

EAA Chapter 648

Longmont, Colorado 80503

Our Next Meeting will be February 10th at 7pm at the Colorado Classic Aircraft Building at Vance Brand Airport.

February

2014

www.648.eaachapter.org



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January Meeting Photos



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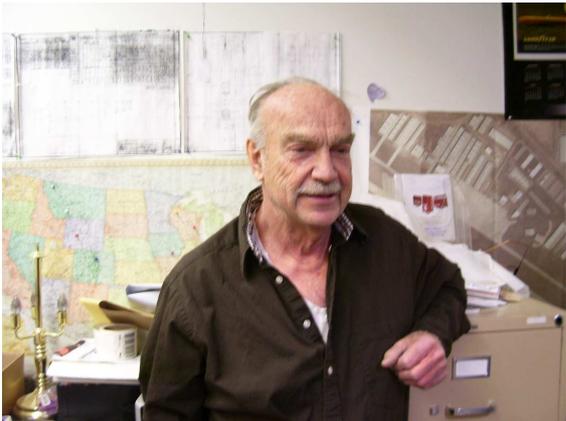
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Our Tribute to Earl Bolton

There's still time to plan on attending our luncheon for Earl Bolton on Saturday, February 15th at Johnny Carino's in Longmont. Let's make this a special event for Earl

February Program

Our program on February 10th will be a presentation by Jason Alvero, manager of Elite Aviation at the Longmont Airport. Elite recently took over as the FBO at KLMO. This is a good opportunity to get a complete update on happenings at the airport.

And don't forget, our March meeting will feature Dr. Bob Sancetta, AME, who will fill us in on the latest thoughts and actions from FAA Medical.

A Message from the President

Someone asked me if I was running out of things to say in this section of the newsletter. You got to be kidding! There's a million things to say and write about, but the important thing is limiting them to things that are of interest and value to our members and guests reading this newsletter. Every trip to an airport is special, every visit to the hangar is even better, and every flight is tops. Sharing these things with fellow members and pilots make them all the more special. In the coming year it might be fun to organize a few "\$100 Cup of Coffee Caravans" to places some of us haven't been to. A trip to Oshkosh for a first-timer is a bit challenging. Anyone flying to Oshkosh this summer and willing to take on one or more "wingmen" should let the Chapter know so plans can be set in motion. How about a day-long trip up and back to the Crazy Horse Memorial in the Black Hills? Heck, I'll even settle for a two plane flight to the Barnstormer some Saturday morning. We're getting Young Eagles started again, now how about an "*Old Eagles*" program? Some years ago there was a series of beer ads on television whose

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theme was, "It doesn't get any better than this." Probably the best ad series I can remember. That's sort of the way I feel about airplane get-togethers and flying. I'm sure my sentiments are not unique, so let's hear from you on what we can do as the weather gets better and summer flying starts up.

Dick Socash

President, EAA Chapter 648

Meeting Minutes for January

Guests:

- Paulo Fanti (building a Lancair)
- Thad LaReau

Treasurer's report:

- \$1370.15

Old/New Business:

- Newsletter tip: Windows Explorer 11 doesn't allow one to view pictures. Go back to Explorer 10 if this happens.
- If you unsubscribe and want to subscribe again, you have to sign up again.
- Bill Kastenholz volunteered to furnish next month's featured plane article.
- 2014 dues due: \$20 per person per year.
- EAA international certificates and pins were issued to club officers.
- Earl and Barbara Bolton's luncheon: February 15. This event will be in Longmont (time and location to be announced.) The club will pick up Earl's tab; all members are responsible for their own costs.
- Steve mentioned that the wife of our late friend, Dave Biesmeyer, is trying to rent hanger space for \$215 a month.
- March meeting: Dr. Bob Sancetta, Aviation Medical Examiner. It was mentioned that we might run out of space for this meeting and that we should consider the old Twin Peaks hanger location.
- Future meeting suggestions:
 - New FBO at Longmont (Chuck and Julie)
 - Tebo Auto museum in Longmont
- Young Eagles: Rick did more research. EAA has a lot of great info on this. Some of the requirements include:
 - Pilot must be a current EAA member.
 - Pilot must be current in their plane.
 - Biennial must be current.
 - Required insurance is \$100000 per seat to fall under EAA million-dollar umbrella.
 - Age of young eagles is between 8 and 17
 - Pilots bear the cost
 - Phillips will rebate \$1 per gas, but they are not nearby.
 - Participants can leave a donation, but it has to go to the chapter.

People interested should contact Richard with their information.

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It was suggested that we offer Young Eagles flights to the Boy Scouts. It was then mentioned that previously, the Scouts organization would not allow it

Email Richard if you are interested - he'll make a list and send it to Rick.

Project Reports:

- Doug Inspected Aaron Miller's fuel tanks. Aaron is using a capacitance fuel system.

Guest Speaker:

Jim Sherry is an RV-8 pilot with Rocky Mountain Renegades, an experimental formation flying group.

- It started with a 4-ship group.
- There are now 12 members in group, both civilian and military pilots.
- The group attended several clinics for improving their formation flying skills. There are 3 levels: General, Aerobatic and Formation
- Practices require FAA permission (a NOTAM must be issued.)

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.

January Question: A pilot runs into icing conditions. He knows that if he gains 1000 feet of altitude, he will be clear of the icing problem. He applies more power and starts his climb. What speed should he maintain?

January Answer: Assuming that ice buildup occurs at a constant rate, independent of forward speed, a pilot should gain the 1000 feet of altitude as quickly as possible. This means climbing at V_y which is defined as the speed that maximizes altitude gain per unit time. If the ice buildup is proportional to the path length traveled through the icing layer, then one wants to minimize that distance and therefore should climb at V_x . FYI: On the Vans RV-7A V_y is 96 knots and V_x is 70 knots. Which one would you choose if you were in this predicament?

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?

AIRPLANE PICTURE OF THE MONTH (#8) - Bill Kastenholz's Cozy MKIV

The thought of building my own airplane initiated when several fellow controllers at Cleveland Center (where I worked for 28 years) were discussing different airplanes to build. My friend, Mike, bought Cozy MKIV plans. After spending several months reading through and studying every step, I decided I could do it.

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Work began in the summer of 1996. My oldest daughter was just heading off to college; my younger daughter's activities took priority to any airplane work. My wife went back to school to study Physical Therapy and my shift work was perfect for getting something done every day. I mention these life activities, because a homebuilt airplane is a huge commitment of time and money.

During the building, I belonged to EAA chapter 127 in Lorain, Ohio. The advice, assistance, and borrowed tools from chapter members and from local Cozy and LongEZ builders was indispensable. The structure took 5 years to build, followed by 2 ½ years to install the Aerosport Power O-360, build the instrument panel, and complete the finishing and paint. First flight was 3 Nov 2003. I finished up the 40 hour Phase 1 testing in April 2004 and headed down to Alabama with my wife to visit here parents over Easter. With 25 knot tailwinds, we were in Fairhope, AL in 4 flying hours. We realized how wonderful airplane travel could be compared to driving for endless hours...days.

Since then, we have flown to or over at least 45 States . I usually set power at 65% and burn 7.5 gallons/hour doing about 165 knots. Autopilot and altitude hold have been installed making the flying much easier. The Ellison TBI was replaced with a Precision Airmotive Silverhawk fuel injection system. The Slick magnetos were replaced with one Lightspeed electronic ignition and one PMag. The six pack of instruments was replaced with a GRT Sport EFIS with synthetic vision. I also subscribe to XM weather 6 months of the year.



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."

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Other Items of Interest....



I flew up to KLMO with Connie to fill up on MoGas before she did some controlled airspace work at KBJC. While there we met an individual who I'm sure many of you know from the Antique Airplane group, Lars Larson. Snapped a picture of Connie and Lars in the Elite office. An interesting and nice person who indicated he's considering building something like a Vans RV. Invited him to visit the Chapter, but since he doesn't have an email address, I'll leave it up to anyone knowing him to extend an invitation in person. If you know him and see him before our next meeting, re-invite him to attend.

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