

# Pike's Peak Flyer

The Voice of EAA 72

<http://eaa72.org>

July 2018

## Chapter News—Let's Get Going!

### Message from the President

I would consider the June project tour a complete success. Not only did we get to check out eight interesting projects but we had six new members sign up and pay their dues. Couple these 6 with last month's five new members = 11 new members in the last two months! Please make sure to greet our new members Jay Brinkmeyer, Jay Dankoff, Greg Sipes, Wyn Andrews, Darrell Frey and Jeff Hundley at our July meeting. I would also like to thank Carl Benda, Kent Waterman, Scott Bengert, Mike Jerger, Jeff Hundley, Sean Blair, John Armstrong and Mark Steward for showing their assume projects to us. Mike Jerger and Esther Smith again provided the burgers and trimmings after the tour. It was a really good day. Thanks again to everybody! As you all know or should know by now Bruce McCombs passed away in May. Bruce was one of the founding fathers of Chapter 72 and extremely involved in the formation of Meadow Lake Airport. We all owe Bruce and the other founding members a gesture of gratitude and thanks for our chapter and for this cool little airport that we all call HOME AWAY FROM HOME. My last conversation with Bruce was the same day that the Shed hit the fan. Bruce called me and wanted me to come by his home and explain to him what was going on at Meadow Lake. I did! We had a very pleasant conversation for about 45 minutes in which Bruce indicated his pleasure in knowing that the chapter was doing well. He also expressed his desire to get more involved with the chapter and start attending some of the meetings again. Unfortunately that didn't get to happen. I feel very good in the fact that as I left his home that day he shook my hand and we parted friends. He will be missed.



I said in last month's message that we had a DAR scheduled to attend our July meeting to discuss inspecting home built aircraft prior to the first flight. Although we had two DAR's on the hook for July both had issues that prevent them from attending. Soooo, we have a great back-up plan. Rick Holland who would have been our September program is bringing his Pietenpol with a Corvair conversion over to the MLAA Hanger along with a Corvair engine core for us to inspect. He is also bringing information on the Panther he is building which also uses a Corvair Engine. Some members of the Corvair Car Club may bring a few of their pristine Corvairs to the meeting as well.

We are trying to reschedule one of the DAR's for the September meeting. Next month (August) we will be meeting at Kelly Air Park on Saturday the 18<sup>th</sup> at Jamie Treats hangar. We also have Young Eagles starting in August but it will have to move to August 25<sup>th</sup> since we will be at Jamie's on the third Saturday. In October, Mark Steward will present a program about mountain flying. Mark has a lot of experience flying low, slow and heavy in the mountains while fighting forest fires in a C-130. In November, Dr. Limoge will talk to us about Basic Med and staying fit for flying. Doc says that Basic Med is good for some but not for everybody. December is our holiday social gathering which we have big plans for. As you can see these next six meetings have great programs scheduled and should be very informative and fun. I can only hope that our meeting attendance continues to grow as it has every meeting this year.

See you all at the MLAA hangar on Thursday the 19 of July. Social @ 6:00 PM. Meeting @ 7:00PM.

Jim Steward

# Chapter News

## June 23 Project Tour Highlights

A perfect aviation morning at Meadow Lake Aerodrome, clear, calm, cool. After a few trips around or nice hundred-dollar breakfast comes the main event, the annual Experimental Aircraft Assn (EAA Chapter 72) annual open hangar event. This is a fun time. Hangars are open to reveal the wonders within and people can look and talk and marvel. Some projects, some restorations, some just plain nice aircraft. The owners and builders are also excellent speakers and talkers. As we walk/ride hangar to hangar we get the real deal on the project. President Jim Steward opened with remarks in memory of Bruce McCombs then launched the grand adventure.



Cast in order of appearance: Carl Benda – Unusual Chinese CJ-6.



Jeff Handley – A nine month miracle Comanche 250 from a basket.



J

Jim Schmidt – A nice Clipper Trike and excellent talk.

# Chapter News



John Armstrong – Vans RV-9A, a long road but getting there soon.



Kent Waterman – RV-9A just wonderful craftsmanship.



Mike Jerger – A Zenith 601-HDS, A mighty project indeed.



Scott Bengert – Luscombe 8E, a beauty, a lot of polish.



# Chapter News



Sean Blair – RV-7, just perfect detail. A wonder. His 3rd attempt at completing an RV. This is the charm.

Mark Steward – A real Pitts, but lots more than that. And a great description.



Now, I have had a few hamburgers here and there, but the burgers by Esther Smith and Mike Jerger play second fiddle to none. And the potato and macaroni salads? Home runs!



We are fortunate to have such capable volunteers! And so a day of dreams and projects and clear blue skies.  
Steve Trolander

# Chapter News

Welcome New Members, May, 2018.

- Mike Barr
- Hunter Hamilton
- Nicole May
- Mike Neidelthel
- Dana Rieman

Welcome New Members, June, 2018.

- Wyn Andrews
- Jay Brinkmeyer
- Jay Dankoff
- Darrell Frey
- Jeff Hundley
- Greg Sipes



Don't miss the excitement at EAA Airventure 2018 from July 23-29.

## Corvair Engine Conversion For Aircraft - EAA Chapter 72 Meadow Lake Airport - July 19, 2018



### Corvair Engine Aircraft Conversion Information Sources:

The Corvair conversion guru William Wynne - <http://www.flycorvair.com/>  
 - Conversion manuals/parts  
 - Free Corvair Colleges around the country (learn, build, test run flight engines)

Conversion Parts Sales - Sport Performance Aviation - <https://flywithspa.com/>  
 - flycorvair conversion parts sales  
 - crankcase, head, crankshaft machine work  
 - engine kit in a box  
 - new billet crankshafts and other parts for 2.7 to 3.3 liter Corvair engines  
 - complete flight engines  
 - also developed and sell the SPA Panther aerobatic kit aircraft for Corvair to O-320 engines

Corvair/Pietenpol building/flying forum - <http://pietvair.freeforums.net/>

Corvair vehicle and engine parts - Clarks Corvair - <http://www.corvair.com/user-cgi/main>  
 - cylinders, pistons, cams, gasket sets, etc for conversion engines

Corvair/Pietenpol build photos - <https://photos.app.goo.gl/JaplZU3mSlpQ3UrS2>

# Chapter News

## Aging Aircraft on Large Transports

As I gather my thoughts and write this article, I am sitting on a 787 flight from Los Angeles to Singapore. I will be there for a few days to conduct an aging aircraft inspection on a 747 for a major U.S. carrier. By the time I arrive in Singapore, I will have been traveling for almost 24 hours. I perform about 6 to 8 aging aircraft inspections per year on large transport airplanes. There are only a handful of DARs (Designated Airworthiness Representatives) who hold the authority to perform these inspections. The inspections are required for transport airplanes operating under FAR 121 or 135 and that are more than 20 years old. The inspection must be accomplished every 7 years thereafter to keep the airworthiness certificate valid. What do we look for? We look in known areas that are susceptible to fatigue and corrosion due to age. This inspection is normally performed with the aircraft in a hangar for a heavy maintenance visit where all the interior is removed (including seats, baggage bins, and sidewall panels) and most of the maintenance access panels open, lavatories and galleys removed, etc. The structure underneath lavatories and galleys are extremely susceptible to cracks and corrosion, in addition to seat tracks, and pressure bulkheads. We also review the maintenance records and maintenance program to assure that the significant structural items (SSIs) are adequately inspected and maintained.

In the mid-1980s, you may remember the Aloha 737 event where the forward section of the top of the fuselage separated from the airplane and a flight attendant was sucked out and lost her life. Boeing later discovered that the cause may have been due to scribe lines along the bonded lap joints at the top of the fuselage skin. This resulted in the FAA issuing an Airworthiness Directive to inspect all large transport airplanes for possible scribe marks. It was a very expensive repair if scribe lines were detected because skins had to be removed and replaced to restore airworthiness of the pressure vessel. Shortly after that event, the manufacturers issued numerous alert service bulletins to inspect aircraft structure and eventually developed aging aircraft safety programs.

I was working for McDonnell Douglas in those days (1980s). Our company bought back a DC-9, fuselage #3, from Southern Airways. Fuselage 3 was the DC-9 fleet leader at that time with over 66,000 landings (cycles) since new. Two company pilots and myself flew the airplane on its last flight/s from Atlanta to Long Beach (with a fuel stop in Phoenix). The aging aircraft program was beginning. Our flight test mechanics removed the interior, leaving only the structure of the pressure vessel intact. Our engineers developed a machine that would fit into a passenger window and essentially pressurize and de-pressurize the cabin over and over in an effort to discover the weak points of the pressurized structure. Cracks began to develop along the window belts and the aft pressure bulkhead before failure at approximately 160,000 cycles. From that point, engineers had enough real data to develop preventive repairs which became the Aging Aircraft Program for the DC-9. The Manufacturer introduced the Aging Aircraft Program for the DC-9 by meeting with the airline engineers and implementing structural service bulletins. Aging Programs were developed for other transport models as well and this is basically how the Aging Aircraft Program developed.

Randy Loyd, A&P, DAR, Commercial Instrument SEL, MEL

Chapter 72 Newsletter Editor





# Chapter Financials

## Financial Position As of June 30, 2018

	Jun 30, 18
<b>ASSETS</b>	
<b>Current Assets</b>	
<b>Checking/Savings</b>	
ENT Fed Credit Union - Checking	7,748.96
ENT Fed Credit Union - Savings	25.00
Farmers State Bank - Savings	727.81
Petty Cash	65.50
<b>Total Checking/Savings</b>	8,567.27
<b>Other Current Assets</b>	
Unidentified Deposits	-150.00
<b>Total Other Current Assets</b>	-150.00
<b>Total Current Assets</b>	8,417.27
<b>TOTAL ASSETS</b>	<b>8,417.27</b>
<b>LIABILITIES &amp; EQUITY</b>	
<b>Equity</b>	
Unrestricted Net Assets	7,736.68
Net Income	680.59
<b>Total Equity</b>	8,417.27
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b>8,417.27</b>

Prepared by Sandy Martin

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

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## Chapter Meeting

**Date:** July 19, 2018, Thursday

**Time:** 6:00 PM Social hour.

7:00 PM Meeting

**Place:** KFLY, MLAA Hangar

**Program:** Rick Holland will feature his  
Pietenpol and Panther projects.



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

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## Natalie Mielke Notary

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**Next Meeting  
Thursday,  
July 19, 2018**

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

## Chapter 72 Officers

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<b>Membership Chairman:</b>	Carl Benda	719-649-0052	carl@automatic-access.com
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## Technical Counselors/Advisors:

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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 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.