



EAA Chapter 648

Longmont, Colorado 80503

Our next meeting, May 13th; will be at the hangar of Mr. Ken Bickers at our usual 7pm time.



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:

What is that mountain goat doing way up here in the clouds?

The President's Message:

Dick Socash recently met with Jacob Marshall and Steve Kerchner, both with the SVVSD Innovation Center. You may remember Mr. Kerchner attended our chapter meeting two months ago. Dick said the meeting made a favorable impression on him, and he knows there will be opportunities for both our groups to further our aviation interests. I know Dick will speak about this at our next, or upcoming, meeting.

Spring time, or so the calendar says. Even though it's snowing outside my window, I'm packing for a trip to Duluth, MN to attend a graduation

this Saturday. Apparently my nephew is graduating from UMN Duluth, a double major if you can believe that. Should be obvious he doesn't have any of my smart genes ;)

In the flying arena, Rick Brennan stopped by my hangar and mentioned a fly-out. I said we had a really cool one last year, but they fell out of favor. Rick said we should do them again. In a round about way, Rick is our new Chapter 648 Fly-Out Coordinator, with all the duties and responsibilities it entails (standard disclaimer ;)). Rick has our first fly-out planned (think Class C airspace), combined with Dick's recent email suggestion of Pueblo, I think we'll be able to get some flying in as a club.

Our next meeting, May 13th; will be at the hangar of Mr. Ken Bickers at our usual 7pm time. Ken built the most gorgeous Pietenpol Air Camper, and is currently working on an empenage for an RV-9. Kens hangar is located on the south side of LMO, take Rogers Road off of Airport Road to the lift gate. Keypad access code is the same. Barely past the gate, take the paved goat path to the right to the first row of "T" hangars. Park near the fire plug, giving consideration to allow for an errant plane to taxi.

Barb Bolton's Obituary

The chapter has lost our supporter and long-time picnic hostess Barbara Bolton. Earl and Barbara were among the founders of Chapter 648 in Boulder. Barbara was a pilot and former Boeing Draftsperson. They owned a Bellanca Cruisair and later a Grumman –and used it to give Boulder councilmen an aerial view of new proposed projects. They were supporters of the EAA Regional Fly In, Young Eagles and Aviation programs in Boulder Valley Schools. They were the foster parents to many who moved on to successes in the world and active supporters of their hometowns of Eldora and Boulder. We will miss you, Barb!



The Vertical Flight Society (VFS), a nonprofit group whose stated goal is to advance vertical flight, has experienced strong growth in all of its membership categories, according to an announcement made by the organization on Friday. VFS points to global investment in new military and civil vertical takeoff and landing (VTOL) aircraft as a key factor in its growth, citing worldwide funding

increases for the development of high-speed tiltrotor and compound rotorcraft such as the Bell V-280 Valor, Sikorsky-Boeing SB>1 and Airbus Racer. The organization also noted that urban air mobility electric VTOL concepts have driven significant interest in and funding for vertical flight.

“We've reached a remarkable period of exciting new developments across the entire spectrum of vertical flight that is truly transformative,” said VFS Executive Director Mike Hirschberg. “The Vertical Flight Society is working to support the development of innovative VTOL approaches that hold the promise to revolutionize military and civil air transportation. And this worldwide surge in disruptive new civil and military VTOL aircraft that can fly faster, quieter and cheaper than a conventional helicopter is driving the society’s membership increases.”

VFS reports that it now has more than 5,500 individual members, a greater than 12 percent increase over the last two years. In addition, VFS corporate membership up by one-third and its educational membership has doubled over the same time period.



PILOT'S TIP OF THE MONTH

Real-World Takeoff Performance

DAVID JACK KENNY

Time for a pop quiz: What do these three accidents have in common? (Our descriptions omit the phrase “the pilot of” as redundant.)

1) A Piper PA-32R-300 Lance attempted to take off from a 3200-footlong grass runway on a June

morning with flaps retracted. It lifted off at the end of the runway, then descended into a shallow valley, touched down and lifted off a second time, before settling back to the ground and colliding with a barbed-wire fence. It was later determined to have been 188 pounds over its maximum gross weight with its center of gravity 0.15 inches aft of limits. Density altitude was about 1800 feet above field elevation.

2) A Cessna P210 Pressurized Centurion took off downwind from a mountain airport at a density altitude in excess of 7000 feet. The airplane broke ground about 3000 feet down the 4100-foot runway, immediately retracted its landing gear, and climbed about 75 feet before banking to the left and starting to descend. Just beyond the airport fence, it bounced off an asphalt road and crashed onto railroad tracks. Its weight was estimated to be within plus or minus 50 pounds of its rated maximum gross.

3) A Mooney M20J 201 with two passengers aboard tried to make an uphill intersection departure from a 2478-foot runway at night. It lifted off at the numbers on the departure end; the stall warning horn began sounding at once. The airplane banked left and descended into trees. Surface winds were described as “very light.” The pilot had not made any weight-and-balance calculations but had remarked that the airplane was “a little overweight” on the first leg of the trip. He’d passed up an airport with a 5000-foot runway 13 miles away to land “a few minutes closer” to their destination.

If your answer to our quiz is that all three involved high-performance, complex piston singles, you would be mistaken: the Mooney had a 200-hp engine. A guess that none of the accident pilots were deeply familiar with their aircraft would be getting warmer; the Piper pilot had 165 hours in type, the Cessna pilot 160. The Mooney pilot’s logbook wasn’t found, but his application for a commercial certificate filed less than a year earlier had listed 272 hours total.

Of course the real answer is the obvious one: None of these gentlemen had a clear understanding of either their airplanes’ capabilities or how to attain them. They’re not alone. Botched takeoffs are the second most common accident cause, and while some are purely stick-and-rudder lapses (e.g., runway excursions in crosswinds), more than half—including nearly three-quarters of those that prove fatal—arise from errors of planning or procedure.

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Contact Brandon Buckspan, brandon.buckspan@gmail.com, (303) 834-2482

**I'm looking for partners to start building a Vans RV-7 or 7A.
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**Rick Brennan
303-748-2373**

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