

Pike's Peak Flyer

SWRFI Classic Grand Champion, Congratulations to Brian Walker

By Brian Walker

I attended the Southwest EAA Regional Fly-in at Abilene, Texas, September 28 and 29th. Dave Petri rode with me in the Bonanza and we met P.J. Ashura with his Yak, and his brother Mike, having flown in from Arizona in his model 35 Bonanza. On our arrival, we were asked if we wanted our airplanes to be judged. I thought "what the heck", there were probably 15 or 20 planes there for the Classic division, so I signed up.

The next morning there were over a hundred airplanes, with more than 60 in the Classic competition. I didn't bother to attend the awards banquet that night, figuring I had little chance at winning anything with such a group of fine airplanes. Sunday morning, I encouraged P.J. to join me in finding out about the awards because I was sure his Yak would win the Warbirds division. Finally we found the guy with the results and he sadly informed us that P.J. had not won. (I guess those Texans don't like commie airplanes) As an afterthought, we asked about the Classic division and were shocked to find my old Bonanza had won Grand Champion!! The gentleman unceremoniously handed me a plaque, which I will nail to my hanger wall. Our return trip was as pleasant and

uneventful (the way I like them) as the trip down. Brian Walker, D-35 Bonanza N512QB

Ed note, be sure to drop by and peek at Brian's airplane and award. He is right across from the former LEAF building and hangers.

Chapter Survey: Need some input

Burrall and Joy Sanders have put together a survey that's inserted into this newsletter. If you remove it, fill it out and return it at the meeting or mail it back to Burrall (address is on the back of the survey, but we will need your name to add you to the drawing) you will receive an attractive all weather decal with the Chapter logo that can be put on your airplane or car.

Your name will also be placed in a raffle for one of 4 airplane rides this January in some pretty exotic machines. Let me just say some of them have been on the cover of "Kitplanes" and "Sport Aviation." Burrall will tell you about them at this meeting.

The drawing will be at the November meeting. It doesn't take long. I know, I filled one out and it took me less than four minutes. Do your duty and win!!!



Congratulations !!

Amy and Bruce
Bockius

On the birth of
their daughter

Jennifer Joy
October 6, 2001
6 lbs 12 oz

Next Meeting

Date: Tuesday, October 16th

Time: 7:30 PM

Place: "Old Hanger Restaurant" Meadow Lake Airport—
Northwest side of the runway

Program: Mark Vehlewald—Airplane paint/polish and
air to air photography

Directions: Directions: 24 Hwy East to Blue Gill (just
west of Judge Orr), south to Mallard Dr, east on Piper Ln

Special Thanks

For Help on the this month's Newsletter

- ♦ *David Petri*
- ♦ *Brian Walker*
- ♦ *Burrall Sanders*
- ♦ *Joy Sanders*
- ♦ *Sandy Martin*

Important Dates:**Next Meeting:**

Next Meeting ,Tuesday, October 16th (See details page 1)

Young Eagles Rally—
October 13th
(See page 4)

Hot Web Links:

<http://eaa72.org>
<http://avweb.com>

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September Board Minutes

By Richard Martin

Meeting at Richard Martin's on Sept 25th. In attendance were: Burrall Sanders, Jamie Treat, Barry Gibbons, Mark Vehlewald, Richard Martin and membership chairman, Jack Romano

Burrall welcomed our new Membership Chairman, Jack Romano to the Executive Board. There was some discussion about getting more women/family involvement in the Chapter programs and activities. We talked about the upcoming Young Eagles events. Mark covered the planning, we nailed down the jobs and BBQ, we also have new Young Eagle T-shirts available.

Next, were upcoming programs. Mark has the October program, paint and polish along with airplane photography. In November the program is a DAR, who will do Ray Lynn's RV-8 inspection for an airworthiness certificate at the meeting. So if you ever intend to go through that process, have your questions ready.

Burrall told us about a survey he is working on, Jamie Treat and Richard are working on a Chapter decal for our planes and/or cars.

October is also nominations for officers of Chapter 72. As of now, we have to have a new treasurer, Burrall would like to see some new people step forward. The election is in November.

Burrall and J.D. Steward had a meeting with John O'Donnell about our annual airshow at Colorado Springs airport set for May 17,18 and 19th, 2002. Burrall briefed us and we discussed it. We have lined up some aircraft vendors and talked with other Colorado EAA chapters and may have some workshops, with a kid's corner for the event. It is not too early to step up and volunteer for this event or participate in the planning.

We talked about our annual awards to be presented at the Christmas party, which will be held this year at the old hanger restaurant at Meadow Lake airport on Saturday, December 15th. Mark the date on your calendar, it will be catered by Charlie's Pit BBQ. We will need some volunteers to put up some decorations, in fact we need some decorations- if anyone has extras- or an old plastic or aluminum tree or such, give me a ring 683-6587. I will need a head count of those intending to come, it will be around \$10 person, with a dance (music) and set ups for a BYOB (bring your own booze) party.

Please RSVP : WE have to have a number of attendee's, call or email—let us know.

ROCKY MOUNTAIN WING WAXERS

- d Professional Aircraft Detailing
- d Paint Restoration & Preservation
- d Paint Touch-up & Repair

Mark Vehlewald
P.O. Box 451
Colorado Springs, CO 80901
719-520-0074

Travelers Turn to Charter Jets As Airport Lines Get Longer By DANIEL COSTELLO

What is the future of Sport Aviation? What are the changes coming for us? Will we need to form a political action committee to keep our right to fly? The only question I know part of the answer to is that changes are coming to everybody that flies. Last week the AOPA called for a political mobilization of its members, to try to get some redress on the class B airspace around New York. They felt it was time to contact congressional delegations around the country. This past week I also saw a story in the 'New York Times' about the rich and famous dodging long lines at the major carriers with charter aircraft.

I have included a story below about charter aircraft because it's pertinent and I don't think many members read the 'Wall Street Journal'. These charter companies share our airports, our airspace, and our people, but mostly I want you to read it because it asks questions about General Aviation security.

We need to know what the discussion is about and join in before we are delegated to the bottom of the totem pole and not able to fly. We need to look ahead. Opportunity and perils abound; but, for sure, change is coming.

RM

From the WALL STREET JOURNAL
October 5, 2001

Last week, John Uznis and two friends grabbed a quick flight from Palm Beach, Fla., to the Bahamas for a few days of vacation. And quick it was: They didn't wait in lines at the airport, check their bags or show boarding passes at the gate. They just hopped right on the plane. No, it wasn't a mistake: Mr. Uznis and his friends paid \$350 apiece to charter their own King Air turbo prop. Door to door, the trip took about an hour. "It's a little bumpy, but at least you don't have to deal with delays," says the Michigan real-estate executive.

Worn out by long security lines? Don't feel like getting patted down in public? A small but growing group of air travelers is finding a new solution: renting their own plane and pilot. In the past three weeks, plane rentals at more than 200 U.S. charter companies have

shot up 40%, even during the slow post-Labor Day season, according to the Air Charter Guide, an industry research firm in Boston. New York's Blue Star Jets, whose prices range from a few thousand dollars to \$120,000 a trip, says business is up nearly 50%. Others are so busy they've started waiting lists.

But while this shift to friendlier skies is a boon to the \$2 billion charter business, the industry's lack of any meaningful security alarms safety experts, especially considering all the measures commercial passengers go through now. At issue: Although the Federal Aviation Administration has jurisdiction over major airports, it has little control over passenger security at the nation's 5,000 general-aviation airports. The towns that own the airports handle that, and most simply don't have the resources to screen fliers. "There's no question smaller airports are still vulnerable," says Michaela Schaaf, senior research associate at the University of Nebraska's Aviation Institute. "Anybody can step on charter flights."

Industry officials say they are stepping up safety measures and that the risk to the general public is minimal, given that most charters deal with customers they know. "We don't want to be paranoid," says a spokesman for the Aircraft Owners and Pilots Association, an industry trade group in Washington, D.C. "How secure are rental trucks and rental boats, anyway?" Still, even charter companies concede their security remains far different than what commercial airline passengers are seeing today.

Feeling Safer

Since Sept. 11, Tammy Morgan has taken a charter three times to avoid airport hassles, including a five-hour flight from Los Angeles a week after the attacks. The New Yorker says she also feels safer flying privately; she knows everyone on the plane. "I don't want to fly anything else," she says. Still, in recent years, many charters have been reaching out to a wider audience, offering

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Travelers Turn to Charter Jets

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one-way fares or working with online agents to find customers. Even Travelocity is thinking about listing some charter flights on its Web site. What's more, because many of the planes can seat six to 10 people, more customers now reduce their bill by splitting costs with family or friends. The result: While dipping in this year's down economy, charter revenues grew more than 25% from 1995 to 2000, and now account for about 2% of all flights in the U.S.

But that's nothing compared to the boom in new customers that these outfits have seen in the past three weeks, both from business and leisure travelers. Universal Jet Aviation in Florida, for example, says business is up about 50% since Sept. 11, while Avbase Aviation in Cleveland has started waiting lists to deal with its 25% spike in sales. In Scottsdale, Ariz., Executive Aircraft Services says it's also getting customers because so many major airlines are cutting routes lately. "We're almost their only choice now," says Gordon Johnson, president of the company, which charges as much as \$4,000 an hour per plane for its highest-end trips.

All the new business hasn't gone entirely unnoticed by the FAA, which has imposed a number of restrictions in the past three weeks. Since Sept. 11, it has banned some small planes from flying near major airports, and has broader restrictions near New York City and Washington. The FAA also has asked general-aviation airports to report suspicious behavior or clients and could take over more security responsibilities at smaller airports. An agency spokeswoman says it's confident small airport security is "adequate" but adds, "we may expand our supervision."

Until they do, small airports and charter companies are trying to handle matters themselves. Arizona's Scottsdale Airport has added fences and closed some access gates, while other airports have stopped letting customers drive right up to their jets. Princeton Airport in New Jersey says the FAA

did call and suggested that it add security staff and do background checks on employees. "But we can't afford that," says Ken Nierenberg, the airport manager. "Nothing has changed a lot."

Self-Monitored

*Plane pooling:
Charter flights can cost about the same as commercial fares when groups split rental costs.*

Major airports that house charter companies do have stricter security measures. But even there, charter fliers can often skip metal detectors and baggage searches by boarding through charter hangars away from the main terminals. "We leave security up to [the charter companies] to monitor," says a spokeswoman for Sky Harbor Airport in Phoenix. That bothers some safety experts and passenger groups, some of whom have been arguing for beefed-up charter security for years. The World Trade Center attacks only make those changes more pressing, these people say, as do all the new safety measures going on at big airports. "It doesn't seem right that people who pay more money don't have to bother with security," says David Stempler, president of the Air Travelers Association in Washington.



Young Eagles

By Sandy Martin

Hey! Don't forget. Saturday is the last Young Eagles Rally for this year. While it comes close on the heels of the September rally, let's try to help Mark meet his goal of flying 250. Looks like the weather may cooperate with some sunshine even though at 8:00am it may be a little chilly.

Bring the entire family. The chapter cookout will follow the rally and this may be the last good weather before the snow starts falling. Hope to see you all there.

Calendar of Events	
<i>Young Eagles Rally</i>	Saturday, 8:30 AM October 13, 2001
<i>Chapter 72 Meeting - Mark Vehlewald—(Details page 1)</i>	Tuesday, 7:30 PM October 16, 2001
<i>Chapter 72 Board Meeting—Richard Martin's home—Any members welcome to attend</i>	Tuesday, 7:00 PM October 23, 2001

September Chapter Meeting

By Richard Martin

We held our first regular chapter meeting at the old hanger restaurant. Mike Branson, President of the Meadow Lake Airport Association gave a 'State of the Airport' message and talked about the new county airport task force. Mike was happy to dispel some of the rumors going around and promised to come by regularly and keep us informed. Jim Steward gave a first person account of his first trip to Oshkosh and his award, the people, the place and how great it all was. We want to thank Jim and Ray Miller for bringing their airplanes and the awards they received at Oshkosh over to the hanger for everyone to admire at halftime.

Joy Sanders brought us up to date on the Meadow Lake Homeowners Association and Bart Bartholomew gave us a report on the Maverick Twinjet that he flies. (look for a story on Bart next month, ed)

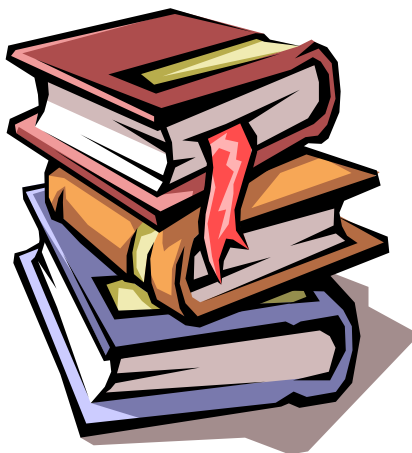
We had 2 visitors that became new members of the Chapter, Marvin Bristol, a former cropduster and he is kinda looking at RV kits. Dave Loucks also joined up, Dave is after a kitfox or some such plane. Welcome to both and be sure to talk to Jack Romano about any needs you may have.

We also had some wives in attendance, Joy Sanders, Amy Brockius, Diane Uberecken and Sandy Martin. I want to take this opportunity to remind the guys that we are trying to bring more women and families into our activities. We want to make this Chapter a family thing too.

Reminder: Hank Bartlett's Schooldays

Don't forget to sign up for a ground school if you want one, don't forget to tell your friends also, you can join the Chapter and get the lessons for \$165, not a bad deal and it all goes to the Chapter hanger

fund. So far 14 people have signed up. Hank will be back from Europe in the next few days and we will have all the details, so stay in touch.



Classifieds	
For Sale	
<ul style="list-style-type: none"> Piper TriPacer 1956 150HP 0320 IFR Panel with Loc & G/S Two Marco 12D Flip-flop Radios Certified for IFR flight \$26,000 Cozy Project, Wings and Canard done, Fuselage done, but not turtle deck from firewall forward, landing gear included. Good quality construction \$4500 <i>Contact: Ray Miller (719) 495-2470</i> 	For Sale
Sale	
<ul style="list-style-type: none"> Mini Max ultra lite 251 water cooled Rotax, Flies great <i>Contact: Bob Mcleod (719) 574-9473</i> 	For Sale
Sale	
<ul style="list-style-type: none"> 1 year old house at Meadowlake Airport on Aerostar drive, 1800 sq ft, 3 car garage, can get airport taxi access, <i>Contact: Terry Penner at Rawhide Realty, (719) 495 9835</i> 	

MEADOW LAKE AIRPORT - COLORADO SPRINGS, COLORADO

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About Our Chapter

EAA Chapter 72 meets at Meadowlake Airport. Meetings start at 7:30 PM on the 3rd Tuesday of each month with a Chapter cook-out 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 \$15. Send to our treasurer (see above) and start receiving the newsletter each month, attending the meetings and having a great time with sport aviation.