

Pike's Peak Flyer

The Voice of EAA 72

<http://eaa72.org>

December 2020

Chapter News—Let's Get Going!

PRESIDENT'S MESSAGE

In years past I always looked forward to New Year's Eve. Not for the parties so much, but to sing Auld Lang Syne at Midnight. The best line in that song for me was "we'll take a cup of kindness yet for Auld Lang Syne" (for old days gone by). To this day I still get emotional over the words "should auld acquaintance be forgot and never brought to mind", but this year is different for some reason. I just can't wait for all of 2020 'days gone by'. I have been so disappointed and discouraged with this year and all the meetings we missed, especially March and our anniversary party. However, when one really thinks about it,



2020 has been a surprisingly good year for our Chapter. We ended 2019 with around 130 members, but only around 100 members paid their dues in 2020. Many of our members just pay late and others didn't pay because they couldn't pay online. A rather poor excuse, I think. Anyway, this year you can pay online! Just go to our website and click on the link. I think that some of the folks that typically don't pay dues until the second quarter just didn't pay this year because we stopped meetings in March, April, and May. But given all that, we picked up 25 new members this year. Hopefully, all our past members will remain as members and the chapter will grow by 20-25%.

Even though we missed four or five meetings this year, the ones we were able to have were fun and informative. In addition

to paying online and membership growth, Richard and Patty Martin have been hosting the VMC/IMC meetings on the 2nd Wednesday at 6:00 PM. This is new to the Chapter and has been a fantastic addition. These meetings are highly informative and fun. Also new this year we added coffee and donuts on the 2nd Saturday every month. These have been well attended by not only EAA members, but other folks from around the airport. If you haven't been to the MLAA hangar (our meeting place) this year you may be surprised by the new kitchen, the new stairway and emergency exit door, the change inside the hangar and soon, the new carpet upstairs. All these mentioned items outrank COVID and make 2020 a good year.

2021 is just around the corner and I am very hopeful that it's going to be an even better year for Chapter 72. At this point, there is no way of telling what restrictions our government may put on us, but my feelings are that we should meet in January and every month thereafter. Speaking of January, our meeting will be combined with Richard and Patty's VMC/IMC meeting. As I mentioned earlier these are highly informative, enjoyable meetings and consequently very well attended. So, come to the January meeting, enjoy a great lunch, and learn from the VMC/IMC program. You won't be disappointed! Oh, and by the way, maybe you could pay your dues! If you are a new member who joined in October --December, you do not owe 2021 dues.

Merry Christmas and Happy New Year!
Jim Steward,
President, EAA chapter 72

Chapter News

November Meeting Workday.



Chapter News

I have been trying to write a book for the last 25 years about legendary celebrities who have died in airplane crashes. Below is an excerpt from the book which is about one of the first “Experimental” airplanes. As you may know, Wiley Post and Will Rogers were the victims of an airplane crash in 1935 near Point Barrow, Alaska. This excerpt does not go into the details or possible causes of the crash but gives the reader a bit of a history lesson about Wiley’s Experiment. Enjoy.

Will Rogers was a writer, actor, western entertainer, philosopher, and humorist. Wiley Post was a world-famous (one-eyed) pilot noted for his record-setting trips around the world in the early 1930s in a Lockheed Vega. Both men were legends in their time. It is amazing how much is known about their crash. It occurred on August 15, 1935 near Point Barrow, Alaska. When you think about such a remote location, and the fact that the accident happened during the early days of aviation, it’s a wonder that we know anything about the cause of it today. However, there was an Eskimo family who witnessed the accident and played a vital role in the recovery and investigation process.

Wiley Post had already set two world records for flying around the world: the first time in 1931 with a radio operator in 8 days, 15 hours, and 51 minutes. The second time alone in 1933, he made it in 7 days, 18 hours, and 49 minutes. Following that, he wanted to open a westbound route from the U.S. to Siberia but did not have the financial means to support the exploration. He barely had enough money to buy his airplane. In fact, he bought salvaged pieces of two airplanes and had them combined to his liking without seeking any type of aeronautical engineering approval. This was legal then and it is still legal today, so long as the “experimental” airplane uses essential flight crew only and never carries passengers, a rule which he would later violate more than once.

He acquired a Lockheed Orion 9E fuselage and a Lockheed Explorer wing. The Lockheed Orion was a certified design and Lockheed built 35 of them. The Lockheed Explorer was a low-wing, prototype design and never went into production. Only three Explorers were built but there were never enough orders to open a manufacturing line.

Mr. Post decided to have the Orion fuselage joined to the Explorer wing and have his own “one-of-a-kind” low-wing, airplane, which later became known as “Wiley’s bastard.” He supervised the project himself and test-flew the airplane. He noticed that the airplane was quite nose-heavy, but he kept that information to himself and received “experimental” certification from the U.S. CAA. He took his wife up in the airplane. Now he was ready to convert it to a seaplane by having the landing gear removed and floats installed. Upon installing the floats, his mechanics discovered that the floats were in the way of the propeller path. So, Wiley found a shorter, 3-blade propeller to replace the longer 2-blade propeller originally designed for that engine. Now we understand how the airplane received its nickname. It was simply a hodge-podge of spare parts flying in formation.

By this time Wiley Post had test-flown and accepted several new airplanes from Lockheed. He even test-flew Lockheed Vegas for Amelia Earhart at her request before she would accept them from the manufacturer. He was a world-renowned pilot with a reputation for his record-setting achievements so it was no wonder when Will Rogers said, “if it’s good enough for you, it’s good enough for me,” as he agreed to accompany (and finance) the exploration trip to Siberia.

For the rest of the story, save your money and buy my book when I finish it. LOL

Randy Loyd

Newsletter Editor



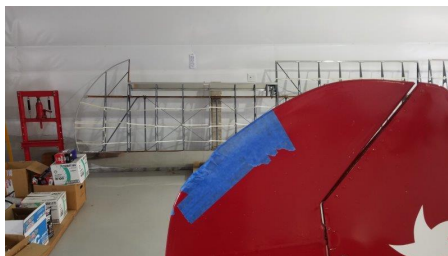
Chapter News

For Sale

- Garmin 396 GPS System. Includes yoke mount and dashboard mount, remote antenna, 12 volt charger, 120 volt charger, brand new 2-hour back-up battery, and carry bag. Operates in 3 modes, aviation, automotive, or marine. All in original box. Up-to-date navigation data base. \$300.00. Randy (719) 331-2169 mobile/text, garyloyd@avsource.com.



- Charlie's Starduster One is for sale. The STARDUSTER ONE SA100 was built to fill a need for a single-place, open sport biplane. It was built to fly just for fun and is not intended to be an aerobatic airplane. It is quite strong, however, and many owners use the aircraft for aerobatic flight, but this is beyond the original concept of the machine. Charlie is still the owner. Going to be listing on Biplane Site and Barnstormers for \$4500.00 as is. I can show it to anyone interested. They can use my shop and tools to remove wings and transport. The engine is O-290-D model. No inverted oil or fuel.
Contact: Jamie S. Treat A&P/IA, Aircraft Restoration & Repair, LLC
Fairchild Club DVD Editor, IAC 5, Chapter President
<http://www.iac5.org>; Kelly Airpark (CO15) <http://www.kellyairpark.org>
24201 David C. Johnson Loop
Elbert, CO 80106
Home 303-648-0130; Cell 303-304-7937



Chapter News

UPCOMING EVENTS

Jan. 9	Coffee & Donuts, MLAA Hangar	9:00 a.m. to 11:00 a.m.
Jan. 23	Chapter Meeting, IMC/VMC Club Promotion	10:30 a.m. social, 11:00 a.m. meeting
Jan. 26-30	Homebuilders Week Webinars, Tue.-Sat.	1 p.m. to 8:30 p.m.
Feb. 11	IMC/VMC club meeting, MLAA Hangar	6:00 p.m., 2 nd Wednesday
Feb. 13	Coffee & Donuts, MLAA Hangar	9:00 a.m. to 11:00 a.m.
Feb. 20	Chapter Meeting, Program TBD	10:30 a.m. social, 11:00 a.m. meeting
Mar. 10	IMC/VMC club meeting, MLAA Hangar	6:00 p.m., 2 nd Wednesday
Mar. 13	Coffee & Donuts, MLAA Hangar	9:00 a.m. to 11:00 a.m.
Mar. 18 or 20	Chapter Meeting, Anniversary Dinner	6:00 p.m. social; 7:00 p.m. Dinner
Jul. 26-Aug.1	Airventure Oshkosh	All week

HOMEBUILDERS WEEK

EAA AVIATION CENTER, OSHKOSH, Wisconsin — (November 9, 2020) — Experts from every corner of the homebuilt aircraft community will bring their knowledge and information to aviation enthusiasts everywhere during the first [EAA Homebuilders Week](#) online event on January 26-30, 2021.

The weeklong online event coincides with the 68th anniversary of the first Experimental Aircraft Association meeting on January 26, 1953. Homebuilders Week virtual presentations are open, free of charge, to everyone interested in building an aircraft. The event is supported by [Aircraft Spruce & Specialty Co.](#), [Van's Aircraft Inc.](#), [Scheme Designs Inc.](#), and [Dynon](#).

“EAA members and the homebuilt aircraft community have always been generous in sharing information and knowledge when it comes to constructing a safe and fun aircraft,” said Charlie Becker, EAA’s director of chapters, communities, and homebuilt community manager. “Homebuilders Week is a tremendous learning opportunity that celebrates our legacy of, as EAA founder Paul Poberezny often said, using hand and mind to create aircraft that allow us to enjoy the personal freedom of flight.”

The daily live presentations will begin at 1 p.m. Central Time each day and continue until 8:30 p.m. It will include everything from getting started successfully plus techniques when building with sheet metal, composites, steel, and wood. New and experienced builders will also find in-depth talks on panel planning, engine selection, FAA certification, flight testing, and selling a homebuilt aircraft. The live sessions will also allow plenty of time for attendee questions. Recordings will be archived and available to EAA members for review after the week’s presentations are completed.

The technology used during EAA Homebuilders Week is based on the success of EAA’s webinar series, which has welcomed more than 200,000 people for presentations over the past decade. Homebuilders Week also incorporates technology used during this past summer’s EAA Spirit of Aviation Week. Updated schedule and presentation information, as well as registration details, is available at [EAA.org/HomebuildersWeek](#).

“Homebuilders Week is an excellent opportunity for aviation enthusiasts and EAA chapters to gather to learn more together, or for individuals to acquire the knowledge they need to be confident, successful aircraft builders,” Becker said. “These presentations add to the resources EAA already makes available to anyone who wants to participate.”

Chapter News

I was afraid this would happen...



Gone West:

Dear fellow EAA members:

It is with heavy heart that I must inform you of another EAA Chapter 72 member who has gone west. Our old friend FRANK MACON, one of the last Tuskegee Airmen, took flight on November 22nd at 7:00 PM. Frank, one of the original Chapter 72 members, was our oldest member at the young age of 97 and was one of the first to hangar a plane at Meadow Lake Airport in 1966. I took this picture of Frank in front of his Wall of Fame in his basement in 2016. He was showing me the plans for a plane he was planning to build. I will deeply miss Frank, as I am sure many of our older members will. He was a true inspiration.

Jim Steward



Chapter Financials

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

EAA BRUCE MCCOMBS CHAPTER 72 TREASURER'S REPORT

As of 11/30/2020

<u>Date</u>	<u>Purpose</u>	<u>Amount</u>
11/1/2020	Beginning Balance	\$7,432.64
11/30/2020	Ending Balance	\$7,507.64

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Chapter Meeting

Date: Jan. 23, 2021

Time: 10:30 a.m. meeting, 12:00 lunch

Place: MLAA hangar

Program: VMC/IMC Club Promotion

Natalie Mielke Notary

American Aviation, Inc
Friday / Saturday

Phone (719) 683-2547
Cell (719) 271-3552

FREE for customers located at the airport

Next Meeting Jan. 23, 2021

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

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Program Chairman:	Could be you		

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 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 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, if it is 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.