

Pike's Peak Flyer

Chapter News—Let's Get Going!

Message from the President

We have enjoyed tremendous turnout for our first two meetings this year, and I sure hope that this trend will continue. There seems to be a spark of excitement about the chapter and members have started showing up a little early to enjoy the refreshments and just plain good old hangar flying. It's so good to see everybody enjoying conversation about their projects and seeing old friends that many of us don't see except at these meetings. One of my goals this year is to get the BBQ fired up and start serving Burgers & Brats before each meeting since our days are getting longer again and hopefully warmer.



We had a packed house at our February meeting which was quite interesting and I must apologize to Mark Steward and Sean Blair who came to the meeting ready to discuss their homebuilt projects, but due to a late addition to our agenda, they didn't get to speak. I was informed late Wednesday evening that the FAA had asked Alan Gorski to attend our meeting and clarify the 360 overhead pattern and how it is to



be flown. As always Alan did an excellent job explaining the 360 overhead pattern and I think most of us learned something from his presentation.

This month will be our first Young Eagle Flight for 2018 and it's also our 56th ANNIVERSARY DINNER for EAA Chapter 72. It was on March 25, 1962, that Bill Porter, Bruce McCombs, Art Greenwood and Bill Goodwin met with 11 other to form Chapter 72. A few years later they moved from Colorado Springs Airport and started Meadow lake Airport and as we know today Meadow Lake airport has become the busiest private airport in the state. To me this is a big deal because without it we would all be stuck at Colorado Springs Airport and I doubt that the chapter would have survived at all. When you consider the fact that Meadow Lake is a reliever airport for COS it just emphasizes the fact that COS isn't a preferred GA airport. There are more airplanes at MLA than there are at COS including the airlines and the military. Soooo, I hope we can have good turnout for this important dinner. Be sure to wear your Green; it's also St. Patricks' Day. See ya on the 17th at YE's or at Dinner or both!

JD
President EAA Chapter 72



Guest Speaker Alan Gorski, retired Air Traffic Controller

Chapter News

Photo's from the Feb 2018 Meeting



Darrel Fisher gave an excellent presentation on pitot-static systems

Gary Leake gave an excellent presentation on his self-designed airplane project



EAA chapter 72 members socializing and discussing hangar flying topics

Chapter News

How Do You Use Your GA Airplane?

I'm always looking for ways to make use of General Aviation airplanes. Actually I'm looking for any excuse to fly. This story happened in California many years ago. I was working for McDonnell Douglas and we were preparing to deliver a used MD-80 to Muse Air. (The airline didn't stay in business long because Southwest drove them out of the competition at Love Field in Dallas.)



The MD-80 was positioned at Van Nuys Airport for a paint job and minor interior work. We worked over the weekend to meet our delivery schedule. Ron was one of the mechanics in our group and he had a beautiful Fairchild 24 that he had just restored. He offered to fly himself and 3 of us to Van Nuys from Long Beach on Saturday so we could deliver the MD-80 to our customer that afternoon. As we were pre-flighting the MD-80 for delivery, we discovered we needed a door actuator. Our normal procedure would be to call the plant in Long Beach, order the part, and wait until it arrived by ground courier. It was Saturday, mid-day, and traffic from Van Nuys to Long Beach would have cost too much time. Ron and I flew his Fairchild to Long Beach. As we taxied into the plant, a security guard greeted us with a smile, handed us the actuator, and waved us out the gate with the much-needed part. We flew back to Van Nuys, installed the actuator, and delivered the MD-80 on time that afternoon to Muse Air and they were on their way to Dallas. Mission accomplished, except for getting permission from the plant to use a GA airplane. They warned us of all the trouble we would cause if an accident occurred because we were not using company (Union) transportation for all the work we did that day. I agree, it could have been a catastrophe, but we were both commercial pilots and we like getting things done and done on time. GA provided a solution and we had a great experience delivering an airplane on time that day. Too bad the legal beagles in big corporations try to ruin it all. We may have been young and invincible then. We believed in the philosophy to bypass the permission and ask for forgiveness later.

**Randy Loyd, A&P, DAR, Commercial Instrument SEL, MEL
Chapter 72 Newsletter Editor**

Chapter News

Young Eagles

At our March board meeting, we discussed the Young Eagles Program and the plans for the upcoming Young Eagle flights to be held by our chapter on March 17, 2018. One of the board members brought up a significant safety concern, that being, how we conduct Young Eagle flights. He had overheard two Young Eagles talking about their experience on their introductory flights. One was telling the other about the loop they had performed and how awesome it was.



Ladies and Gentlemen, we cannot be performing aerobatics on EAA sponsored Young Eagle flights. If a Young Eagle requests such maneuvers, please explain that the purpose of these flights is for an introductory exposure to flying, without aerobatics. In other words, no pitch greater than 30 degrees, no bank greater than 60 degrees, etc.

These teen-agers like to share their experiences and will talk, and we want them to do that but don't give them experiences that go beyond the scope of our EAA guidelines. Save those flights for another day, another time, outside of Young Eagle sponsored events. If we cannot adhere to these guidelines then we will have to suspend the Young Eagles Program and none of us want that.

Thank you.

Board Member Staff

Chapter News

Wanted

I'm a private pilot renting out of Meadow Lake who is in the market for an airplane. I'm interested in either purchasing a good starter plane, or finding an owner who doesn't necessarily want to sell but doesn't fly enough and is willing to set up some sort of lease agreement. I missed February's EAA meeting to ask for leads/announce that I am in the market and will miss March's meeting too traveling for work.

Some basic parameters I'm looking for in a purchase are up to 4 seats, up to 180hp (though I think 160hp max would better fit my bill), fixed gear and prop. A good starter plane, in a nutshell. As far as avionics and other features, it really depends on the airplane. For the lease type agreement, I am open for more plane than what is above (but not too much more).

If you know anyone at the field who fits either of these bills, and wouldn't mind passing my info along or passing theirs along to me I would greatly appreciate it. Also, if there is anywhere at the airport that has a "Classifieds" bulletin board or something along those lines, please let me know.

Thank you for your help! Blue skies,

Eli Morris
eli@findyourleftseat.com
(704)654-7399

Need Help

Hi, I attended most of the meeting last night but was unable to stay until the end to meet the person in charge. I finished building a Zenith STOL 750 a couple years ago and had it test flown several times over the runway. Then I started taking flight lessons but took ill not too long after that. I have been trying to sell the plane but I don't have enough data on it to answer those interested. I need someone to fly the plane long enough to find fuel usage, cruise speed and what gear best to cruise in. I have installed a Yamaha FJR 1300 cc engine that still has a functional transmission. The engine runs great and the plane comes off the ground at 45MPH. Without enough lessons I do not have the flying instincts to be safe at flying the plane. Could anyone in your club be willing to help me out? From the meeting last night I learned that you have a newsletter that maybe you could put this note in.

My name is Errol Kobilan and I live in Black Forest and my numbers are:

cell 719-510-3815

home 719-999-8313

Any help would really be appreciated. Thank you.

Announcement

Some of us are planning to attend the Sun N Fun Fly-in at Lakeland, FL. It is to be held April 10-15, 2018. Perhaps we'll see you there.

Randy Loyd
Chap. 72 Newsletter Editor
(719) 331-2169 mobile

Chapter Financials

	Feb 28, 18
ASSETS	
Current Assets	
Checking/Savings	
ENT Fed Credit Union - Checking	7,925.66
ENT Fed Credit Union - Savings	25.00
Farmers State Bank - Savings	726.34
Petty Cash	65.50
Total Checking/Savings	8,742.50
Total Current Assets	8,742.50
TOTAL ASSETS	8,742.50
LIABILITIES & EQUITY	
Equity	
Unrestricted Net Assets	7,735.95
Net Income	1,006.55
Total Equity	8742.50
TOTAL LIABILITIES & EQUITY	8742.50

Prepared and submitted by Sandy Martin

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

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Chapter Meeting

Date: March 17, 2018, Saturday

Time: 6:30 PM Arrive, 7:00 PM Meeting

Program:

The 56th anniversary for chapter 72. We will have a spaghetti dinner to celebrate with wives and significant others invited. Please RSVP to Esther Smith by Mar. 15.
(719) 637-0876, esthersmith@juno.com



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**Next Meeting
Saturday,
March 17, 2018**



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.