



Ready for Inspection Inside the Hangar



Birds Nest Under Cowling

Breaking News:

Due to a generous grant from the Gates Rubber Foundation and the generosity of the Vintage Aero Group at Platte Valley Airport, the Cream Puff will soon be hangared in a new WWII hangar to be built at PVA.



Patrick Davis, Maintenance Tech



Fouled Spark Plug



Cylinder Replacement

The safe, proven option was to return the airplane to Wichita; however, the costs and inconvenience involved were considerable, especially when projected over a several years. Our greatest challenge was finding mechanics and equipment (more specifically, jack pads) capable of handling the aircraft. Fortunately, we located the proper jack pads in Oklahoma and an award-winning mechanic at Boulder Aviation Services. Patrick Davis most recently has received the FAA’s awards for Colorado’s “Maintenance Technician of the Year” and the Northwest Mountain region as well. He is an Aviation Safety Counselor and a licensed AP, IA, and FCC mechanic. Mr. Davis has been involved in aviation maintenance since 1977 and is presently the Director of Maintenance for BAS.

Part of the preparation’s challenges involved clearing bird nests before starting the engines. Although it had only been a few weeks since the airplane had flown and all the usual openings had remained covered, the engines remained vulnerable to the starlings’ procreative drives. After “popping” off the cowlings, removing bird nests, (in varying stages of development) we were on our way to Boulder via Greeley for some fun and lunch. Mike DeSanti joined us with his open cockpit Marine; Mike Kalinowski, Joe Brexa, and John rode along in the Cream Puff.

Once we arrived in Boulder all the decision-making was behind us, and it was time to open up the inspection plates, remove seats and cowlings, and steam clean the engines and wheel wells. First item that didn’t pass muster was the carpeting. Apparently Patrick wasn’t as impressed with the “Drury Inn” carpeting as I had been, and since it didn’t meet the FAA’s standards for fire resistance it had to go. Next, we found a leaking exhaust valve, which required the removal of the cylinder and shipment to a repair facility. Paper work is always a problem; it been said that the inspection isn’t complete until the weight of the paper work equals the weight of the airplane, and the Cream Puff is no exception! However, I feel good about the maintenance facility we’ve chosen, knowing that in the end we will have a safe, thoroughly inspected airplane that we can all be proud of.

KEEP ’EM FLYING →

Calendar of Events

May 20, 2006 – Wing meeting:
10:00 a.m. at Platte Valley Airport.

Platte Valley Fly-In, day-long event.

Erie Town Fair Air Fair Fly-In, 7:00 a.m.
Information: <http://www.ci.erie.co.us/>

June 3, 2006 – Aircraft work day:
10:00 a.m. at Platte Valley Airport.

June 17, 2006 – Wing meeting:
10:00 a.m. at Platte Valley Airport.

Wing meetings are normally held on
the 3rd Saturday of the month at
10:00 a.m.

Directions to Platte Valley Airport

Platte Valley Airport is 3 miles
northwest of Hudson, Colorado:

- Take I-76 north to Hudson
and exit west on Highway 52.
- At CR 41, turn right (north).
- At CR 18, turn left (west).

At the Platte Valley Airpark sign, turn
left again.



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