

Pike's Peak Flyer

The Voice of EAA 72

<http://eaa72.org>

October 2018

Chapter News—Let's Get Going!

PRESIDENT'S MESSAGE

Those of you that attended our September meeting got to hear Robert Husted discuss what he looks for in a homebuilt airplane before he signs it off as a DAR. I found Robert's presentation very interesting and informative, even though I couldn't see him, only hear him. It was still light out on the ramp, but the sun had already taken a nose dive behind the Front Range Mountains when Robert began his talk. As the sun sank farther behind the mountains and sunlight faded, I could see the red lights on the windmills far to the east, but Robert became just an outline in the dark. So, after Robert's presentation we moved from the ramp into the main hangar to discuss chapter business. I was so excited to relay the information I had received at 7:00 AM that I forgot to ask if we had any visitors or new members, and so again I must apologize for my lack of organization at our meetings. (continued on page 3)



Amateur Built Requirements

These requirements must be completed prior to the DAR inspecting the aircraft for Certification.

1. The engine must have been run to assure that full power is available in the takeoff configuration.
2. A fuel flow test must have been performed per CFR 23.955 and documented.
3. A complete equipment list showing item, part number, and location.
4. Altimeter and transponder inspection per CFR 91.411 and 91.413 if the aircraft is going to be flown in airspace requiring this equipment.
5. Weight and Balance in all conditions.
6. An entry in the aircraft log book showing engine and propeller installed in the aircraft.
7. A log entry by the builder stating the aircraft has been inspected in accordance with CFR 43 appendix D. The following wording should be used. **"I certify that this aircraft has been inspected on (insert date) in accordance with the scope and detail of appendix D to part 43, and found to be in a condition for safe operation".**
8. FAA form 8130-6, Application for Airworthiness Certificate. The make, model, and serial number on the application and data plate must match the registration hard card.
9. Copy of form 8050-3, Aircraft Registration
10. Notarized FAA form 8130-12, Eligibility Statement. This must be the original form.
11. Program Letter. The program letter must state whether the aircraft is going to be flown aerobatic and a proposed flight test area.
12. Photographs or a three view drawing of the aircraft.
13. The aircraft must be complete and ready to fly with the exception of inspection panels, cowling and fairings removed enough for a complete inspection.
14. All placards installed. (Amateur built instrument panel placard, Registration number, Experimental)

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PROGRAM LETTER TO ACCOMPANY APPLICATION FOR AIRWORTHINESS (A/W) CERTIFICATE

DATE: _____

TO: _____

 _____ (Local FAA Office)

In accordance with section 21.193, I request a Special Airworthiness Certificate for my aircraft for the purpose of operating amateur-built aircraft. The aircraft description is as follows:

Builder:	_____	Registration Number:	_____
Model:	_____	Serial Number:	_____
No. of Engines:	_____	No. of Seats:	_____
Design Criteria:	my own design ____, built from plans ____, built from a kit ____.		

The aircraft is complete and the following items have been accomplished:

- | | | |
|------------|-----------|---|
| Yes | No | I enclose FAA Form 8130-6 with Sections I, II, and III complete. |
| Yes | No | I enclose FAA Form 8130-12 with Sections I, II, and III complete and notarized in Section IV. |
| Yes | No | I possess AC Form 8050-3. |
| Yes | No | I enclose a three-view drawing or photographs of the aircraft. |
| Yes | No | I have weighed the aircraft to determine that the most forward and aft center of gravity positions are within established limits. The weight and balance report is available at the aircraft, and a copy is submitted with this application. |
| Yes | No | I have maintained a construction log for the project, including photographs showing methods of construction and workmanship during the construction. Log entries describe all inspections conducted during construction. |
| Yes | No | The marking requirements of part 45 have been complied with, including permanent attachment of a fireproof identification (data) plate, permanent application of appropriate registration marks, and the word " EXPERIMENTAL " displayed near each entrance to the cabin or cockpit. |

Yes **No** The following placard is displayed in the cockpit in full view of all occupants (not required for single place aircraft):

"PASSENGER NOTICE – THIS AIRCRAFT IS AMATEUR-BUILT AND DOES NOT COMPLY WITH FEDERAL SAFETY REGULATIONS FOR STANDARD AIRCRAFT"

The aircraft will be available for inspection at this location, and directions are as follows:

Chapter News

I request airworthiness certification and operating limitations be issued permitting me to operate the aircraft within the following geographical area for flight testing. Initial flights will determine engine reliability and flight control characteristics. A flight test plan has been developed using the guidance in AC 90-89 and is available for review. After phase I flight test completion, I plan to operate the aircraft under VFR conditions only.

My residence telephone number is: _____
 My daytime business number is: _____

 Signature (owner/builder)

President's message continued

You have all heard me talk about a flying club, a build project for the chapter and also a new home for the chapter. I also know that few, if any members, really think that I am serious about these projects. Four years ago, during my last two year term as president of the chapter, I mentioned these very projects and they were met with a lot of negativism and died very quickly. This year things are different, the chapter is different, and I am not going to let these projects die. My excitement at the meeting was to announce that, not only do we have a very competent leader for a flying club, we also now have a build project for the chapter, which will eventually become a flying machine for the flying club!

Dana Rieman, a new member this year, has returned from Oshkosh with a lot of good information and ideas on how to start the flying club. At the meeting, Dana passed around a tablet asking any members interested in the club to sign their name. Thirteen members sighed up! This is great news and as a chapter, we need to get behind Dana and help support him in this effort. I know that I will do everything I can to help Dana. The other good news is the build project. I received a call from a member of the chapter early Thursday morning, saying he had seen the note about the flying club, and that we needed a build project. He had just the right project for the club, a Rans S19 that was complete except for the Rotax 912 engine and propeller! Dana, Scott Bengert and I went to visit the project on Monday the 24th and what we saw, in Dana's words, was an immaculately built project with full auto pilot, two Dynon Skyview 7" MDF's in the panel and much more! **Ken Hendrickson** has spared no expense on this project. His workmanship is top notch and he is donating it to Chapter 72.

I know that there are many challenges to overcome with both the flying club and the Rans S19, **but we will overcome each and every one of the challenges!**



Chapter News

I cannot begin to tell you all that is going on at Meadow Lake Airport at the present time, other than to say that there are many factions working at the airport and most of it good news. Some, not so good, depending on your point of view, but stay tuned – more to come!

Our October meeting will be at the MLAA Hangar and Mark Steward will give us some pointers on mountain flying. Mark spent much of his 26 years with the Air Force Reserve Unit at Peterson Field flying the C-130 low, slow and heavy while fighting forest fires in mountainous terrain--should be an interesting presentation.

The November meeting will also be at the MLAA Hangar and we will hear from Dr. Limoge M.D. about Basic Med.

Our December meeting will be our Holiday get-together at the Warehouse Restaurant on the 20th. An invitation will be forthcoming and please sign up ASAP so we can let the restaurant know how many are coming. If we have around fifty guests we will order from the menu, but if we were to have around sixty or more it will be an all you can eat buffet. The plated dinners will cost up to \$36.00 ea. depending on what you order and the buffet will run around \$44.00 ea. Hopefully we will have a great turnout with all of the significant others there. Unfortunately, I will not be there but on my way back from Puerto Vallarta, Mexico.

It is time to select the Member of The Year and also the recipient of the Pete Gonzales award. We would like to present these awards at the December get-together, so please let a member of the board know who you would like to see receive these awards.

Please fly safe,

Jim Steward

President, Chapter 72

Chapter 72 Hosts North Middle School Aviation Science Class Field Trip

What happens when a local middle school teacher wants his aviation science students to have a hands on experience with aviation? He calls on his colleague, Esther Smith and EAA Chapter 72. What happens when that field trip is on a week day? Same thing as any day: roughly ten volunteers show up to make it work and another seven pilots are ready to take them on Young Eagle flights.

Twenty-two students and Mr. Ray Sevits, their teacher, came out to Meadow Lake on Tuesday September 25. Unfortunately, windy conditions precluded the Young Eagle Flights but we spent the morning getting an up close look at my Luscombe in the MLAA hangar and talking about all things aviation. The real highlight was a field trip within a field trip in which small groups of the students went over to Mark Steward's hangar to see proof that an individual can build an airplane from scratch. Three times, Mark showed a small group his almost-ready-to-cover Pitts Special and the family's Skybolt and Decathlon airplanes. The event concluded with another of Esther Smith's gourmet spaghetti and garlic toast lunches.

I want to thank Mark for hosting the students at his hangar and Lee Wolford and his group of Young Eagle pilots who were ready to go and disappointed at the cancellation. Sandy Martin, Al Spratford, Brian Esch and Brian Walker rounded out the Young Eagle volunteers. Tony Nesse was a great help with the static display/round-table discussion. Ray Miller assisted in the kitchen and Craig Kloppenburg escorted the tours to Mark's hangar. President Jim Steward provided management oversight and demonstrated once again his excellent delegation skills. Thanks to everyone for making this a special event, and please forgive me if I left any names out of the list of volunteers. We had a great time and I believe our guests did as well.

Scott Bengert

A red-letter day for EAA Chapter 72 indeed!

To free space in his lower level shop, experienced builder and aviator Mr. Ken Hendrickson graciously donated his partially completed Rans S19 for completion and possible club use.

The high-quality workmanship required the greatest care to move through a just adequate window, across the yard and over fence to load into the more than ample covered trailer provided by Dana Rieman.

Once in drive way, the landing gear was attached for support during the trailer ride.

Volunteer turnout was excellent. Fifteen arrived, giving all necessary expertise and labor.

A grand time was enjoyed by all, and a great adventure commences. See photos at link:

<https://sandsimages.smugmug.com/R19Move/n-hrsMxV/>

List of volunteers:

Jim Steward, Scott Bengert, Dana Rieman, Al Spratford, Sean Blair, Jim Sesters, Brian Walker, Tony Nesse, Eric Payne, Sue Payne, Jonathan Phillips, John Armstrong, Steve Trolander

Chapter News

FOR SALE LANCAIR 235, TTAF 1100 hrs. 0-290 (135 hp) 1100 hrs since rebuild. 160 mph @ 10K. 700 mile range w/reserve Licensed for Day/VFR

STEAM GAUGES, 2 RADIOS, VOR, TRANSPONDER, PORTABLE GPS, ELECTRONIC IGNITION ON ONE BANK, FUEL MONITORING SYSTEM, NEW INTERIOR. \$35,000.

PAT HALLORAN 719 576 6077 pathabu@aol.com
(COLORADO SPRINGS) Meadow Lake Apt



Chapter News

KFLY-In, Sep. 15, 2018



Chapter Financials

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

	Sep 30, 18
ASSETS	
Current Assets	
Checking/Savings	
ENT Fed Credit Union - Checking	6,910.90
ENT Fed Credit Union - Savings	25.00
Farmers State Bank - Savings	728.52
Petty Cash	65.50
Total Checking/Savings	7,729.92
Other Current Assets	
Undertitled Deposits	-150.00
Total Other Current Assets	-150.00
Total Current Assets	7,579.92
TOTAL ASSETS	7,579.92
LIABILITIES & EQUITY	
Equity	
Unrestricted Net Assets	7,736.68
Net Income	-156.76
Total Equity	7,579.92
TOTAL LIABILITIES & EQUITY	7,579.92

Prepared by Sandy Martin

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A Travel

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Chapter Meeting

Date: Oct. 18, 2018, Thursday

Time: 6:00 PM Social hour.

7:00 PM Meeting

Place: KFLY, MLAA Hangar

Program: Mark Steward will share some tips on mountain flying.



Jerome Limoge, M.D.
Senior Aviation Medical Examiner

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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

**Next Meeting
Thursday,
Oct. 18, 2018**

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

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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.