



## EAA Chapter 648

Longmont, Colorado 80503

Next Meeting Monday, November 8th at 7PM at our usual venue.

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:

It only takes two things to fly: **Airspeed and money.**

### Presidents Message

Next Monday's presentation will be Mr. Joseph Folchert from Ace aircraft engine rebuilding. They are based in Greeley. I haven't received any additional information from Joseph as of yet. Thanks again,

Malcolm Dean

My weekend trip to Texas and in love with "foreflight"

By Haiko

**So**, I had not gone on a long Crosscountry trip in a long time as the opportunity presented itself to do just that when my partner decided to participate in a week-long yoga workshop in Santa Fe, NM. My plan was to visit my son and his family in

Bowie, TX. Bowie has a beautiful back country airport that I usually fly into because it is just about 15 minutes from my sons Ranch.

I had always used my old trusty Garmin GPSMAP 295 for primary navigation with my VOR for backup. This time I wanted to upgrade a bit and purchased an iPad and subscribed to the basic "Foreflight" software.

For those of you that have not experienced the beauty of this software, for a Skylane pilot without auto pilot, this package is awesome!! The fact that I will never again have to buy another sectional chart is almost worth the price of \$100/year. The functionality of this software is amazing from weather, flight planning, filing your flight plan to winds aloft at different altitudes, visibility, ceilings etc. and all that without ever having to call Flight Service. No more laying out your course on a chart – simply enter airport ID's and your route is automatically drawn on the digital chart. If your eyesight is not as sharp as it used to be, just zoom in or out at the point of your route you want to take a closer look at. And it's always up to date with TFR's, airport or runway closures. My route took me over a "hot" restricted military area – no problem, with my finger on the chart I just moved my course line outside the restricted area and saved that change. Then just keep the little airplane on the centerline which is accurate within 4 meters (about 12 feet). I practiced a few days at home to learn the software before going on my trip. The flight down to Texas was uneventful and normal with my fuel stop in Woodward, OK. Why Woodward, OK? You ask. Well, foreflight also keeps reasonable track of fuel prices at most airports. And Woodward was only \$4.15/gal., pretty close to mogas and right on my route. The software also notified me (via NOTAM) that my destination airport was closed for construction so I extended my route just a few miles to the south to Decatur, TX. These small community airports in Texas are marvelous facilities and put what we have here in Longmont to shame.

I did have a wonderful time with the kids, grand kids and great grand kids in Texas and was planning on leaving the following Tuesday. Fat chance! A huge storm system tracked down from the northwest with headwinds in excess of 50MPH, so I decided to wait. It did not get any better for the whole week but I had to get back home on Friday, still with headwinds of 25 to 30 knots but clear skies. So I decided to take off about 9AM. The headwinds were vicious and cars were passing me on the highways below! That reminded me of the aviators adage "If you have time to spare, go by air", but after just about 80 miles the headwinds became more reasonable because "foreflight" suggested to go down to 6500 feet instead of 8500 feet for less headwind velocities. After another fuel stop in

Oklahoma and no serious headwinds in Kansas and Colorado, I arrived back at good old KLMO.

**Dick's suggestion for our Christmas Party:**

Gentlemen, I will be in Arizona and will miss our November meeting. I indicated Dickie and I would be pleased to host the December Christmas Party at our home. The two Saturdays that make sense are the 11<sup>th</sup> and 18<sup>th</sup>. Unfortunately Dickie will be having a medical procedure on the 7<sup>th</sup> that would rule out our hosting on the 11<sup>th</sup>. The 18<sup>th</sup> is good for us. I'm assuming details will be finalized at the next meeting. If you choose the 18<sup>th</sup>, we'll do the hosting. My take on details is as follows:

Pot Luck – Bring a dish to share

Start at 6:00 PM and end around 9:00 or so

Gift exchange – Bring a gift not to exceed \$15

If you want alcoholic beverage, please bring your own. Chapter will not provide except for coffee, tea and soft drinks

Definitely encourage wives, etc., to attend

On another topic, **will someone take notes at the November meeting.** Attendance count, speaker, topic, special announcements, etc. for my Secretary's report.

***Secretary's Report for October Chapter Meeting***

*We had an interesting meeting which was well attended. Our speaker, Tracy Perry, a retired air traffic controller gave an interesting talk highlighting his experiences and observations on the evolution of air traffic control over the past fifty years. He added some interesting insights on several well publicized air accidents and developments, and on the history of the operations at Longmont's air traffic control facility. This meeting got our new slate of officers and a new year of 648 activities off to a good start. Special thanks to those that arranged things and especially to those providing an interesting assortment of snacks. From what was discussed, it looks like the November meeting will be one you won't want to miss.*

*Dick Socash*

*Secretary, EAA Chapter 648*

# For Sale



**STOL CH 801 HD/SD Complete Advanced Airframe Kit (AAK)**

My CH801 is fully assembled with a 6 Cyl., 230 HP Subaru engine and was flown for a few hours but sustained some damage in one of our violent spring storms, tearing loose from the tiedowns. There was some damage to the warp drive prop (three of the four blades need to be replaced), spinner, the leading wing STOL slats and the windshield.

I will sell the complete aircraft  
for **best offer**.

**If interested call me (Haiko)**

**at 970-344-4599**



**Looking for a hangar!**

Greyson is 16 years old and just purchased a Quicksilver 6400 ultralight looking for hangar space to rent. If you are interested, please call 720-487-6473 or 303-898-5158

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