



# COLORADO/WYOMING NEWSLETTER



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## Meeting News

We had a quickly planned (but ten days notice to y'all) meeting in Greeley on April 10... Yeah, I know that it'll be July by the time you read this. Ah well. To continue: Four of us Jim, Donna, their grandson Jared, and I arrived in Jim and Donna Lambert's ever-getting-better Cherokee Warrior. Scott Flugum arrived by car, having the easy trip. He lives in Greeley.

Jim was really good to me, in that he picked me up at Centennial Airport, the closest place to our house. Centennial is a real zoo on Saturdays. I read that it's the first or second busiest general aviation airport in the country. True? Who knows? But, circling to gain time to talk to the tower isn't unusual. I'm amazed at the controllers there. I have no clue how they keep track of everyone and remember who it is that they're talking to next. But, they do it and everything works out just fine.

We ordered the usual hamburgers. (It's getting hard to have a \$100 burger any more. We should probably raise the old saw about the "\$100 burger" to something like \$150.). The chatter? Not just airplanes. More of us are talking about politics, the recently passed health bill, and the national debt these days. We're all experts on the subjects, of course.

We left the restaurant and went to Scott's hangar, where he keeps his PA22/20. A really nice bird, as you can see in the picture below. His only problem is that it doesn't track straight on the ground. He had two thoughts about it. Either the gear is out of line, or he needs more tail wheel instruction. He's doing the right things, though. He joined the SWPC and has bought several of our CDs to help him understand the problem. We'll get him fixed up with a good mechanic to check out the wheel alignment and, if necessary, with a good tail wheel instructor.

**This from Scott:** "A quick history... I purchased N7156D just about a year ago from an airline pilot in Connecticut named Leroy Barr. He had purchased it two years earlier to teach his son to fly. In 1999 it had been converted by a gentleman named Jack Kahle who was the owner at the time. If you are familiar with Flying Consumer Television "The Short Wing Pipers", N7156D was the yellow Tri-Pacer conversion project featured in it. Roger Stenbock, who produced the television show, bought N7156D from Jack Kahle a couple of years after the show was produced. Roger sold it to Leroy. The one thing they all had in common is that they all flew N7156D off of grass.

To answer a couple of your questions; the tail wheel is a Scott 3200. I had the toe in/out checked at the last annual in Dec (Jan and into Feb) and the mechanic found that the left side was toed out by approx. 1 degree. He cold bent it back to neutral. After this adjustment I am still having trouble with the handling on takeoff and landing. In fact it seems worse after the

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## Meetings

**July 24 11:00 Pueblo CO:**  
Meet at 11:30, have lunch at the restaurant on the field, take a look at the B-24 museum next door with its B-29. Those of us who want to will make quick flight over Royal Gorge; then back across South Park and down the South Platte to Denver (unless you live elsewhere. WX and TEMP will make the final call on this.

**August 28 11:00 31st Rocky Mountain Regional Fly-in:** Rocky Mountain Metropolitan Airport (used to be called Jeffco) at Broomfield, CO Go to [www.COSportAviation.org/ea.html](http://www.COSportAviation.org/ea.html) for event details.

adjustment. I have come to the same conclusion that you have that before I spend more money on the airplane I need to determine if the problem is the pilot or the airplane.”

### **The Prices were Right in 1945...See below.**

*The B-17 paragraphs are from an AOPA article. Bet our WW II B-17 pilot, Al Hoyt, could do the same thing. - ed.*

During World War II, Henry Rivas flew more than 20 missions over German towns, including Berlin, Munich and Frankfurt. Sometimes he flew; other times he dropped the bombs.

Flying in a restored B-17 bomber on Tuesday, the Murrieta man was brought instantly back.

"It was like being on another mission," Rivas said after the flight. "The only difference was we were over Lake Elsinore instead of over Germany."

The B-17 Flying Fortress, nicknamed Aluminum Overcast, made a landing Tuesday at French Valley Airport, just north of Murrieta. The plane was restored in 1983 by the Experimental Aircraft Association, which now tours the country with the aircraft offering rides.

This particular plane was originally built for combat, but was delivered to the U.S. Army Air Corps too late to see action. **The military sold the plane for \$750 after the war**, and it was used for hauling cargo, aerial mapping, pest control and forest dusting, the organization's Web site said.

These days, flights, which last about 30 minutes, cost **\$425**.

Reminds me of the Grumman Wildcat that was in the aeronautical engineering lab at Colorado University (where I graduated) in the 1950s. I heard a year later that they'd auctioned it for \$3000. Of course, I couldn't even think about \$3000 in those days, but just think what it's worth today.

#### **Wanna' Buy a New Light Sport Aircraft?**

Here's news from Sun 'n Fun... Let's think about this. Our Vagabond is classified as a Light Sport Aircraft. How many of us would sell our Vagabond for a \$100K or more? Suspect there are quite a few of us who would. The new airplanes are likely wonderful. But, how much avgas, insurance, and hangar rent can we buy for the difference? Even the low priced offering (X-Air LS..pretty little bird, though) is way above the current sale value of a Vagabond.

“The light sport aircraft mall at Sun 'n Fun this year has something besides new models: **price cuts**, according to Dan Johnson of bydanjohnson.com and the president of the Light Aircraft Manufacturers Association (LAMA). LAMA sponsored the light sport mall at Sun 'n Fun, located just inside the main entrance.

[Flight Design](#), the industry sales leader, is offering the CTLS Lite. By slightly trimming the equipment list and making other adjustments, the company was able to slice \$20,000 off the price, coming in at **\$119,800**, Johnson reports. The company also cut 50 pounds from the empty weight. [Jabiru USA](#) offers two models that are discounted for a short time. Taking

\$11,000 off the price of the J-170 brings the base to \$85,900. With some nice equipment, it remains less than **\$95,000**. The company's more spacious J-230 is offered at a base price of \$97,900, or **\$105,000** for a well-equipped model. Johnson reports these other bargains on bydanjohnson.com: [SeaMax](#), a well-equipped, performance amphibian for **\$140,000** range; [Aerotrek](#), still holding at below **\$70,000** for the A220/A240; and the RANS S-6LS at **\$63,000**. The low-price leader is the [X-Air](#) LS for **\$59,995**.”

Numbers highlighted in bold by your editor.

The reason for this article? We have a heck of a value in our Shortwings compared to almost anything else we could buy. Hang onto yours. I'm hanging on to mine. Oh, by the bye...on my bird, all the white parts are now white and the blue ones (interior) are blue. Am putting the final spray coats of ekofill (Stewart Process) and will soon be painting final top coat. Then it starts going back together. Paint scheme? Probably the same one I had, but I can be bribed to do something else. Write your suggestion on a \$1000 bill and send it along...

### **Lest We Forget**

*This from Charlie Harris' pick of the litter newsletter, which I consider the best newsletter in this wonderful country of ours. -Ed.*

“...we must still remind everyone of some very special events that are so much a part of our historic past...and occurred during the month of April and on the exact same day of the month.

On April 18, 1942, Lt. Colonel Jimmy Doolittle and his 80 heroic airmen left the carrier Hornet in their 16 B-25s and flew approximately 700 statute miles to Japan where they bombed their assigned targets, and proceeded to crash land in China and Russia. Most of the airmen survived and flew on through the entire war serving in nearly theater of the world-wide conflict.

The “Doolittle Raid” was a relatively small military victory, but it was a psychological victory beyond anything that can be imagined...huge. And, while the April 1942 victory was our first of WWII and unprecedented, we then followed up with the American victory at Midway on June 4, 5, and 6 which completely changed the course of the naval battles in the Pacific for the rest of the war.

Exactly one year after the Doolittle Raid, Major John Mitchell, a P-38 squadron commanding officer on Henderson Field on Guadalcanal took his 16 P-38s to Empress Augusta Bay on Bougainville and shot down the top military leader in Japan's entire hierarchy, Admiral Yamamoto. Army Air Corps pilots Rex Barber and Tommy Lanphier were the shooters, and they shot down the two Betty Bombers and the Harvard-educated Yamamoto was lost forever to the Japanese leadership. April 18 1942 and April 18, 1943...two of the greatest days in American military history.

Jimmy Doolittle took 16 B-25s to Japan, miraculously, nearly all survived. John Mitchell took 16 P-38s...himself as the leader., Barber and Lanphier as shooters and 13 P-38s to fly overhead cover and ward off any escorting Zeros. All P-38s returned but one. Rather amazing, the two flights, each comprised of 16 aircraft and a handful of exceptional people who accomplished the impossible. April 18, 1942, April 18 1943...lest we forget to whom we owe so much. April 18, 1942 and April 18 1943 are two of the greatest days in the history of the American military. Lest we forget...”

*I wanted to add another article about 17 year-old Bill Lear Jr., who bought a brand-new p-38 for \$1750 in the “get-rid-of-everything” surplus sales after WWII. He flew it home with no instruction. Howsomeever,I thought I should get this newsletter out since our next meeting is only a few days away. I was going to shamelessly copy it from Charlie Harris' wonderful newsletter, of course. Next time...*





