which I will host an IMC meeting with their technical support. I don't have all the details yet but should have them in a few days and will forward them on as soon as I know. While this session will focus on an IMC topic, those interested in VMC topics are more than welcome to participate. And, any others interested in participation please forward the invite to them.

Another item mentioned in Radek's letter is a special price for an online IFR training course at a discounted price presented by Doug Stewart. If interested, there is a link attached in the letter where those interested can sign up.

I hope everyone is doing well and I'm looking forward to moving ahead with our IMC/VMC organization. Will be in touch soon with more details.

Richard Martin
IMC/VMC Club Coordinator

- Have heard some transponder certs are being done by people who are not from a certified repair station (CRS). You need to know if not done by a CRS you don't meet the requirements of FAR 91.413 and it is not considered legal.

--

Jeff Moore
719-494-9110

Chapter Financials

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

EAA BRUCE MCCOMBS CHAPTER 72 TREASURER'S REPORT

As of 3/31/2020

Date	Purpose	Amount
3/1/2020	Beginning Balance	\$7,786.06
3/31/2020	Ending Balance (no change)	\$7,786.06

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Chapter Meeting

Date: TBD

Time: TBD

Place: TBD

Program: TBD

Natalie Mielke Notary

American Aviation, Inc
Friday / Saturday

Phone (719) 683-2547
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FREE for customers located at the airport

**Next Meeting
To Be
Determined**

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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, as long as it's not verbal—by the first Saturday of each month.

Annual membership is \$25. Send to Esther Smith, at 1303 Fosdick Circle, Colorado Springs, CO 80909, payable to EAA Chapter 72, and start receiving the newsletter each month, attending the meetings and having a great time with sport aviation.