

# EAA Chapter 648

Longmont, Colorado 80503

Our Next Meeting will be November 10th at the Colorado Classic Aircraft Building

## November

2014

[www.648.eaachapter.org](http://www.648.eaachapter.org)



October Meeting Photos:



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## Don't Fly Naked

(Thanks to Steve Beach for this notice)



New Website For MOA Activation

## ***SEEandAVOID.org***

Developed by the Air National Guard to help identify MOA's and special use areas that are hot. This is a new site and not 100% yet but gives the GA pilot a whole lot more than they have had in the past without having to call Flight Service.

## **Our November Meeting**

We will have a presentation by an individual who is building a replica of the Lockheed Sirius flown by Charles Lindberg and his wife. See "The SiriusProject.Com for details.

## **A Message from the President**

Took another "Young Eagle" for a flight a few weeks ago. An eighty year old ex Air Force fighter pilot who flew F100's in the mid 1950's. After a layoff of nearly fifty years he flew the RV like someone with a lot of hours in that type of plane. The flight and lunch at the Barnstormer were fun but what was most interesting was his obvious enjoyment from getting up in the air again and being at the controls. We talked about the joy of flying and came to the same conclusion that there's something about flying that defies description. I'm sure the Young Eagles who flew with our members at Longmont enjoyed their flights and formed lasting memories. But I believe that when one learns to fly and then takes a solo flight or a flight with an appreciative passenger, different lasting memories are created each time. ***It never becomes routine!*** That's true from a safety consideration and also from an esthetic consideration. A while back when I took what I thought might be my very last flight as pilot-in-command, I was more aware of everything happening inside and outside the cockpit. Judging by my friend's reaction, it was good to realize that being PIC is not that important. Being in the air again with a chance to briefly handle the controls is. Take someone flying. You'll be glad you did and so will they.

Dick Socash

President, EAA Chapter 648

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## Meeting Minutes for October 2014:

### Guests

- Howard Morgan. Howard has been in Longmont for 20 years and mentored Ed on how to polish an aluminum aircraft.

### Old Business

- No program tonight. Instead we'll go over a variety of topics related to the club.
- For upcoming 2015 meetings, we'll have individual members take a month and provide the meeting topic.
- We need to give Ed some relief on the newsletter. For those who aren't getting the newsletter, they can subscribe again through a copy of the newsletter.
- Haiko says to show up next month because next month's program is a gentleman who is recreating a plane flown by Charles Lindberg and his wife, Anne. For more information go to [TheSiriusproject.org](http://TheSiriusproject.org)
- Young Eagles: Rick wants to do another Young Eagles flight this Saturday.
  - There was a recent fatal collision this past month. In total, two total collisions in all 1.8 million flights in the history of the Young Eagles.
  - Be prepared as best you can and use resources in the plane (kids' eyes) to look for traffic. This also helps to keep kids from getting airsickness.
  - The Boy Scout leader hasn't gotten back to Rick with a confirmation on Saturday.
  - Rick already has the certificate of insurance but can't guarantee students at this time.
  - Pilots: Connie, Tracy, Dick, Dave, Paul and Barry. Ralph will help with certificates.
  - 50 cents a gallon discount (no mogas, no jet A)
  - 4 planes
  - Show up on Saturday at 8:30 for a meeting.
- Cheyenne visit to see Earl's memorabilia - this was a great trip!  
We all met General Bud Cooper. The nice folks at the museum transported us and provided lunch. They also gave us a care package.
- Ted had a friend in the Wyoming Air National Guard: Paul Hanes
- Ford sponsors a dinner for chapter presidents at Oshkosh. They are also passing along a significant deal to EAA members who want to buy a Ford.
- Website: updated by Ed with latest trips, planes and newsletters.  
There is an incompatibility with Explorer 10.

### New Business

- Christmas party this year will happen at the Socash household  
Carol will cook the turkey, and Rick will take care of the ham.  
A date will be decided the next meeting.
- Dick went flying with a woman Air Force Captain (graduate of the Air Force Academy) and said she had excellent aircraft spotting skills.
- Officer elections will happen in November. Please volunteer!
- There are now 16 member planes in the chapter. Dick is working on a brochure for the chapter with pictures of the members' planes.
- We should give out coffee cups to speakers.

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## **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.

### **October Question:**

You have experienced a two-way radio failure and are short on fuel and approaching a Class D airport where you must land. What set of actions should you take to best facilitate a safe landing?

### **October Answer:**

When approaching the airport, set the transponder code to 7600 indicating two-way radio failure. After setting the code, ident to enhance your transponder signal on the controller's console. Make a pass 1500 or more feet AGL over the airport on a heading perpendicular to the main runway direction. This should allow you to determine the active traffic direction and check for other aircraft in the pattern. Enter your selected traffic pattern on a downwind leg keeping the control tower in view. Watch for light signals from the tower. If light signals are seen, rock wings to indicate to tower the signal was received. If light signals are not observed on downwind and base legs, proceed to final approach, land and exit runway at first available taxiway entrance. Proceed to ramp area being careful to stop and check for other aircraft before crossing any runway or major taxiway. Remember, don't assume your transponder signal was picked up or that you were in the correct pattern or that the tower saw you. Keep a lookout for oncoming traffic at all times and be prepared to execute a sharp right turn. You may want to call the control tower from inside the terminal to confirm your arrival and arrange departure procedures if you plan on leaving.

### **November Question:**

Assume a gallon of aircraft paint sprayed onto an airplane weighs ten pounds. What amount of the weight is volatile liquid and what amount is pigment that adds to the weight of the aircraft? For simplicity, assume no pigment is lost to overspray.

## **It's Time for a Change!**

Well, this chapter needs a new newsletter editor! Yep! It is definitely time for a change! As your humble newsletter editor, I will work with whoever decides to fill this position for a few months after the elections.... Just to make it easier for the newbie.... You can choose to completely change the format of the newsletter to whatever fits your fancy.... And I will help you do just that or.... You can continue doing the same format.... Whatever you want to do. But let it be known that I need to step down as the newsletter editor beginning the first of the new year. It has been very enjoyable to serve as your newsletter editor.... But the time has come for someone else to step up to the plate.... So don't be bashful! Help me put this issue to bed at our November meeting! The time has come....

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## Other Items of Interest

### Upcoming Activities:

Christmas Party! Our annual Christmas Party will be held at the Socash residence in Boulder. The exact date in December will be set at our November meeting. We are trying to schedule it so that most members will be able to attend and to not conflict with a major fund raising event at the Spirit of Flight Museum in Erie.

## AIRPLANE PICTURE OF THE MONTH (Holding at #16)



Yes, this is a Chapter 648 member's homebuilt.

No N-number and no Airworthiness Certificate,  
so it doesn't add to our list.

**We need your pictures. If you haven't submitted a picture of your plane, please do so to keep this feature going.**

## Member and Special Friend Update ... Send a Message or Make a Visit

**Thought I'd put this request in one more time.** Bill Truax was a 648 member and a very special person who was always ready to help as a Tech Counselor. Bill suffered a stroke a year ago and is in Crown Crest of Parker rehabilitation center. Visits, emails, cards and calls are most welcome. Bill can't get around and Bill and Mary Mitchell who visited him said visits are very much appreciated.

Email: [goonybrd@olypen.com](mailto:goonybrd@olypen.com)

Cell: (303) 249-2578

Room: (303) 840-6726

Address: 9398 Crown Crest Blvd. Room 313

Parker, CO 80138

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## Young Eagles Flight Session:

Special thanks to Rick Hall for organizing a very successful Young Eagles event at the Longmont airport on Saturday, October 18<sup>th</sup>. The weather couldn't have been better. We had a number of Chapter members and wives show up and good attendance by the families of the young people who went for a ride.

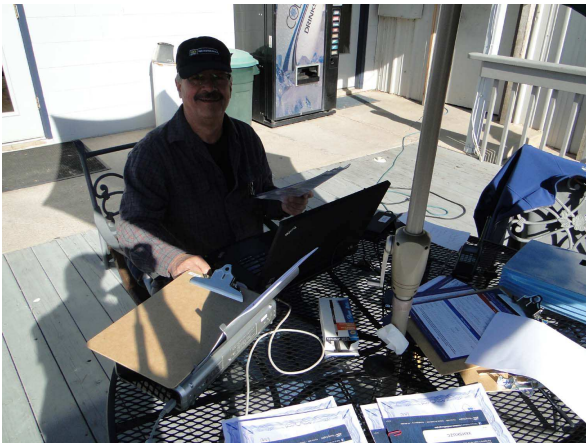
Preliminary report indicates at least seventeen young people, mostly Scouts, flew with pilots from the Chapter.

The list of Pilots who flew Young Eagles includes: Rick Hall, Connie Socash, Bill Kastenholtz, Dave Copp, Tracy Ross, Howard Morgan, and Barry Barnow. To all of the pilots and support staff, thanks for your good work. Also a special thank you to Ralph Stavermann for handling the computer and paper-work part of the event and to Heiko Eichler for the pictures.



Couldn't pass this picture up. Bill, Ted, Doug and Steve, part of the group from the Chapter that showed up to lend support and encouragement.

When I was teaching, I always reminded students that their attendance in class encouraged others. The same holds true for members and Chapter events. Always glad to see a good turnout of members.



A good shot of Ralph on the paper-work end. When a young person gets a flight, they also receive a printed certificate and an entry in their personal logbook including a sign off by the pilot who took them up.



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Bill Kastenholtz's Cozy with a Young Eagles candidate and Bill (back to picture).

Between Dave Copp's helicopter, Bill's spaceship-like pusher, and five conventional commercially manufactured and experimentally-built planes, the kids had an interesting array of planes to fly in.



Connie Socash and a Young Eagle back from a flight. Judging from the smiles, it must have been a good flight.



Howard signing the log book of a Young Eagle. Notice the certificate on top of the clipboard.

With the number of Young Eagle flights approaching two million, there's a lot of certificates out there. It's a good bet that many of these young people will go on to careers and/or personal involvement in aviation in the future

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It was nice to meet some of the parents and younger siblings of the kids who flew.

The little girl in the center was too young to fly but not too young to want to go up. Based on her enthusiasm, she'll be one of the Young Eagles at some future flight.



Our Coordinator, Rick Hall, going over some of the details about the plane with a YE candidate before a flight.

WELL DONE RICK!



How often do you see a dog in a baseball hat?

We didn't get pictures of all the pilots, planes and official helpers. Next time we will!

*Again, Thanks to all the volunteers who helped and to the Fly-Elite Aviation personnel for their support for this event.*

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## Officers:

- **President:**
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