

EAA Chapter 648

Longmont, Colorado 80503

Our Next Meeting will be July 8th at 7pm at the Erie Airport, Scott Deluise's Hangar, 2480 Cessna Drive, Erie 80516, to view his conversion of a twin engine commercially manufactured airplane into a single engine experimental.

July 2013

www.648.eaachapter.org



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June Meeting Photos



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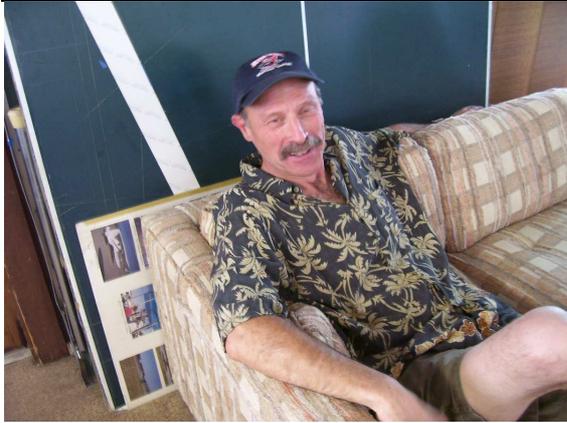
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July Program

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A Message from the President

A suggestion was made at the last meeting to prepare a handout for people wanting to learn more about EAA and Chapter 638. The following handout was put together for the Longmont Air Expo. Over the course of the day, twenty or more were given to individuals inquiring about our organization. Several visitors to the booth were EAA members who recently moved to the local area and were looking for a Chapter



EXPERIMENTAL AIRCRAFT ASSOCIATION

Chapter 648

Longmont, Colorado

What is EAA and Chapter 648? EAA, the Experimental Aircraft Association, is an international aviation membership association founded in 1953 and headquartered in Oshkosh, Wisconsin. More than 160,000 people currently belong to EAA with Chapters located in all 50 states and many countries. Members are aviation enthusiasts of every age group who enjoy all types of airplanes, ranging from ultralights, home-builts, and commercial manufactured to warbirds and vintage classics.

Each month over 1000 local EAA Chapters around the world get together to enjoy the camaraderie of a group of people that share their enthusiasm for aviation. Monthly meetings and activities contain a variety of programs that focus on sharing ideas to make aviation safer and more fun. Chapters are about people. They bring together a group of individuals who enjoy the friendship of others and who are interested in learning more about aviation as well as sharing their own knowledge. Chapters are involved in a large variety of social and educational activities. There is something for everyone! Monthly meetings provide forums for guest speakers and presentations on important aviation issues.

What about Chapter 648 in Longmont? We're a group of men and women, young and old, pilots and non-pilots who share a common interest in general aviation. Our chapter was founded in 1987 and to date,

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has built or restored over thirty airplanes and has flying and building experience numbering in the tens of thousands of hours.

Our meetings are at 7:00 PM on the second Monday of the month at the Colorado Classic Aircraft hangar at the Longmont Airport. Programs include technical discussions, guest speakers, vendor presentations and an annual picnic in the mountains and a Christmas Party. We've had presentations by aviation world record holders, WW2 pilots and ground troops, aviation historians, meteorologists, and an array of experts covering a range of topics of interest to our members.

You are invited to visit us and see if joining our Chapter meets your needs and interest in aviation. For more information, contact us at:

(303) 499-3169

Rege.So@gmail.com

www.648.EAAChapter.org

I welcome suggestions for improving and finalizing this handout. Email your thoughts and ideas to me and we'll put something together that tells a good story about the chapter. A back side could include color pictures of member's planes and projects showing what we've done and what we're working on.

Dick Socash

President, EAA Chapter 648

Meeting Minutes for June 10th, 2013:

Guests: James Force, an ex-B-17 pilot

We heard some great stories from James: in 1932 he drove cattle for five dollars which he then used to pay for his first ride in a Stinson. In 1939 he received his pilot's license. During World War II he worked for North American Aviation and then joined the Air Corps in Europe flying a B-17. Later he bought an old Stearman which arrived in a crate.

John had 500 pound bomb as a souvenir which he tried to donate to a museum. He has been interviewed by the History Channel.

EAA and Chapter News:

- EAA is fighting the \$500,000 bill the FAA sent to Oshkosh.
- Longmont Airport Expo: June 22. Other chapters will be there (Fort Collins, Jeffco) and the 99's, all sharing a booth. It was asked whether or not we should be handing out freebies and if we could request

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freebies from EAA headquarters. Ideas included flyers, older magazines, and Colorado airport guides. The Colorado airport guides can be picked up at Front Range airport. Sometimes the airport has maps, guides, and 5" x 7" cards with AWOS information. Bill Mitchell knows where to get them (the location at the airport is next to the state police.) He will get 50 of them. Richard will put together copies of the last newsletters.

- Next month's meeting will be at the home of Scott Deluise. He has his plane hangered at Erie airport. He will host us next month.
- Steve Croft did his first flight in his plane. We need to come up with a plaque for him on our wall.
- Richard suggested the possibility of getting a microphone for the chapter and will investigate this.
- The self-serve pump meter is not running properly at Twin Peaks Aviation. The FEO has not been getting back. This is something to be aware of.
- Treasury report \$1534.29 plus an additional \$20 dues paid.

This months meeting includes a discussion about technical things of interest:

Cylinders running hot – words of advice from members:

What does it mean when the #1 cylinder has runs hot compared to the others? Is it a malfunctioning injector?

- It's a baffling issue (the "baffles"). Get an infrared probe to check actual temperature against temperature readout on display.
- It could be because of a molding issue of the engine. The air needs to flow past fins.
- 10-15° difference is nothing to worry about; one needs to wait for steady-state.
- Extended or shortened thermocouple wires will affect temperatures.

Leaning – words of advice from members:

- It was mentioned that we should be leaning severely when we taxi. If too lean, the cylinder head temperature will indicate this.
- For operation the oil temp is critical. If it is higher than normal this tells you things before oil pressure does. Cylinder head temperature is also critical because the aluminum will give up if it's too hot.
- Less oil in an engine means that oil heats quicker.
- Remember to enrichen the mixture when coming back down in altitude.
- Always lean for max RPM.

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Tire pressure – words of advice from members:

- It should be 15% higher reading after running the tires.
- The softer the tires, the better on the plane. It's easier on the plane springs.
- AOPA has a course on tires as does the Michelin site.
- Always buy American tubes. Rubber leaks air over time; tubes these days are a composite. Issues can arise from the pinch flats.



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NEWSLETTER QUIZ

Each month, we will ask a "question" in the newsletter. Answers can only be given if you attend the meeting referenced in the newsletter. At the end of the year, there will be a prize to the person who has the most correct answers. Some will be easy and some difficult.

June Question: Some say that if you need to descend at the maximum possible rate you should lower the nose and go to full power. In reality, there is only one condition where this advice applies, what is it?
(Question courtesy of Bill Hannahan)

June Answer: ... To maximize your rate of descent throttle up if the airplane is pointed straight down and is below the maximum safe speed. Otherwise, close the throttle, go to flat pitch (prop control forward) and lower the nose as needed to maintain the maximum safe speed.

July Question: ... How much reduction in kinetic energy occurs when reducing landing approach speed from 70 knots (or miles per hour) to 65 knots?

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Other Items of Interest....

AIRPLANE PICTURE OF THE MONTH

A request was made to include airplane pictures from our members. Here's our first, courtesy of Dick Cleavinger.



Arion Lightning kit #42

First flown September 25, 2007.

Engine is Jabiru 3300

Dynon D180 EFIS, Garmin G370 GPS, 2 axis AP,

The picture was taken at Meadow Lake (KFLY)

LONGMONT AIR EXPO

Our Chapter was represented at the Expo along with several others and members from the "Ninety-Nines." We shared a tent along with Chapter 43 from Jefferson County, Chapter 515 from Greeley-Ft. Collins and the Ninety-Nines. Although attendance seemed to be lower than expected, we did get to talk to a number of people and, "we got rid of the boxes of magazines that were in the meeting site."



In the picture at the left, I'm joined by Derek Johnson, President of Chapter 515 and Dave Biesemier, President of Chapter 43.

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Had some interesting visitors! Got a good shot of our banner, the EAA banner and a representative of the Ninety-Nines. Unfortunately, I failed to get her name.

Note the sign advertising free magazines. Passed out about half of them and the Civil Air Patrol took the remainder.

"A couple of Tigers!"



Here's a good shot of Vice-President Ted and the layout of the tent for the three chapters and the Ninety-Nines.

Our hand-outs included the Chapter flyer, color copies of our April and May newsletters, the Colorado Airport Directory, the Colorado Sectional, and of course, "Free Magazines."

Special thanks to Bill Mitchell for picking up the Airport Directories and Sectionals, and to our new member, Rick Hall, for copying the newsletters on his laser printer. They made a great handout.

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We kept seeing this guy go past the booth. Tried to sneak the magazines into the back of the cart but were foiled every time.

Ed, you did a great job!

After starting off with bright sun, the weather cooperated and we ended up with good cloud cover making the day much easier to handle. Got caught off guard at the end. We were supposed to go till 4:00 but the tent suddenly disappeared around 3:15 along with the people in attendance from the other chapters and I was left by myself with a few handouts and half of the magazines. My thanks to CAP for taking them off my hands, and to Steve Beach for his help in connecting us with the other EAA chapters and for the use of their tent.

Dick Socash

[*Two Abilene's in May](#) by: JD Gleitz

I wanted to look over a Hatz with a Warner which is now located in Abilene, TX, and since the EAA Chapter there was having a Fly-in, I decided to go the 1st weekend in May. Dave Shenk offered to fly us in his RV6-A, and Bill Hannahan decided to join us in his Lancair. We had a very smooth flight down with good tailwinds

I was able to look the Hatz over and try it on for size.



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Dave and Bill enjoying the Texas style barbeque.



We went to the Super 8 and were surprised by the courtesy transportation we were provided back to the Fly-in the next morning.



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One look at a few of the helicopters, and you knew you were in Texas.



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The National Biplane Fly-in is in Junction City, KS the first weekend in June. This year that meant it started in May. The weather was not good on Thursday, but we left on Friday May 31. I flew Jim Douglas' Hatz along with Dan Murray in his Travel Air. Dave Shenk left after us in his RV6-A, but arrived before us. Arnold Peckar and Lynn drove their new RV. Other Coloradans included David and Jeanne Allen in their Waco, and Richard Hawley who drove due to weather. Our first stop was Abilene, Tx. which hosted a lunch fly out, hence the two Abilenes in May. After lunch we continued on to Junction City. They put on a great Flyin, but the weather did keep people from flying in from the East and South this year.

Dan Murray fueling at Abilene, KS



Dave Shenk and I going for a ride around Junction City



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Dave's RV6-A



Arnold and Lynn had the RV



Some of the Biplanes



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Richard flying a Cub



Leaving for home



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[*WWII's longest reconnaissance mission:](#)



The Most Dangerous Photo-Recon Mission of World War II By **Jim Newsom U.S.A.**

On August 27th 1943, a German Luftwaffe long-range photo reconnaissance bomber, a Junkers Ju-390 took off from its base in Norway and flew out across the Atlantic Ocean.

Among its four man crew was a brave and daring woman Anna Kreisling, the "White Wolf" of the Luftwaffe. A nickname she had acquired because of her frost blonde hair and icy blue eyes. Anna was one of the top pilots in Germany and even though she was only the co-pilot on this mission, her flying ability was crucial to its success. The Ju-390 was twice the size of the B-29 Superfortress. **It was powered by six 1,500 hp BMW radial engines and it had a range of 18,000 miles without refuelling.**

This was to be the longest photo-recon mission flown by an enemy airplane in World War II. Nine hours later, the Junkers was over Canada and swinging south at an altitude of 22,000 feet. In the next few hours, it would photograph the heavy industrial plants in Michigan that were vital to the United States.

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By noon on August 28th the gigantic six engine bomber was over New York City, where it finally was spotted by the US Army Air Corp. but by then it was too late. The Junkers disappeared into the vastness of the Atlantic Ocean, fourteen hours later Anna would bring the huge bomber in to land at a Luftwaffe base outside of Paris.

Thoughts of this mission came to mind as I sat across the table from Anna Kreisling at a recent Octoberfest in Los Angeles. She is still quite beautiful with her icy blonde hair tied-back in a pony-tail and her radiant blue eyes, which have seen events in human history only a few of us could ever imagine.

She had flown Ju-52 Trimotors into the streets of Stalingrad when it had been surrounded by the Red Army. Many times her plane had been riddled with bullets so badly that she landed with only one engine running while the other two were on fire.

In 1945 she was assigned to fly the jet fighters that Germany was producing.

One of these jet fighters was the Horten V9 flying wing. It was powered by two Jumo turbo-jet engines, which enabled it to fly at 600 mph. It was armed with two 30mm cannon and air to air missiles.

Anna never scored any victories in the Horten. While taxiing in the snow an American Sherman tank crew captured her after she had turned off the engine and pulling off her flight helmet they thought she was a movie star!! For the next six months she poured coffee for the US Army and did not spend one night in a POW camp. Everyone thought she was part of Bob Hopes USO show!!

P.S. An article in Air Progress magazine in the Nov/Dec issue 1965 also talked about the Junkers Ju-390 over-flying Michigan and New York. This was held top secret throughout World War II and the Cold War.

If you look in books they will say that only two Ju-390s were built, when in fact there were around 11 built. Also they were used in Odessa, Russia to fly to Japanese held fields in China. Very secret jet engines and technology was traded for raw materials. At Area 51 in Nevada the United States Air Force it is rumored has a Junkers Ju-390 it captured during Operation Paperclip toward the end of World War II.

Notes:1) Anna was a test pilot so her mentioned with the Ho V9 (IX) prototypes is provisional as I believe that Pacific Flyer added the comments about it being armed and her never scoring any victories

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in it. It never became operational as the production Go-229.

2) What is written about her and flying jet fighters either refers to her test-flying them out of context or Hitler's order in March 1945 for 7-10 days allowing Hanna Reitsch to form a female jet fighter unit and then rescinding that order.

3) the Ju-390 production definitely is off officially as there were more than 2 of them in several different places during the war that the 2 could not cover. Historians lack the specific information on the other builds and especially usage from KG 200 and also why the SS forbid Baur to use the Ju-390 as *hrerflugzeug*. It is believed that the aircraft in Norway and Prague were reserved for Himmler and Kammler instead and that Kammler escaped with the Bell Device in one of those.



FLYING THE JUNKERS 52/3m at STALINGRAD By *Jim Newsom*

The following is an interview with Anna Kreisling – The White Wolf of the Luftwaffe- of what it was like to fly the Junkers Ju-52/3m trimotor in World War II.

James: How many Lady pilots flew with the Luftwaffe in World War II?

Anna: At the beginning of the war there were 50 pilots that flew transport aircraft, and there were many more who trained our young fledgling pilots, but both Hitler and Goering were against women flying fighters and bombers in combat. In Russia there were many women that flew fighters and bombers for Stalin.

James: I have flown in the Ford Trimotor, The Junkers Ju-52/3m has always been one of my favorite airplanes, what was it like to fly?

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Anna: The Junkers was an amazing and beautiful aircraft to fly! At Stalingrad sometimes I made take-offs with only two engines running. If you had only one engine running you could maintain altitude. Visibility was wonderful, but the Junkers was a complex aircraft and you needed a great instructor if you wanted to learn quickly how to fly the trimotor.

James: You mentioned Stalingrad, was that the nightmare we read so much about in history books?

Anna: Stalingrad was a living hell, but what happened at Crete was far worse. For our airborne assault on Crete we had over 450 Junkers Ju-52 trimotors filled with paratroopers. We were told that we would not encounter ack ack flak, and taking the island would be easy. However, the island was filled with Australian, New Zealand, and British troops who fought like hell and we lost over half our planes and troops taking that island. I was not there; I was lucky because I was based at France at the time. We lost so many good pilots and men at Crete. We would have won the war against Russia if we had saved those planes and men.

James: Speaking of Russia, tell me about Stalingrad.

Anna: For many years I could not talk about it, it was too terrible. Göring who had promised Hitler that he could re-supply Stalingrad from the air had no idea what he was talking about. Von Paulus and the 6th Army should have been ordered to fight their way out. But Hitler agreed to airlift when Paulus agreed to stay, that victory was near.

An Examination of Hitler's Decision to Airlift

The Junkers Ju-52/3m flew 95% of all the missions into Stalingrad. Other planes also flew in this massive airlift, but the Junkers was the workhorse. The nightmare was crashing into Stalingrad itself. If you were captured by the Russians, they brutally tortured you before they would kill you. At Stalingrad we had over 7,000 women working in the German Army that Hitler wanted flown out because what the Russians would do to them.

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At Stalingrad we had over 350,000 men fighting the communist hordes, but it was not enough. We didn't have enough fuel, fighters, trained mechanics, and even decent runways to work with. I usually flew out of Tatsinskaya with food and supplies loaded aboard. I also carried three gunners, two in the waist position and one on top.

At Stalingrad Russian Yaks were everywhere and our losses were grim.

The Russian Yak was very similar to the British Spitfire, very maneuverable and fast. If they came out of the sun and caught you by surprise, it was all over. However, many Russian pilots made the mistake of approaching slowly from behind and that is when my young men would shoot them down. Once I heard of a gunner who ran out of ammunition, and in desperation threw toilet paper at the Russian Yak, and the Russian was frightened away by it!! The Russians did not know what toilet paper was, so this pilot probably thought the gunner was throwing a bomb at him. This trick worked many times.

James: What were the casualties at Stalingrad?

Anna: We lost 800 Ju-52 trimotors at Stalingrad, so many great superb pilots we lost. Germany never recovered from these losses. Hitler should have resigned and the High Command surrendered to the Americans and British. I only survived through luck and determination not to be captured by the Russians. It is easy to be brave with two engines on fire when the alternative is to be captured by the Russians.

James: Is there anything you would like to say to the young people today?

Anna: Yes, flying is a great adventure, it is a joy that is boundless, but try to do your flying when people are not trying to shoot you down. Flying into Stalingrad was not fun, but we had to do it, we could not let so many young men die. The future will be better for everyone if we could be at peace and flying could be enjoyed for what it is the most fun that you can have!! The memories of flying the Alps in a Junkers Ju-52/3m will be with me forever!!

Webinars

You can view EAA Webinars at: www.eaavideo.org. You can find the webinars featuring Mike Busch such as "Leaning Basics" and "All about Spark Plugs". Check it out....

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