

# EAA Chapter 648

Longmont, Colorado 80503

Our next meeting on May 9th, 2016, at 7pm, will be held at our usual location, the Colorado Classic Aircraft Building of Carol & Bob Leyner, located on the north side of the Longmont Airport.

**May**

**2016**

[www.648.eaachapter.org](http://www.648.eaachapter.org)

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## Editor

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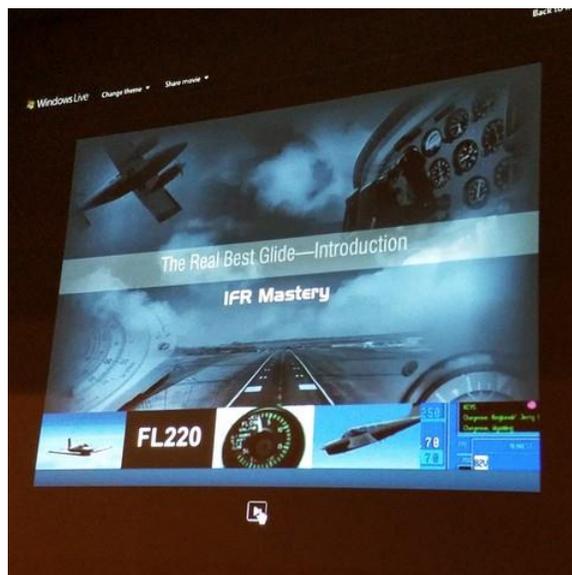
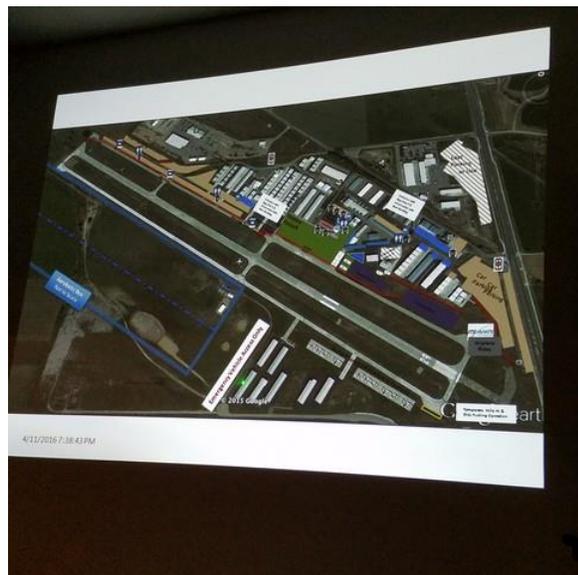
## April Meeting Photos:



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Just because somebody says something doesn't make it right...



This is how plastic planes fly..



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## **April Program**

After an excellent briefing on the upcoming Longmont Airport Expo by Dan Berry, the second part of the program began with a short video on considerations of actions to take if one experiences an abrupt full engine failure at altitude. Rather than try to cover the video content and the detailed and excellent discussion that followed, let me try to list the main points that came out of the discussion.

- a) Chances for restarting the engine are slim. Concentrate on getting to a safe landing spot without stalling.
- b) You probably won't have time or frame of mind to accurately calculate distances, glide slopes, or other technical details. Rely on what you KNOW!
- c) Declare an emergency as soon as possible and get talking to someone on the ground.
- d) Practice dead stick landings. "Shock Cooling" concerns fall into the same category as the "Manifold Pressure-Engine RPM" argument. COMMON SENSE should prevail.
- e) Having an emergency landing spot in mind during a flight is OK but something that should be practiced to condition oneself for an emergency is as follows:  
Set a timer to go off at random time intervals to issue an alarm. When the alarm goes off, practice an emergency landing. (best glide speed, locate where you will set it down, what emergency announcement you will make, etc.) This comes the closest to experiencing an actual emergency and will afford some measure of experience for you.
- f) Learn what you need to know regarding airplane characteristics before you encounter an emergency. Don't plan on a useful education on the way down.

## **A Message from the President**

The June Longmont Airport Expo on Saturday June 25<sup>th</sup> is rapidly approaching. Full details are on the website, LMOEXPO.ORG. Thanks to all the Chapter members who volunteered their services. Additional help is probably needed and is much appreciated. Volunteers are needed for set-up activities on Friday and for the actual event on Saturday. Our Chapter will be manning a booth. Members are welcome to spend a brief time at the booth in support of our Chapter.

Dick Socash  
President, EAA Chapter 648

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## NEWSLETTER QUIZ

Each month, we will ask a "question" in the newsletter. Answers are given at 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.

**April Question:** How many seconds does it take for a wind gust to move from tail to tip? Assume gust speed of 15 knots and direction from back to front is parallel to the longitudinal axis of the airplane.

**April Answer:** A 15 knot speed equates to 25.31 feet per second. It's not too meaningful to talk about a gust approaching from the back since the plane would outrun it. Head on, a landing speed of 60 knots plus the 15 knot speed added on equated to around 126 feet per second speed from front to back. You'll feel something but there would be no time to react. Directly from the side, depending on the wing span, the gust would move tip to tip in about a second, and coming from a quartering head wind, the side to side speed would be about 18 feet per second.

**May Question:** What agencies monitor the emergency frequency 121.5 MHz? If you broadcast on 121.5 MHz over KLMO, who hears you?

**May Program:** The program this month features DJ Molny, an aerobatic pilot who is based here at Longmont. DJ started in Pitts and now competes in his Giles G-200. He will share some information on what all of those hieroglyphics mean on their dance card in the cockpit as well as answer any questions that come up about aerobatic competition. DJ not only competes but also judges and teaches how to judge to future IAC judges. After the presentation we are invited to his hangar to check out his Giles and get more information on IAC competition.

Hope everyone can make the meeting next Monday! It should be a fun one.

## Other Items of Interest

### AIRPLANE PICTURE(S) OF THE MONTH

**#23**

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## Howard Morgan's Cessna 150M

Airplane was purchased in 1995 with less than 2000 hours total time. Originally purchased for Howard's son to get his pilot's license. According to Howard, it's fun to fly, easy to get into and out of the hangar, fuel efficient, and a great plane for Young Eagle Flights. In 2006, a decision was made to restore the plane to "like new" condition. Just about everything was renewed, replaced, or brought back to original condition. Plane has been flown to Oshkosh twice and Howard received many compliments on the condition and status of the plane.

ANYONE WHO HAS A PLANE AND HAS NOT SUBMITTED A WRITE-UP AND PICTURE(S), PLEASE DO SO. THESE ITEMS FORM AN INTERESTING ADDITION TO OUR NEWSLETTER.



November One Niner Three Sierra Mike and the Ramshackle Inn  
A Short Story Flying Adventure by Dan Berry  
This is a story of flying Skip Roberts' Skybolt: N193SM  
alongside my RV6 from Longmont Colorado to Coeur d' Alene Idaho.

Preamble:

Skip was an amazing and immensely talented man who accomplished so much in his short time with us. We often joked about him living at least three lifetimes of accomplishments in the time most of us have lived one. He was an artist and a craftsman that saw no bounds. He restored his first car as a teenager and continued his love affair with cars of all types

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throughout his life. He hand built his Skybolt airplane before receiving his pilot's license. His Skybolt won the Grand Champion Plans Built trophy in 2014 at the Jeffco Airport Association fly-in. He also restored a Chris Craft power boat to its original condition and lovingly named it the Darcy Dee. Skip was a voracious reader who could learn anything from a book. His hobbies included rock climbing, car and boat racing, cycling, and aerobatic flying. Skip became a Denver firefighter in 1968 and retired at the rank of Division Chief in 2003. He was one of the original founders of the Firefighters Hot Times - Cool Cars annual charity car show for The Children's Hospital and was a current board member of the Colorado Vintage Oval racing club.

Skip was a gentle soul who was involved with the Longmont airport culture of being there for other aircraft builders and pilots. He volunteered many years at the Longmont Airport Expo, which is where I first met him. Along with his grandson Hadley, we worked with the city land surveyors staking the corners of the aerobatic box.

Monday July 13, 2015 . 7:00 am

As I taxied N751DK, Misty, my purple and white RV-6, onto the ramp of Elite Aviation at the Longmont Airport (LMO), I noticed the arrival of Darcy McInturff with many of her family members.

Brian Pickerell, our pilot for N193SM, instructor for Darcy, and General Manager of Elite Aviation, was taking care of business preparing to be away for three days. We were planning two days to fly N193SM to Coeur D'Alene, Idaho, where Darcy had a hangar for the Skybolt. In November of 2014, Skip Roberts, retired Denver Fire Chief, master craftsman, and my dear friend, suddenly passed away after a careful and thorough decision to have his right shoulder surgically replaced.

Skip was a meticulous man and aviator; continuously challenging himself with performing exceptional aerobatics in his highly modified Steen Skybolt. He was chasing the perfect Knife Edge aerobatic maneuver and had built a larger, balanced rudder for his Skybolt. The rudder was covered with fabric, primed, and ready for paint when we lost Skip.

This is where my caring for this man and his plane became an overwhelming urge to finish this project for Skip.

Ida, Skip's lovely wife, accepted my offer to get the Skybolt reassembled, painted, the annual condition inspection completed, and flown to Coeur D'Alene.

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With the help and support of many airport friends and Skip's neighbors and family, the project was underway. The original rudder colors, stripes, and checkers were completed, thanks to Larry Pickerell, Brian's dad and my great friend.



Brian had flown many Skybolts. N193SM is a Skybolt on steroids! Clipped wings, open front passenger seat, closed aft pilot seat with a whopping aerobatic, fuel injected, opposed cylinder, 540 cubic inch, 310 horsepower engine, designated as an AIO540. This monster engine swings a three bladed composite MT constant speed propeller and consumes 14 gallons of fuel per hour at best cruise. All of this with only a 25-gallon fuel tank.

Doing the math, we planned on two days of 1 hour and 7 minute stops across Colorado, Wyoming, Montana, and Idaho.

The winds aloft were forecast to be light along our route with the possibility of some rain. We planned to land at only "Attended Airports" to increase our chances of getting mechanical help in the event we needed something.

Our flight plan was Longmont to Rawlins, WY, to Big Piney, WY, to Hamilton, ID, to Coeur D'Alene, ID. That didn't happen; we diverted on almost every leg.

We had figured the first leg to Rawlins would be our learning leg, and it was. With a 9:00 am departure, we learned how poorly the Skybolt Radio transmitted and received, how Darcy's headset liked to depart her head in the open front seat, how far off the winds aloft forecast was, and how the slower speed produced by the Skybolt at 14 gallons per hour fuel flow, yielded about 130 knots. We redirected our first stop and landed at Saratoga, WY for fuel, headset exchanging, and scarf retying. Darcy was well prepared with plenty of scarves.

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Big Piney was our second stop goal with a few options along the way if we needed to divert. Brian and Darcy strapped on the Skybolt parachutes, which also serve as the Skybolt seat cushions. I led out with my RV6, pulled my power back to about 6 gallons per hour, and we set our course for Big Piney.

Earlier this summer, I completed the Colorado Pilots Association's Mountain Flying Course. One key takeaway from this course was to be meticulous with time, position, and fuel remaining. With the long legs of the RV6, I have become more complacent with this over the years. The mountain flying course and the Skybolt high fuel flow with limited fuel tank capacity gave me a renewed vigilance and reason to practice the real time math of the situation. The math indicated we were a go for Big Piney after the first 40 minutes of flying.

We arrived at the small, square town; nice airport of Big Piney with minimum FAA required fuel on the Skybolt. This was our longest leg. We took time to enjoy the views of the mountains to the West and Snake River and glacier formations to the North. This was a great stop with friendly service and modern facilities.

Upon completion of checking the weather, we decided to keep going West across the Wind River Range and Wyoming Range mountains south of Jackson Hole, Wyoming. This moved us to the upwind side of the rain showers developing to the north. Our next stop was Rexburg, ID, just north of Idaho Falls. This set us up for our final goal of the day, Hamilton, ID, where we had arranged to stay with an airport family who had hangar space for the planes.

Flying across Alpine and Afton, Wyoming was spectacular with green, heavy, beautiful terrain and forest. The Tetons loomed to the north with their high altitude grandeur. Palisades Reservoir by Alpine was full and deep blue. We cruised at nearly 11,000 feet to cross this terrain; the low valley of Idaho Falls was becoming visible between the peaks and rain clouds to the north. Rexburg was a short leg. The Skybolt was in the lead as we arrived. I was enjoying the view of our arrival, especially when the Skybolt went near vertical, revealing the beautiful sunburst paint scheme on the top wing. I figured Brian was showing Darcy how to use a steep, vertical angle of attack to bleed off airspeed. As I was telling Brian and Darcy how I enjoyed the little show, I could see Brian had a different story. He was flying with his full size iPad for navigation on this leg of our adventure, which he placed on the left side of the cramped aft cockpit, only to hit the trim tab lever, launching the powerful Skybolt skyward. They were both a little startled. Brian immediately determined the change in controls, relocated his iPad, rapidly pushed the trim lever forward, and resumed a normal approach.

The best surprise for Darcy and me was Brian's sister, Nikki, who is a student in Rexburg. She was so excited to see her brother.

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The local airport guys were full of advice when I asked them the best route to Hamilton. We did what the natives do, direct to Muddy Lake and follow the Salmon Valley Highway 93 towards Missoula. We filed IFR (I follow roads) Hwy93 indirect, and taxied out on what was a very rough taxiway. Large cracks in the asphalt made the planes jump with loud thumps.

We had a couple of airport options along the way as we flew below the peaks, zigzagging our way northwest as the rain squalls developed along our path. The rain curtains were narrow enough to see the sunshine on the opposite side. We aimed between the smaller rain shafts and penetrated the line with visibility, ground and side valley clearance to spare. Onward we went towards Salmon. The valley turned towards the northeast, limiting our view towards our destination. Entering the valley where Salmon, Idaho is nestled, we were greeted with a black wall of storms about 15 miles to the north, between us and our goal of Hamilton.

I radioed to Brian and Darcy "Think we are spending the night in Salmon." This became truer than we had planned.

Brian and Darcy taxied the Skybolt onto the ramp and spun the plane into the parking space next to my airplane. Only thing was, they stopped short of pulling all the way to the tie down line. Brian got out and said the plane stopped moving and pointed to the tail wheel. The AN3 bolt had sheared off and the tail wheel was lying on its side. I immediately recognized this failure from the world of RVating and told Brian and Darcy this is a straightforward fix with some help. Brian had found a milk crate and we all managed to lift the aft fuselage on the crate, elevating the tail enough to begin repairs. As Brian and Darcy used a Leatherman tool and a few wrenches, I began looking around for additional support. I approached a young man

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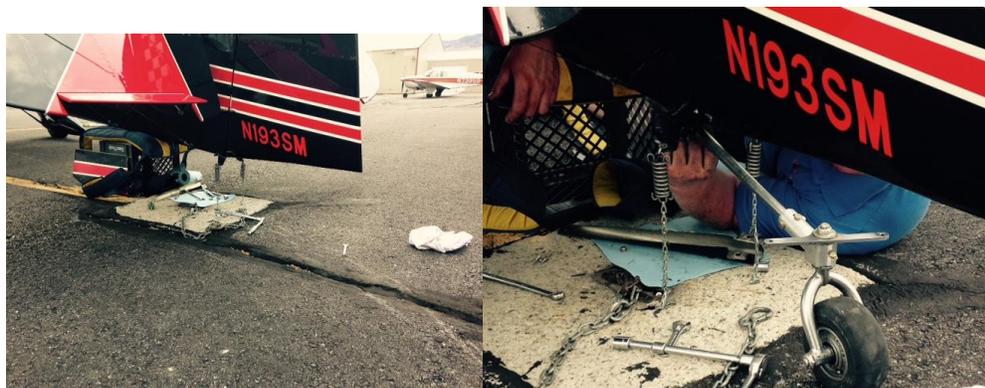
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on the east facing ramp, telling him my problem. He directed me to another hangar on the south facing ramp and told to me ask for Carl. Carl was happy to help. He and his 11-year-old son, who has 34 hours of dual, jumped into our adventure. About an hour later, and with Carl's son handily retrieving a dropped lock nut in the tail section, the Skybolt tail wheel had two new AN3 bolts installed to carry the shear load. That loud bang at Rexford may have been the beginning of the demise of the original bolt. We all felt very fortunate when the final failure happened at 1 mile per hour instead of at 100. As Brian, Carl, and Carl's son worked on the plane, Darcy and I went in search of ground transportation and lodging. Walking back to the East ramp and McCall Aviation building, we found enough clues to work with. Clue 1: Lenny has the airport courtesy car. Clue 2: Lenny's hangar is south of Carl's.

Back to the south ramp we went. Lenny was very welcoming and did offer us the courtesy car, with instructions. He showed me the ignition key, which had two slots filed into the plastic handle portion and painted blue. "Keep the blue marks up when you put the key in," he said. "This key had to be reworked a little to function and don't lock the car, the key won't open the doors". All in all, the late 90s Taurus with unknown miles got us to town and to the Stagecoach Inn where we ate and slept well.



Tuesday July 14<sup>th</sup> 7:00 am

We all met for the complimentary breakfast in the Stagecoach Inn. Today was leading us to our final destination of Coeur D'Alene, Idaho. The only challenge was the IFR conditions in Missoula, where we needed to land and buy fuel for our limited enroute leg time of just over an hour of flight time.

The weather finally went to marginal VFR about 8:30, so we added fuel at Salmon and departed at 9:00 am. All went well until we lost radio communications between the planes for about 20 minutes. Somehow, it all was restored before we entered Missoula Class D airspace. Brian was

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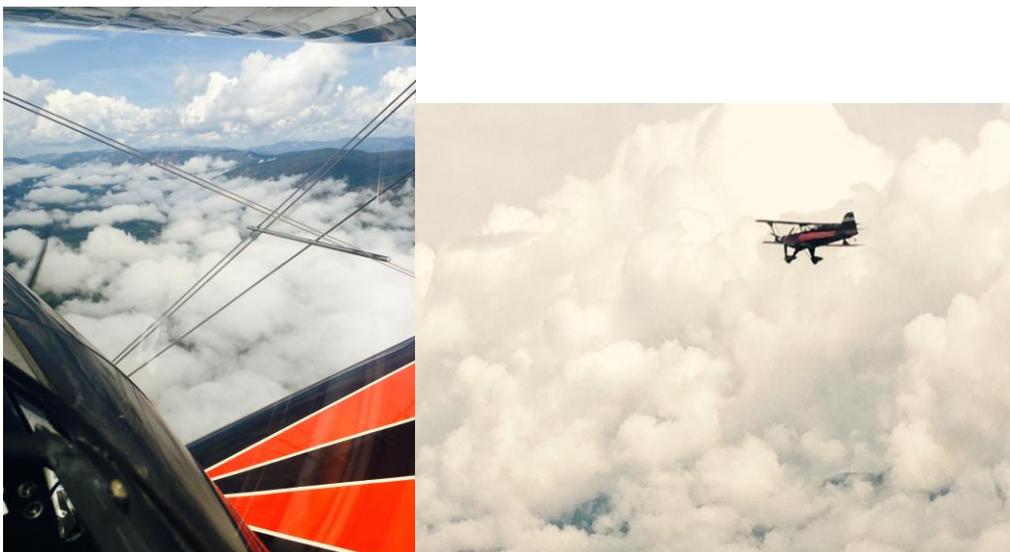
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in the lead and attempted to contact the Missoula Tower. The Skybolt radio transmission was so garbled I took over radio communications and called in as a flight of 2. Between the tower and me relaying clearance instructions to Brian, we got the Skybolt in first. I later decided to not go in as a flight and so informed the tower. My rationale was to give Brian all the room he needed to land. This decision invoked a rule for me to maintain a 3000 feet separation. I guessed my best with the aid of my GPS. The tower made me go around, declaring I did not maintain separation. Lesson learned: go in as a flight and you, the pilot, have separation responsibility instead of the tower. This is also true on takeoff. We chose to go out as a flight and were able to stay close together on our destination final leg. Taxiing around on the ground was easy enough at Missoula, which took 10 minutes from Minuteman FBO to runway 29. "N751DK, Missoula Tower, we have some good news for you," came across my headset. Hmm, this is not standard, so I called back, "N751DK what is the news?" The reply was "You left your purple custom made chocks on the ramp at Minuteman, cleared to taxi back." I declined the taxi clearance as I had no desire to spend another 20 minutes of taxi time with a gas guzzling Skybolt in tow. We were finally cleared for a formation departure, straight out. Off we went. About 4 minutes later Missoula tower was with me again, asking if my transponder was on. I replied yes it was, and we were instructed to side step our departure to the right for a Challenger jet departure. I had the same experience at Aspen a few weeks earlier during my Mountain Flying Course.

We had a great flight following I-90, dodging puffy low clouds and a little rain to see the deep blue of Coeur D'Alene Lake in view. Brian asked me to give them some extra separation, as the Skybolt finally got to do what it likes best - stop the straight and level and roll around a little.



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I landed at COE while Brian and Darcy did some maneuvers and instruction in her local practice area.

The Skybolt was in its new home, a nice new T-Hangar at COE. Misty, my RV6, was able to spend the night in the same hangar as we went in search of food and beverages in Darcy's Mini Cooper.



We enjoyed eating our famous “Hudson Hamburgers” on the shore of the lake, watching the boats, people, and seaplanes.

The Ramshackle Inn was our home for the night. This is how Darcy introduced us to her beautiful 85-acre Idaho mountain property, 1904 house, and outbuildings. The blue metal roofs nestled into the mountain valley were very welcoming. The horses, herd of cattle, llamas, goat, cats, dogs, and wild turkeys roamed freely as the chickens were protected in their coop. We spent a quiet afternoon scheming on our return to Colorado, and slept very well after a shower and a great steak dinner.

July 15, 5:00am



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Darcy greeted us with a wonderful farm fresh breakfast. We checked our iPads and the weather looked great across a path from COE to Rocksprings, WY, except for a large amount of rain moving Northwest near Idaho Falls, ID, close to our route.

We loaded ourselves and backpacks into the Mini Cooper, sped away from the Ramshackle Inn down I-90 to the COE airport to wake up Misty and put on a full load of fuel for a crisp morning air 7:00 departure. We went direct from COE towards Rock Springs, WY. This was our highest risk hour of flying with the unforgiving Idaho dense forest below us. Moose Creek wilderness airstrip was our only option for many miles. It was mesmerizing to look down from 11,000 feet on the two runway wilderness airport nestled deep in the green valley near the river. Salmon was next and we were greeted with the same rain pattern from the day before. We pushed more easterly to stay clear of an occluded rain squall which put us on the east side of the valley towards Idaho Falls. The rain we saw on the iPad during our morning planning was now within view. Brian did his assessment and we chose to keep our easterly heading, climb to 12,000 feet, and get to the east side of the rain and clouds. This placed us over Afton, WY, south of Jackson Hole. Timing is everything. The rain kept creeping up on our right side; a white wall of rain and virga was falling. The Grand Tetons were indeed grand off our left side in the sun spotted earth with the green valley leading to Jackson Hole. The outflow of the storm was our ally pushing us along at 218 miles per hour across the ground. We were marveling at the view and speed as snowflakes began to splat on the windscreen. The sunny plains of Wyoming were visible and within reach, away from the storm. We stayed at 11,500 flying over Big Piney and about 200 mph to Rock Springs. We landed after 3.5 hours of flying, making the worst landing of the trip for me, and of course, Brian was present. Rock Springs was a great stop. Many Oshkosh bound planes were on the ramp and the airport was offering deeply discounted fuel. This was the best leg of the trip for me. Misty's performance was spectacular and she enjoyed running full bore.

Our other mission at Rock Springs was to retrieve and ferry an RV6A to Longmont for Kent, our local airplane broker. We did a detailed pre-flight of the 160 horsepower, wood prop airplane. All looked safe so we departed to the east. Once again, Brian found himself with a slower airplane and poor radio communication. At least we knew the drill. I positioned in front of him, relaxed my right shoulder harness so I could keep looking back, constantly adjusted my power to keep him in sight and did the radio work. At least both airplanes had two times the fuel we needed to arrive in Longmont.

It is always a special feeling to see the Front Range and surrounding familiar landscape when arriving home from a cross-country trip. This was even more special as we were almost complete with taking care of Ida, Darcy, and Skip's Skybolt. We arrived over Skip's house with a loud, low level pass as Ida had asked us to do, announcing our arrival home. I got us in the

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pattern at Longmont as a flight of two. My wife Kim was waiving to us as we taxied to the fuel pump at 2:30 pm. I enjoyed a wonderful Flight Deck Grill burger and took Misty back to the hangar for an oil change and bath.

After almost 7 months, 1400 miles, 8 landings, three rain storms, one tail wheel, left behind wheel chocks, many new experiences and great people, N193SM is airworthy in Idaho.

The nearly lost wheel chocks even made it home because Minuteman Air in Missoula was kind enough to find Darcy's address from her credit card and mailed the chocks to her in Coeur D'Alene. Darcy extended the kindness, sending the chocks to Longmont along with a spectacular gift box of Idaho Huckleberry treats!

**To members, friends and aspiring authors. *Get published! Send in Your Newsletter Items:***

DON'T FORGET!!! We need to get submissions from the members to include in future newsletters. I'm starting to run out of *ideas and lies*!! Let's hear from you!! Need "Plane of the Month", trip reports, technical tips, hangar tales, "beautiful planes", and aviation slanted "fish stories." NOTE: To all who have sent in articles. **THANK YOU!!**

**Also if you get time, send a note to Bill Truax. His address is:**

Crown Crest of Parker  
Room 313  
9398 Crown Crest Road  
Parker, Colorado 80138

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## Chapter Officers:

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