



EAA Chapter 648

Longmont, Colorado 80503

Our next meeting is on Monday, October 14th, 2019, at 7pm.

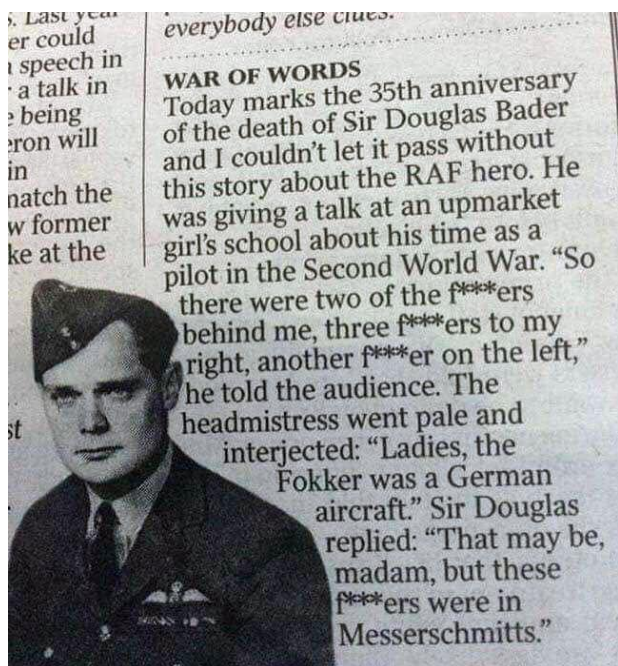
The meeting will be held at our usual venue, the Colorado Classic Aircraft office of Carol & Bob Leyner, located on the north side of the Longmont Airport.



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:



The President's Message:

After a personal debrief of my latest fly-in at Falls of Rough State Resort Park in Kentucky, 2I3 if curious, I thought of this. The dialog may be factual, or a total fabrication. I leave it up to the reader to decipher :)

Rough River, or just plain RR, is 3200' paved, no tower, and is a taxi-back on active to the ramp for about one half of arriving planes. I was giving a 'motivational' flight to a future Canardian, and was maybe 10 miles from the airport. Over the radio (UNICOM) I heard several canard types in the pattern, and not wanting to add to the confusion I stayed ten miles distant.

In between calls of "Turning final" and "Turning left base", someone on the ground requested any planes in the pattern to extend their pattern so they could depart. I found this request problematic, as any plane in the pattern has priority over any plane on the ground.

Granted my radio work is not the same as a 4,000 hour ATP, but I have to wonder how good our radio work is. Have any of us taken up a CFI for a refresher, and NOT as part of a Flight Review? Do any of us still use the antique/deprecated "Any in pattern please advise"? Do we still use "Last call" in our transmissions?

Perhaps this can be a topic at upcoming meetings. Speaking of which, our next meeting will be at our usual venue, Colorado Classics at LMO. Same bat time, same bat channel; or this Monday at 7:00 pm. See you there, and do bring a friend :)

Guys:

Submitted my 'Presidents' drivel to Haiko an hour ago. I know I'm a tad late, but it is what it is.

We have no speaker for this meeting, rather our proposed speaker will be out of town but has committed for our November meeting. For what it's worth, he is a retired astronaut, flew several missions to the International Space Station, holds the record for the longest space walk, and flies an experimental home-built airplane now that he's

retired. Note that it's not a metal airplane ;)

I have a text into a fellow pilot (also a plastic airplane) that flies an AV-8B Harrier for his day job to be our speaker this Monday. Stay tuned.

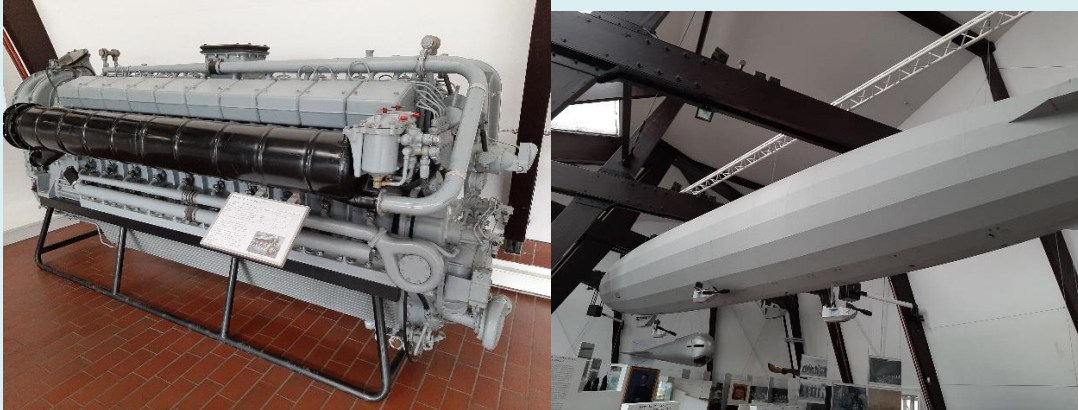
Email into Doug about chapter finances, think it about time to replace some of our chairs. Also, in that email is a request for ?? funds to paint the exterior of our "clubhouse". This paint job has been mentioned at previous meetings, I can only hope we'll have several members show to help swing a brush. Chapter will provide pizza/food/drinks, as well as paint and incidentals. Bob and Carol have been more than gracious in offering their facilities for our chapter's use. I think a fresh coat of paint is the least we can offer them in return.

Chapter Christmas event forthcoming. It would be nice to have it hosted at a member's home, but I know what a nightmare that can be. Options would be having it at a restaurant, though unsure if they could accommodate 30-40 unruly pilots and their partners. Another option is a rental 'room', but food is an added cost, and will probably be catered. Your thoughts on this appreciated on Monday.

Rick

By Haiko

I spent a couple of weeks in Germany last month and took some pictures at a German Marine Aviation Airport near Bremerhaven in northern Germany.



Zeppelin Airship. Upper left a 20 Cylinder Diesel for the air ship.
Lower two pix a mockup of the air ships cockpit.



Dornier DO 28 D-2 Transport Aircraft



BMW 132K 960 hp “Stern Motor”

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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

**I'm looking for partners to start building a Vans RV-7 or 7A.
Please give me a call if interested.**

**Rick Brennan
303-748-2373**

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