

# Pike's Peak Flyer

## AirVenture 2014

*Brian Christian*

**T**his year marks the 6<sup>th</sup> time and the 3<sup>rd</sup> year in a row I have made the pilgrimage to the pinnacle of aviation - Airventure! I was hoping to finally get to fly into Oshkosh this year by having my L-6 completed. I probably could have made it, but my first long distance flight would have been to Oshkosh and I didn't feel comfortable enough to do that in a newly restored plane with a new tail wheel endorsement.

I had a backup flight arranged with a co-worker, however some of his projects got very busy and he was unable to make it, so I decided to go to Oshkosh on my BMW motorcycle. I have made many long trips before in the saddle, so the idea of riding to Oshkosh wasn't unappealing to me.

I departed Falcon on Sunday prior to Oshkosh with the intention of making Cedar Rapids the first day; I achieved my goal and pulled into Cedar Rapids for the first night. Oshkosh was only 4 more hours of riding the next morning. Monday I headed out and marked off 2 new states my motorcycle and I had traveled through. I arrived at Whitman field around noon on Monday. I immediately

headed for the parking right by the main gate. I was greeted by several other motorcycle riders, all of whom were commenting on my license plate from Colorado and the amount of miles on my bike. Several were first timers to Airventure and I gave them some advice and headed to the front gates. At the front gates I was immediately greeted by a friend that I had helped machine a wooden propeller for years ago back in Mississippi. We re-connected and exchanged contact info and stories.

Once through the gates the buzz of excitement was intense as all manner of aviation was exciting every sense. The sights, sounds and even the smells were working together to announce the epic experience that is Airventure. I was eager to go to a hundred places all at once. I ended up prioritizing my current interests into my L-6, the Bearhawk I was building, and then the Antique and Classic planes. My first destination was to the war bird area in search of the elusive L-6, as there hadn't been one at Oshkosh in the last 2 years. I was eager to see if one had made it this year. I was almost at a brisk run when I got off the tram at the war bird stop. I rounded the corner into the Liaison section and there was a

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## Next Meeting

**When:** Tuesday, August 19, 2014

**Time:** Arrive 6:30 PM (Check-in) Program 7:00 PM

**Where:** MLAA Hangar 13550 Piper Lane, Peyton CO 80831

**Program:** Air Venture 2014 Member Impressions & Videos

Restoring History—B29 Superfortress

Taylorcraft Reunited

News from HQ—Oshkosh Volunteers.

## What's In Your Hangar



*AOPA, July 24, 2014—Alyssa J. Miller*

### **FAA Releases New Draft Policy For What's Allowed In Hangars**

Pilots who spruced up their hangars with a couch, chairs, refrigerator, and a radio, or who set up shop with tool chests to work on their aircraft at times found themselves running afoul of an FAA policy prohibiting nonaeronautical uses of hangars at federally funded airports.

The FAA's intent was to prevent nonaeronautical uses of hangars from displacing legitimate aeronautical uses, not to punish those who make their hangars a comfortable place to hang out. The agency has **drafted a new policy** to more clearly define what is and is not an acceptable use of a hangar.

"AOPA has been working to encourage the FAA to revise its policy to allow reasonable nonaeronautical uses," said Greg Pecoraro, AOPA vice president of airports and state advocacy. "This revised policy is a very significant step in the right direction, and we appreciate the FAA's responsiveness on this issue."

AOPA is currently reviewing the policy and will provide comments. Pecoraro said that AOPA will continue to advocate for less restrictive guidance, and will encourage the FAA to loosen its stance in key areas, including allow-

ing the assembly of homebuilt aircraft.

After reviewing the **draft policy (1)**, pilots are encouraged to submit comments through the **rulemaking website (2)** or by mail to Docket Operations, U.S. Department of Transportation, West Building, Ground Floor, Room W12-140, Routing Symbol M-30, 1200 New Jersey Avenue SE., Washington, DC 20590. Comments must be received by Sept. 5.

- (1) Find Draft Policy: (<https://www.federalregister.gov/articles/2014/07/22/2014-17031/policy-on-the-non-aeronautical-use-of-airport-hangars>)
- (2) Rulemaking Website: (<http://www.regulations.gov/#!home>)

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**Editor: Follow MLAA, Dave Elliott, for further developments.**

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beautifully restored L-6! I ran over to it and looked all over for the owner without any luck. I vowed to stalk this plane until its owner showed. I only had to wait until the next morning. Since I couldn't find the L-6's owner, I headed to the Bearhawk tent to say hello to all of the fellow builders I knew. After that, I headed over to airshow center to see the Valdez STOL competition. What was notable to me was that this competition had a Bearhawk in it and Frank Knapp had his record breaking Lil' Cub in it. The Bearhawk's takeoff was impressive and Frank's takeoff roll of 19 feet (into a slight headwind) was downright unreal as was his 28 foot landing. Monday afternoon was filled with conversations with Bob Barrows who designed the Bearhawk and walking the grounds taking in all of the sights and sounds of the homebuilt area.

Tuesday, marked the first full day and I didn't want to get burned out at all the vendors so I planned to visit only a portion of the vendors each day. I saw several new technologies and gadgets for flying and cockpit management. After hitting the vendors I headed back over to the war birds and the L-6, this time as I rounded the corner, there was a fellow wiping it down to prepare for judging. I introduced myself and identified myself as an L-6 owner. His name was Stan, and he was amiable to me photographing and crawling in, over and around his L-6 to look at how his restoration had gone. I had only seen another L-6 a week prior to Oshkosh while getting my tail wheel endorsement in one. While there, 2 other L-6 owners showed up and we all shared restoration updates, stories, advice, and contact information. Not a bad day for a significant showing of the existing L-6 owner population. While there Stan's L-6 was judged and there was talk of an air-to-air photo shoot with a possible magazine appearance. Before all the L-6 owners parted, photos were taken and friendly goodbyes were said. Later that afternoon, I touched base with Joe Brundage and Jim Densmore. They were flying in in Jim's Cessna and had made it to Watertown to arrive on

Wednesday morning. I continued to take in the sights and sounds that were uniquely Oshkosh. Of note was the EAA welcome tent's tribute to Paul Poberezny that told the story of Paul and his vision to make the EAA what it is today. Later that night, I attended the lifetime member dinner that featured a tribute to Paul as told by those who knew him and worked with him. It was an extremely touching tribute and it made me wish I had met him.

Wednesday started out nice and pleasant but foggy, delaying Joe and Jim's arrival a bit. I had heard from another friend I bumped into from my old Cheyenne EAA chapter as I was going into the gate that the tall pines café had the best breakfast on the field, so I headed over to try it out. The food was great and there was plenty of it, so I included that stop every morning from then on out. Jim and Joe arrived soon after and had to park well to the south of everything after walking for 20 minutes passing row after row of aircraft I meet up with them. After they set up camp, we all walked back to the main area to have lunch, Jim had a good idea in walking back instead of taking the tram because "there is something interesting in every row" of parked aircraft. He was correct in that statement. We went to lunch and to the forums area where we caught up on tailwheel tips from Bud Davisson. There were multiple forums going on simultaneously, but it seemed to be the most popular. Later we watched the second round of the STOL competition and then the night airshow. When I left that night I travelled Hwy 24 back to Fun-Du-Lac and saw the seaplane base sign, I decided my ride back to Oshkosh in the morning would include a stop at the seaplane base.

The next morning, I made my stop by the seaplane base early in the morning, it was very tranquil and beautiful, it reminded me of my days in Alaska while I was working on my seaplane rating when I would get up early to pump out the floats and preflight the super cub for the day's lessons. The Base was quite nice and had a good showing of some nice planes on floats. I then headed to the south entrance gate at Oshkosh where it was a quick walk to the tall pines café. I met back up with Jim and Joe a bit

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afterwards and we looked at the antique aircraft, Jim knows quite a bit about the older planes and Joe was a wealth of engine knowledge. We got to see 12 Lockheed Electra's all in a row, see several Howard DGA's, a Gee Bee, a Vega, an absolutely gorgeous jenny restoration, and even a Bleriot. We went over to the war bird area and saw several nice P-51's, an OV-1, several L birds. That evening I went to the ultralight field where I had heard about an impromptu jam session put on by pilots who happened to play instruments. The musicians played many different types of music and the whole crowd was enjoying every bit of it. A young 16 year old stepped up and asked to play, when he began to play his guitar, everyone's jaws dropped followed by uncontrolled foot stomping and clapping in rhythm. He was very talented. After the jam I headed back to retire for the night.

Friday marked my last day at Oshkosh, after taking in a bit more of the sights for the last I left Oshkosh with a sense of sadness that it would be another year until I would return to celebrate aviation again.

If you haven't been to Oshkosh, I highly recommend going, there is no other place on earth where you will see the variety of planes, meet champions of aviation, learn about aviation, meet old friends and make new ones, make connections with fellow pilots, stumble impromptu music session or find as many new products as at Airventure. It's something I plan on doing for many years to come.



## President's Message



Well I thought that it was a great idea, in fact so great that the folks in Erie Colorado decided to do the same thing on the same day. A Fly Market and fly-in with some other events. I don't think that it's the reason that our KFLY Market hasn't had much interest.

In talking to hanger owners around the airport there seemed to be quite a bit of enthusiasm for it; but, at this time, nobody has really responded with items for sale or information we asked for such as hanger address and short list of treasures and prices. I just don't think that we got started with it soon enough. The plan is to try again next year with better planning and on a different date (earlier than Erie's) so now is a good time to start your inventory of another persons treasures.

JD  
President EAA Chapter 72

### Join The Fun!

Young Eagle Rally : Saturday, August 23rd

Pilots please contact: Lee Wolford

Ground Support contact: Brad Henry

(See back for contact information)

# ...from the desk of Sandy

Retirement is a great stage of life and Washington state is "good for the soul". Yes, still here and lovin' it.

**We've had visitors**—Sean Brinlee, AEFCE student, and wife were here for a few days. My boys went home Saturday after a very successful week of crabbing—we kept 45. Shared with others here and had great dinners—crab legs, crab pasta, crabcakes...ummmm. The salmon are late getting here this year but we plan to start "mooching" (fishing technique) soon.

**We'll be meeting up with** Ben and Josiah Bookman who flew in to Oak Harbor Wednesday. Great place to fly to!

See ya soon!

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

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## Congratulations!



Gary Myers—Berkut 540  
**"Outstanding Workmanship"** - AirVenture 2014



Dave Devere—The Krossfire  
Reserve Grand Champion — **Sum 'n' Fun 2014**

**Tracy L. Tomlinson**  
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Visit our website: <http://eaa72.org>

**Next Meeting**  
**Tuesday, August 19, 2014**

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#### About Our Chapter

EAA Chapter 72 meets at Meadow Lake Airport. **Meetings start at 6:30 PM on the 3rd Tuesday of each month** with a Chapter cookout the following Saturday most of the warm months April—November. 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 \$20. Send to Sandy Martin, at 7505 Mallard Drive, Peyton, CO 80831 and start receiving the newsletter each month, attending the meetings and having a great time with sport aviation.**