

EAA Chapter 648

Longmont, Colorado 80503

Our Next Meeting will be March 10th at 7pm at the Elite Aviation "west" hangar.

March

2014

www.648.eaachapter.org



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February Meeting Photos



Editor

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March Program

The March meeting will feature Dr. Robert Sancetta, Senior AME, who will fill us in on current and pending rules, regulations and actions from FAA Medical. Because of a larger than usual expected attendance, the meeting will be held in Elite Aviation’s West Hangar on the Longmont Airport grounds.



Elite Aviation building (Old Air West)

A Message from the President

According to Marcel Dassault, *"For a plane to fly well, it must be beautiful!"*

So what is a beautiful airplane? Some of my personal candidates for “beautiful airplanes” include:

Stinson Reliant,



P-6E Curtiss Hawk,



Lockheed Constellation,



I’ve heard convincing arguments for war planes like the P-51 Mustang, F-86 Sabre Jet, and the B-47 bomber. Whatever one’s preference, it is certain that there are a lot of candidates for “beautiful Airplane,” and there’s much enjoyment in exploring and debating the topic. I have to confess to a personal bias for the Stinson and the Constellation. When I was three years old, I shredded my oldest brother’s beautiful stick model of a Stinson Reliant to get the seats. It’s a vague memory and I’m still not certain why the seats were of more interest than the entire model, but the story developed to where over the years he got even by instilling in me a love of airplanes along with classical music, physics, and sports participation. Then as an early teenager, he flew me home to Pittsburgh from

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New York City on a TWA Constellation (earlier model than the one shown, but still beautiful). That first commercial flight is a very clear memory. At the time I had no idea what a run-up was so sitting there and watching flames come out of the exhausts with the whole plane shaking was quite a thrill. My story is not unique. Everyone who reads this newsletter and has an interest in airplanes has their own story. Let's hear about your favorite "beautiful airplane" and your story that goes with it. Whether it was a model, a real airplane, or a picture, it had a lasting effect.

Dick Socash

President, EAA Chapter 648

Meeting Minutes for February 10, 2014

Treasurer report

- \$1758.55
- \$140.00 additional received from dues

Guests

- Howard Morgan (flies a 150 and 185)
- JD Gunderson

Old Business

- Bob Sancetta's presentation will be next month. He will talk about current FAA medical items. We need to get the word out to chapters 43 and 515, and we need a bigger facility. Jason from the FBO (Elite) said they could accommodate. **BRING A CHAIR IF YOU HAVE ONE!**
- Earl's luncheon on Saturday. Richard will report to Mike at the restaurant tomorrow. Everyone should meet at Johnny Carinos in Longmont on Ken Pratt (just west of Red Lobster) at 11:30 am on Saturday Feb. 13. Bring stories and anecdotes. Everyone is to pick up their own tab – we will be doing individual tabs, i.e. ordering off the menu.
- Dues for 2014 due (\$20.00 per person)
- Ted K. will provide pictures for next month's newsletter
- Email list starting up - get your email address to Connie if you would like to be on the list.

New business

- Chapter Renewal for EAA National
 - \$100 for the year for our EAA 648 group to remain an active chapter.
 - Our group also pays a general liability bill every year
 - There is a clause in the agreement that all who vote, hold office or pay dues must be EAA National members as well. In other words, EAA states that each member in our chapter must be a national member. This can be critical because they provide insurance for young eagles, but only for members who are part of EAA National. Also, any event we do (Airport Day, ...etc.) is also covered by this.
 - Haiko has a list of all folks who have paid our regular EAA 648 chapter dues. We need to send our member numbers to Haiko.
 - The point was made that we might end up discouraging EAA members if it is mandated that they must also pay for EAA National.
 - It was also brought up that EAA is an important organization to support.
 - A notice will be sent out to get EAA numbers. Right now, we have about 30 active members and mailings going to 107.
- Richard brought up the idea that it might be fun to get some caravans or joint flights going. Ideas include:
 - Oshkosh

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o Nebraska (for breakfast at Scottsbluff – they have quite a buffet!!)
Organizing this would require an organized email list. Connie and Rick are working on this. Any information on fly-ins that the group might be interested in can be sent to Ed.

- Steve played an audio file of the tower procedures from a 1974 Oshkosh fly-in.
- Bob brought up some great information on stress cracks. Sport aviation talked about a service bulletin for stress release points with some very good diagrams. Bill M. has good pictures on this if anyone wants to borrow them.
- From Steve B.: there is a possibility we can take a group down for a tour of Air Traffic Control in Denver. A sign-up sheet going around. This tour could possibly have to start as early as 9:00 am and is only available Monday – Friday.
- Tebo garage is a local museum which contains several antique cars – this may interest some members in the chapter. Possible date is May 17th.

Tech Counsellor report

- No tech counsellor reports

Program

Jason Alverro - general manager of Fly Elite Aviation at the Longmont airport. Jason managed the Jet Center at KAPA.

Elite Aviation:

- Elite is part of a parent group: Chippewa Aerospace Group International
- Established rates with hotels and rental cars
- Small and medium sized piston aircraft repairs
- A question was asked as to whether or not Elite does transponder tests. According to Jason, they are looking into this.
- Someone also asked where the nearest Garmin center is because of an update that just came out. Freedom Avionics at Metro was suggested.

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.

March Question: After cleaning and checking plugs, why does it make sense to switch plugs between the top and bottom positions in the cylinders?

February Question: The rule for emergency locator transmitters says that the battery must be changed when it reaches its half-life. A pilot takes off and flies with an "out-of-date" ELT battery. Is this a violation of the rules and subject to disciplinary action?

February Answer: Section 91.207 of the Federal Aviation Regulations requires an Emergency Locator Transmitter in US Registered civil airplanes. The battery must be replaced when 50% of the useful life has expired. There are exceptions for repair, replacement flights and flight incident to design and testing of aircraft. Also, in paragraph (f) 3, an exception is made for "Aircraft engaged in training operations conducted entirely within a 50 nautical mile radius of the originating airport." Aren't all of our flights 'training flights?'

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AIRPLANE PICTURE OF THE MONTH (#9) - GlaStar N43PH, Owner-Builder: Paul Hansen



The kit manufacturer was Stoddard-Hamilton (Now Glasair, Inc.). It took me 26 months from start of build to first flight for this beauty! Construction on this kit began May 1995 and the first flight took place on July 19, 1997 (by Billy Mitchell). The engine is a 150 hp, Lycoming O-320-E2D. I used a Fred Felix wood, fixed pitch prop. The empty weight is only 1135 pounds. Gross Weight of the aircraft is 1960 pounds with a useful load of 825 pounds. Fuel capacity is 27 gal with a fuel consumption (@2500 rpm) of only 7.4 gph.

Go to the chapter web page for more details about this aircraft.

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....

Dave Shenk writes: I got this note from Earl Bolton and it would be good to put it in the newsletter. With it was a picture of the youngster Charlie Hornbeck gave a ride in the pictured Luscombe Charlie owned and flew for many years. I actually looked at buying that airplane when Charlie sold it. It needed some work but I have since discovered ALL airplanes need some work. Vern and Ginger Banta did buy the Luscombe and flew it for several years and I think they both did some instructing in that airplane. Dave Shenk

In Earl's note he wrote: I talked to the boy who flew with Charlie. He was seven and it was his first plane ride. He said he was scared to go and was surprised at how loud the plane was. Charlie took him along the front range and he really enjoyed the flight.

He said it did not make him want to fly but it did encourage him to reach out to try new things.

His name is Greg Beery and he is now 54!

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CHAPTER'S TRIBUTE TO EARL



On Saturday, February 15th, the Chapter sponsored a luncheon at Johnny Carino's in Longmont to show our appreciation to Earl and Barbara Bolton for many years of service and support to Chapter 648. Earl was for many years our Young Eagles Coordinator and has seen many of his students go on to very successful careers in the military, science fields, and professional activities. As we get older, there's less and less interest in collecting "Stuff." This is why we decided on a luncheon to allow members to express their thanks and appreciation in person. We did, however, want to leave Earl with something from the Chapter. Doug Sykes came up with the idea of a personalized plaque, which incidentally Doug carved and Ross Eaton finished. Luncheon attendees autographed the plaque. For some time now, our Newsletter Editor, Ed Spengler, has done an impressive job of including pictures of attendees in the newsletter and an even more remarkable job of avoiding being included in the picture set. That has to change so here's a shot of Ed looking on as Bill Hug signs the plaque

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A good shot of Doug Sykes signing the plaque. Doug used a router and "hand-carved" the lettering in the plaque. Quite an impressive job!



The finishing was done by Ross Eaton, shown signing the plaque. An equally impressive job, filling the letters with color and then completing the surface staining and finishing. To both these gentlemen, "Our Thanks and Appreciation" for a job well done and much appreciated. You created a piece of "stuff" that I'm sure Earl and Barbara will treasure. Also thanks to Dickie Socash for remembering a corsage for Barbara.

And now to our

"Guests of Honor,

Barbara and Earl Bolton.



From all of the Chapter 648 members, those that were there and those that couldn't make it, **Thank You!**

EARL'S REPLY

To chapter 648: After I came home from the Korean War the Air Force wanted to award me a medal at Lowery Air Force Base but I declined to go as it was not that important to me.

I wish to say the placard that was given to us will proudly hang in the workshop where we built the Kit Fox. Barb and I were overwhelmed by the kindness given to us. "THANKS"

Earl

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NEW MEMBER'S AIRPLANE

Got a chance to visit and assist one of our newest members, Paolo Fanti, as he assembles his Lancair airplane, built in Germany and now residing at the Longmont airport. It was a bit chilly in the hangar but we did manage to complete filling the brake lines and rough-installation of the left wing. Beautiful workmanship on the plane and when assembled and certified in the States, a good candidate for one of our "Plane of the Month" features. This is



yet another benefit of Chapter membership; a chance to meet and associate with truly great and interesting people from around the world, all sharing a common interest. Paolo, we're glad to have you as a member of Chapter 648.

Officers:

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- **V. President:**
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