



## EAA Chapter 648

Longmont, Colorado 80503

**Our next meeting is scheduled for September 12<sup>th</sup> 2022**

Steve Shook, EAA 648 member, invites EAA chapter 648 members and guests to his KLMO Hangar for the September 12 meeting. We will meet in Hangar 6 along the diagonal taxi north

edge. Barbecue social starting at **5 pm** with drinks

Regular meeting starting at 7 pm - Duane Root may do a short presentation on his Falco aircraft



**T**hanks 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"*

### Basic Flying Rules:

1. Try to stay in the middle of the air.
2. Do not go near the edges of it.
3. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly in the edges.

### September 12 EAA 648 Meeting

Wood Aircraft Construction with the Bowers Fly Baby

Airventure 2022 celebrated the Fly Baby 60th anniversary – An ultra-economical, single seat design with a goal of flying fun

Continuing the celebration!

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Wood Airplane display and discussion following with an open forum Q&A format.

We will see two Fly Baby restoration projects in progress.

Hopefully we will see a Jodel and a Falco, both are exceptional examples of true wood aircraft craftsmanship, workmanship and construction based here at Longmont.

Steve Shook; has been here in Longmont approximately 5 years now.

First purchase upon arriving here from California was a hangar

Born and raised in Carmel, Ca

General Contractor

Self storage owner

42 unit Hangar complex at the Monterey Airport

Cessna 182 driver

Became interested in the Flybaby Home built and has 2 projects to complete

Looking forward to the wood Airplane discussion along with other wood plane builders!

Some Wood and Fly Baby History



Wood was among the first materials used to construct aircraft. Most of the airplanes built during World War I (WWI) were constructed of wood frames with fabric coverings. Wood was the material of choice for aircraft construction into the 1930s

## Fly Baby Origins:

A year after EAA Chapter 26 at Boeing Field in Seattle WA, was formed, Pete Bowers became part-owner of a homebuilt aircraft called the Story Special. The Story was the latest development in a trade study that had begun with Les Long in the 1930s. Long had experimented with low-powered aircraft, and had discovered that a low wing was the most efficient. His "Wimpy" capitalized on those results.

Tom Story in Oregon built a Wimpy. After flying it for several years, he sold it to George Bogardus. Bogardus dubbed the airplane "Little Gee Bee." In the immediate post-war period, homebuilt aircraft were banned in nearly all States but Oregon. Bogardus flew Little Gee Bee to Washington DC to prove that homebuilts could be just as safe as production aircraft. The CAA eventually approved a new "Amateur Built" licensing category.



After selling his Wimpy to Bogardus, Tom Story decided to build several more aircraft that included some of his own improvements. These were the Story Specials. Serial No 2 in the photo was flown for several years, then placed on sale. A charter member of Chapter 26, Cecil Hendricks, found the airplane and convinced Pete Bowers and

another man to put the money together and buy the aircraft.

The stage was set for the development of the Fly Baby.

In 1957, the Experimental Aircraft Association announced its first design contest. The entrants would be judged on how easy they were to fly, how difficult and expensive they were to build. To encourage the lowest cost of ownership, the designs would have to have folding wings and be trailerable.

The aircraft would essentially be EAA's first "standard" design; one of the conditions of the contest would be that the plans would be published in EAA's "Experimenter" magazine. The designs would be judged at the EAA's annual convention at Rockford in 1960.

Pete had his original concept for his jazzy runabout, which he had given the name of one of his successful models of the 1930s: "Fly Baby." It didn't fit the ease of construction requirement of the contest, and its higher performance level would probably make it a bit tougher to fly, too.

Pete designed a second airplane for the contest. Based on the well-proven aerodynamic layout of the Story Special, the Fly Baby II was a much simpler version of the original Fly Baby. A partner stepped forward to build the contest airplane while Pete built his high-performance design, but the partner was transferred soon after beginning construction. Pete bought the components to finish it for the contest.

## Chapter 648 Report

The August program and meeting was our annual picnic on the 20<sup>th</sup> at the Longmont airport. A good turn-out and as expected a good time was enjoyed by the attendees. Special thanks goes to Tom Book, our host who opened up his hangar for the event. The hangar worked well,



serving as a place for the food and drinks and backup in case the weather was uncooperative. Fortunately the weather was near perfect and outside dining was in order. The picture of Tom and friends includes an insert of Tom's beautifully built RV-8.



Special thanks also go to our President, Malcolm and Vice-President Alex along with Treasurer Dan and our special Past-President Rick. In talking with Malcolm, he indicated Rick did the "Heavy Lifting" for the picnic along with serving as chief Chef at the Barbeque Grill. **Well Done Rick!**



A few other pictures of the set-up and attendees. For some of us Old-Timers, we remember the picnics in the Nederland hills at the Bolton's cabin. Good memories and now we're building new ones. To all who attended the picnic, thanks for coming, for bringing a good collection of dishes to share, and for sharing a great afternoon Chapter event.



Our September 12 EAA 648 Meeting is special. The subject of our program is Wood Aircraft Construction with the Bowers Fly Baby. Steve Shook, EAA 648 member, invites EAA chapter 648 members and guests to his KLMO Hangar for the September 12 meeting.

# 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**



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*any of its advertisers or sponsors. Editorial content is the opinion of the contributor and does not reflect the position of Chapter 648 or the Experimental Aircraft Association. Submission of articles, comments, or inquiries for publication in the newsletter is encouraged. Meetings are normally held on the second Monday of each month at 7:00 P.M. The place is determined each month.*