



EAA Chapter 648

Longmont, Colorado 80503

Our next meeting is on Monday, January 13th, 2020, at 7pm.

The meeting will be held at our usual venue, the Colorado Classic Aircraft office of Carol & Bob Leyner, located on the north side of the Longmont Airport.



Thanks to all of you for reading our newsletter and I will keep on working to increase our readership and don't forget to patronize our advertisers if an aviation purchase is in your future.

Remember, "Nothing happens until somebody sells something"

Chuckle of the Month:

A new FAA Motto that I heard about:

"We have upped our standards... so up yours."

The President's Message:

I don't think it's any great secret that I enjoy long distance flights in my Cozy-MKIV over short hops in the pattern, but I'm game for either if there's a reason. Hey, "any reason to fly", right :) My last long distance flight was to Mojave, CA (MHV) for a "meet and greet" with Burt and Dick Rutan, and Mike Melvill.

It was an adequate day in October for Colorado, a few low clouds obscuring the divide that were forecast to clear, so I waited... and

waited, and waited! Around 3:00 pm, the clouds had lifted enough I could cross the divide with no issues. I departed with full fuel, or well enough to land at MHV with a hefty VFR reserve.

Near Canyonlands, UT (CNY), and near civil twilight, I glance at my fuel reserves and do the mental math. If unaware, most all canards have visual fuel level gauges. No floats, no electronic wizz-ma-bangs, no cork and wire, we can visually check fuel level in flight. Given that my landing at MHV would be at night, and that MHV can have some commando winds, and I'd have to skirt restricted airspace at Edwards AFB (EDW); I decided to take on fuel at CNY. Do you have any idea how long it takes to 'screw down' from 14,500' for a landing at CNY?

Now that I have full fuel again, and it's well past civil twilight, do you have any idea how dark it is in the middle of nowhere? On climb out? There is no horizon, it's dark. There are no visual ground features like roadway lighting or houses, or towns for that matter, it's dark. There are hills and mountains in front of you, this is southern Utah, but it's dark. Totally dark, pitch black dark, India Ink dark. But I made it to Mojave, and returned to Colorado non stop two days later. That will be a story for later.

As we wrap up 2019, and enter 2020, I'd like to thank one person for their generosity toward our chapter. That would be Dick Socash and Dave Shenk. OK, that's two; I trust you never assumed that I could count ;)

Our next chapter meeting is Monday the 13th of January at 7:00pm at our usual venue, Colorado Classics office at LMO.

Your obedient servant,

Rick

To say we had a world class Christmas Party, would be a gross understatement. Many thanks to Dick and his family to again host a superb Christmas Party for our Chapter and to be such gracious hosts for, I believe, the third time in the Chapters history.

Below a few shots I took at the party.



Haiko



Question of the Month, from Richard Socash.

We all know about stall speed, and have been told to avoid sudden maneuvers in the pattern, especially excessive bank angles.

Question:
In coordinated level flight, how does stall speed change when bank angle

increases?

Answer:

Stall speed increases per the square root of the load factor.

If your straight and level stall speed is 65 knots, when in a 45° coordinated bank, which is a load factor of 1.414, your stall speed increases by a factor of 1.189, or 71 knots IAS.

In a 60° bank, a load factor of 2, your stall speed increases by a factor of 1.414, or 91 knots IAS.

Since we were trained to be at 1.3 * Vs (or Vs0) in the pattern, we

should generally be safe with a 45 degree, or less, bank. If we overshoot our final turn (winds, poor planning, OSH approach, etc.) and try to recover with a 60* bank, we'll stall at the worst possible location.

The load factor, or wing loading, is defined as the total aircraft weight divided by the total wing area and expressed in units of pounds per square foot. When an aircraft banks, the effective projected wing area parallel to the ground decreases and therefore the load factor increases. For the mathematically inclined, the area decreases as the Cosine of the bank angle.

A reminder to our members that Chapter dues are due in the winter. Twenty dollars, same as last year.

Checked the flying weather lately?



We had some very nice warm days for this time of the year. Even the airlines occasionally put the top down on some of their convertible Air buses!!!



FOR SALE



The price is now \$75,000.

Danish military trainer DHC-1.

Always hangered. All logs since new. Very low total time (5400 hrs. TTAF, 1720 TTE., 100hrs. TT top overhaul).

Needs nothing. New wiring, digital Trig comm., Sandia STX 165 txp., Sigtronics intercom. Pair of EarthX lithium ion batteries with solenoid. Airwolf full flow oil filter, Herber Teflon fuel and oil lines, Slick mags with new plug harnesses, new Deltair 4 point heads and valves, overhauled cylinders, Pistons, overhauled all accessories . I have \$92,000 in it to make this the most reliable DHC in the air today.

Contact Brandon Buckspan, brandon.buckspan@gmail.com, (303) 834-2482

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