



EAA Chapter 648

Longmont, Colorado 80503

Our next meeting is on Monday, February 11th, 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:

**WHY ARE HEMORRHOIDS CALLED
"HEMORRHOIDS" INSTEAD OF
"ASSTEROIDS"?**

The President's Message:

I know our next meeting on February 11th will either be the best one I've officiated, or my worst.

We welcomed Mr. Ken Bickers to our meeting. Ken is the owner-pilot of a gorgeous Pietenpol Air Camper hangered on the south side hangars at Longmont. Ken indicated he likes building, and has



recently purchased an empennage kit for a Van's RV-9. Ken says it's not a Canadian model RV-9.... eh.



EAA Chapter awards and pins were distributed, and Bill Mitchel returned our own Charlie Hornbeck 'Traveling Trophy' which will be awarded to another worthy chapter member in the future.

After a brief word about chapter dues, we took a 20-minute break to socialize and catch up with what other members have been up to.

After break, Mike Duggan had a question about riveting. Apparently, he purchased a new project too. Tips and advice flowed like water from more than one member. Taking a sip from a fire hose comes to mind. Mike Gugeler came well prepared and took the floor to give a brief talk about the pitfalls of replacing steel control cables with stainless steel cables. It's not as 'cut and dried' as it seems. Thanks, Mike!

Brooks Merchon and I flew my Cozy to EAA Airventure last summer. To imply it was a 'day flight' would be a gross understatement. Brooks does fly a Canadian model RV, a RV-7 (eh), and was recently named Manager of the Boulder Glider club. Brooks will be our featured speaker at our next chapter meeting. As always, 7:00 pm on the second Monday of the month at the Colorado Classics facilities. I know Brooks will have an enlightening presentation, spread the word!



President Rick

Some aeronautical wisdoms I ran across recently:

By Haiko

A fairly effective way to spot low-time pilots at an aeronautical gathering is to look for the ones sporting shirts and hats covered with patches and wings. Another technique is to watch for the ones who start their aircraft engine at other than nearly idle RPM.

There are Neanderthals in this world who will gather to critique landings and make snide remarks about pilots who go around. There have been accidents at flight schools and airports where this practice takes place because pilots pressed on and landed out of a bad approach

because they knew they would be laughed at for going around. I'm hoping that there's a special circle of hell for pilots who criticize other pilots for making a go-around.

Successfully managing energy in the process of coming to a stop is the key to any landing—or accident. Slow is always better than fast when it comes to surviving. Going off the end at 25 knots is better than crashing short of the runway at flying speed.

As old airplanes get more valuable, if you wreck a true classic or antique—especially when doing something dumb—don't be surprised when more sympathy is expressed for the loss of the aeronautical work of art than for you. After all, you may just be the product of unskilled labor.

Even the slowest airplane goes fast enough to kill you and thus the most modest trainer deserves the same operational respect as the Mach 2 fighter.

Puzzle of the Month, anyone know what this is?



FOR SALE



The price is now \$75,000.

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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