

EAA Chapter 648

Longmont, Colorado 80503

Our Next Meeting will be July 14th at 7pm in the Colorado Classic Aircraft Building at Vance Brand Airport.

July

2014

www.648.eaachapter.org



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June Meeting Photos

We missed our Newsletter Editor, Ed Spengler, who always takes and includes meeting pictures in the



newsletter. Thanks to Connie Socash, we do have a few candid shots of meeting attendees.

Editor

Ed Spengler

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Rick Hall giving a final briefing on the upcoming Young Eagles flight

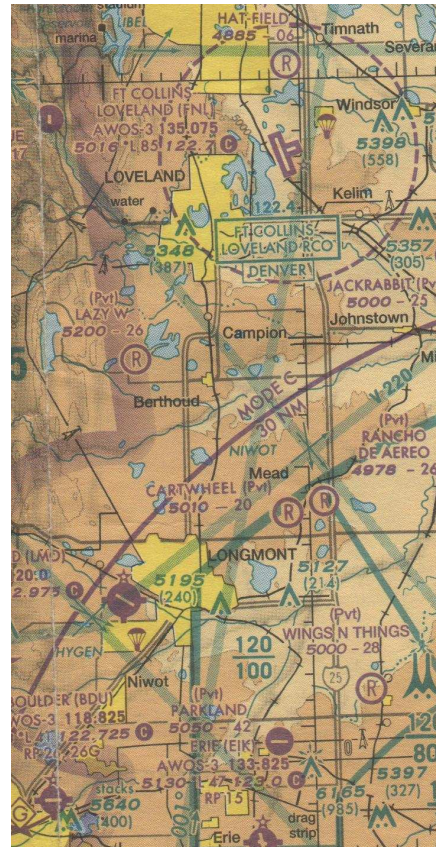


Didn't get Bill Mitchell in the picture, but the rapt attention to what he's saying is evident, "right?"



Got to wonder what was being said, but I bet it was about "volunteering for Chapter activities."

More of the same, but good to see old and new faces in the crowd



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A

great shot of Bob

June Meeting: Our program for the June meeting featured a presentation by our own Bill Mitchell on Mountain Flying. For the new-comers to mountain flying and the “flat-landers” among us, it is a bit intimidating venturing over the peaks, especially after reading books like “The Mountain Flying Bible” or brochures from the FAA consulting personnel. Too often, one is driven by rules rather than guidelines and fails to take advantage of the signs that are all around with the result that we complicate a simple situation or introduce unnecessary restrictions or cautionary measures.

Know the weather patterns in the high country, read the clouds, maintain a safety margin, and enjoy the experience. Thanks Bill, and also thanks to the attendees who added to the information and discussion. A well worthwhile meeting program!

July Program

We have a change of pace program for our July meeting on the 14th. Heiko Eichler will be showing a video presentation on GA communication procedures presented by AOPA. A few things have changed in recent years and this promises to be an interesting refresher course for all of us who talk to “Longmont Traffic”, “Metro Tower”, “Denver Approach”, “Denver Radio” or “Center”.

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A Message from the President

Too much of a good thing! In college back in the late 50's, we used to ask a fellow student what his life's ambition was. His answer, "To create a compendium of all known information." We laughed at the cleverness of his answer, little realizing what the future held. He didn't create it, but we pretty much have it today with the information that's on the internet. The correctness or validity of information in books is easily verified and if false, the book is discarded or easily discredited and relegated to the scrap heap. It's much harder to validate or discredit information on the internet. Contemporary public education is a joke, emphasizing diversity, and self esteem at the expense of critical thinking and sound academic practices that build needed skills and base knowledge. Too many young people today accept as true, everything they are exposed to on their electronic devices. You may say, "We can't change it so why bother?" Never underestimate the effect of any action. I always liked the saying, "There's nothing more irritating than a good example." Also, one hears, "Courtesy is contagious." I like to think our Young Eagles event will have a lasting positive effect on one or more of the young people who flew. Thanks to all who made it happen. It was a good start. With experience it can become a great Chapter event.

Dick Socash

President, EAA Chapter 648

Meeting Minutes for June 9, 2014

Guests:

Tom Priestly
Howie Morgan
Steve Engleking - new member
Glen Rewerts - new member
Steve Wine - new member

New Business:

Dan Barry reported getting bad fuel from the 100 LL pump – caused his engine to not start. He also reported rifle bullet holes in his hanger door and that the police are aware of the situation.

Treasurer's report: \$1667.14
\$40 in fees collected to add to this total

General Communications:

Next Saturday there is a fly-in at Metro Airport. They will be judging airplanes.
Saturday is also Airpor Day at Boulder

Old business:

- We are still working on a full membership list (both official and unofficial)
- Email distribution list – if you wish to be added, talk to Connie

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- Young Eagles: the chapter will be hosting some young eagles on June 14th (Aviation Day) in Longmont.
Possible flyers include:
 - Steve Beech
 - Rege Socash
 - Howard Morgan
 - Dave Copp
 - Bill and Robin Kastenholtz
 - Barry Barnow might show up
 - 4 people Rick Hall knows who want to be involved (for support on the ground)Details:
 - Event from 8-11 am
 - Rick will be there at 7, will bring his printer for certificates
 - Diane (food truck at the FBO) will lend us her space that morning
 - Software from EAA will be used for certificates
 - It would be helpful for people to do any data entry for the young eagle certificates ahead of time
 - Releases must be signed by parents and pilots
 - Database is for our use only, but a form does go to EAA
 - No hot loading allowed - must shut down all engines before each loading
 - Coffee will be available in the FBO
 - Discounted fuel for YE flights: limit 30 gallons at \$5 a gallon
 - Wear your name tag
 - 20 minutes of flying
 - Rick has ziplock bags
 - Tandem planes - get a mirror so you can see how your passenger is doing
 - No set route
 - GoPro cameras encouraged if you have one
 - It is useful for kids to talk to parents when they get back to keep parents involved
 - Parents must be there for the duration of the experience
 - Volunteers should be there at 7:30. Congregate where the lunch cart usually is.
 - You must be flight current, have a current valid medical certificate and be an active EAA National member
 - You must have insurance of at least \$100,000 per seat
 - EAA provides 1 million in supplemental liability
- Newsletter - Rege needs more involvement from members of the chapter
- Help is also needed for the picnic
- Airport advisory board to meet at 6pm at the Council Chambers on Kimbark street. They are in the process of writing new rules or regs for airport. All are encouraged to get on Anita Bragg's email distribution list. The most recently proposed rules were quite restrictive on hangers. Luckily, some people who are active at the airport got 41 pages of rules reduced to 21 pages. Unfortunately, some took issue with the changes.

Member Progress Reports:

- Aaron Miller started working 3 weeks ago on his plane again. His ailerons for his RV-8 are done.

Miscellaneous:

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- Doug Sykes made a motion to spend \$250 for an air conditioner for the Leyners' room where our chapter meets every month. This motion was seconded unanimously.
 - Connie presented some news of Earl Bolton being honored up at museum at the Cheyenne airport. Many of his belongings are there on display including his flight suit and sunglasses from the 1940s. Someone suggested we all take a flight up to Cheyenne to visit this display (excellent idea!)

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:

What is the difference between Class E and Class G Airspace?

June Answer:

Class G airspace begins at the surface and extends up to 14,500 feet msl, unless it is overlain by B, C, D or E airspace. Class E can begin at various altitudes and extends up to 18,000 feet msl unless overlain by B, C, or D airspace. Victor airways are Class E and are defined by a corridor 8 nautical miles wide extending from 1,200 feet AGL to 18,000 feet msl. As an example of differing G/E overlays, Class E does not overlay Boulder, KBDU. Class E overlays Longmont, KLMO, beginning at 700 feet AGL, and Class E extends to the surface inside a 10 nautical mile diameter ring around Fort Collins, KFNL. Refer to the sectional chart sample for a visual description of airspace limits around these airports.

Class G airspace VFR conditions requires a cloud clearance of 1,000, 2,000, 500, feet and 1 mile (above, from, below, visibility) and Class E is more restricted at 1,000, 1 statute mile, 1,000 feet and 5 statute miles (above, from, below, visibility) for VFR operations.

July Question:

You are flying along and suddenly you spot a large bird immediately ahead. What maneuver do you perform, and why is it the best choice most of the time?

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AIRPLANE PICTURE OF THE MONTH (#13) — Steve Beach's Mooney:

Here is the Mooney. It is a 1964 M20c and although a little rough on the outside it is a very smooth running machine. It was based in Texas for a few years and went through more than one hail storm. I wasn't in it before the hail damage so I can't testify that it now flies better . . . like the preverbal golf ball. Very recently the airplane gained a name. El Chupacabra or El Chu for short. That is the GeeBee-R2 from the movie Planes that Disney produced a couple of years ago. Obviously color is the only resemblance that my airplane has in common with the Planes Character but try to convince a two year old that it isn't one of his top airplane hero's. Not only did he think it was El Chupacabra but when he found out that he was going to get to go for a ride in it he was overjoyed. First ride in a small airplane. His mother had bid and won the ride in a silent auction that the City of Longmont had put



on for flood victim employees. His mom told me that they come out to the airport on a regular basis to watch airplanes takeoff and land. For their next adventure they will be getting a ride in Harold, the helicopter featured in Thomas the Train. (Graciously donated by our own Dave Copp) This Mooney has

an O-360 180hp Lycoming for power, retractable gear and a constant speed prop. Cruise is approximately 146 indicated which equates to about 155+ at our altitudes. Unfortunately that is MPH not Knots. As with all Mooney's you have to fly it all of the time. An autopilot or wing leveler would be a huge improvement but the cost



for an airplane this old just can't be justified. It sips 9.5 GPH which compared to a RV is excessive but it will carry four people with some fuel left behind. Useful load is 958 lbs. The Oshkosh trip every year has two of us in the front seats (big dudes), all of our gear for two weeks, full fuel and it is still well within the weight limits and CG envelope. As seen in the pictures I had the airplane at the 2010 AirVenture. Jim Koepnick, EAA's photographer at that time, saw the airplane with the water and shot some fun pictures. He used one of them for the cover on the first issue of AirVenture Today and then used it again in the September edition of Sport Aviation for the 'Fire and Water' article. Also included in the pictures is one of how lonely the airplane looks when we first get there. I can only think of two years when we weren't the first airplane on Southside of Wittman Road. One exception was the 2010 OSH when the grounds were wet enough that a few of us early birds had to park on AeroShell Square until everything dried out just a little. On Tuesday they let four of us taxi over to Vintage parking, on Wednesday the rains came and the rest is history. Up until five

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years ago the Mooney was flying Young Eagles on a regular basis. Unfortunately the Antiquer's Taylorcraft project has always had workshops on the same day as the Chp 43 YE rallies and I just haven't had a chance to keep the rides going. I'm hoping that Rick's YE schedule will give me a chance to get back into flying more kids again.

A Call For Newsletter Items:

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, and aviation slanted "fish stories."

Other Items of Interest....



Another "Beautiful Plane" Douglas DC-3

Who can forget the sight of a airline DC-3 flying overhead in the 1950's. They flew low enough and slow enough to hear them coming and get out of the house to view it as it passed overhead. One never heard a complaint from pilots who flew the DC-3

and although the low altitude sometimes led to a bumpy ride, air travel in the 50's was glamorous and an experience that was talked about long after the flight was over.

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Young Eagles Flight

On Saturday, June 14th, Chapter 648 members participated in a Young Eagles event flying seven young people out of Longmont.



Signing in a Young Eagle

Comments from Rick's wrap-up: *I think yesterday's YE fly day was a success, Database shows seven flights given by five pilots: Two flights each: Bill Kastenholz, Dave Copp. One flight each: Barry Barnow, Richard Socash, Tracy Ross*

I had several (five?) YE students that had a tour of my Cozy project. I think seeing a project should be on a 'to-do' list at future YE flights. Many thanks to the volunteers, pilots, and Elite Aviation. I chatted for five minutes about the YE program and the EAA at last night's "Movie Night" at Elite. Prospects will contact Jason for info.



Dave Copp with one of the two Young Eagles who got to ride in the helicopter

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Two pictures of Bill Kastenholz and his Cozy with a Young Eagle



Dick Socash and another Young Eagle in a Vans RV-7A

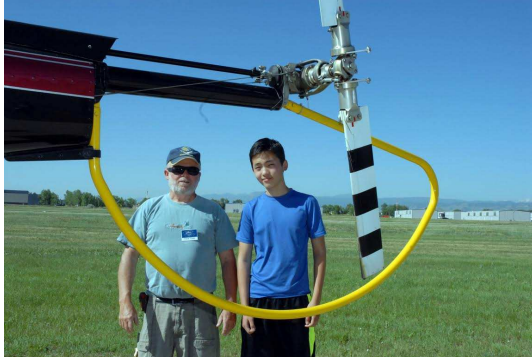
At the right, Rick Hall, Chapter 648 Young Eagles Coordinator. Well done Rick !!!!!



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Dave Copp with his second Young Eagle at the rear of his helicopter



Tracy Ross in his light sport plane with another of our Young Eagle candidates.



Barry Barnow in his four place Cessna with a Young Eagle candidate "flying left seat."

I want to add a special note of appreciation to Dave Copp who rescued me from a frustrating experience after the YE event. Seems my battery was low and I couldn't start my RV to fly back to Boulder. Towed the plane to Dave's hangar where he attached a charger. While it was doing its thing, I had an enjoyable lunch with Dave, Ted, Dan Berry, and another couple (Sorry, forgot the name). Just another example of the benefits and pleasures of belonging to Chapter 648. Dick Socash

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