



EAA Chapter 648

Longmont, Colorado 80503

Our next meeting is on Monday, January 14th, 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:

We could certainly slow the aging process down if it had to work its way through Congress.

- Will Rogers

The President's Message:

Guys:

Following is my drivel for our Chapter newsletter. Haiko knows he can edit/change my words as he sees fit. If any of you want to add anything, correct/add anything, or use my comments as a 'theme' for your column, please do so. Let Haiko know though, he's the boss for the final edition.

Rick



It was a dark and stormy night when an anonymous medium delivered the message, our Christmas Party had been cancelled.



Saddened at this news, I knew it was probably for the best as not everyone has traction control, 4WD, crawl modes, and locking differentials. But we still had a ham and turkey that needed attention. I pondered the situation over a marvelous glass of red when I received an email from Haiko. The message



was from Bill and Mary Mitchel, wondering if we could reschedule the venue. The email also included Bill and Mary's phone number. You could call this the "spark", I did anyway.



I replied to Bill and Mary asking for Bob and Carol's phone number, Mary said wait a minute I have it. I then called Bob and Carol and asked about using their hangar, they said "YES!", with conditions. Alright, I 'love it when a plan comes together' (name the TV show).

I then sent a text to Tracy Ross, Mike Duggan, and Phil Brown. Emails to Bill Kastenholz, Doug Sikes, Haiko, ... And a small number of phone calls to people I knew in our Chapter (not very many). Our Christmas Party is STILL ON, spread the word!



To say we had a world class Christmas Party, with a LIVE BAND, would be a gross understatement. Many thanks to our members that went above and beyond. I owe twenty-nine metric cubits of thanks to the following people. Phil and Susan Brown (the weather bites us sometimes); Bill and Mary Mitchel (thanks for your phone number); Bob and Carol (uber cool hangar); Bill, Robin, and Rick (turkey and ham were truly exceptional

this year); Haiko (you can be slow in the email blast department, but you do produce!); the trio that played the most wonderful holiday music, and a double SAE dose of thanks for everyone that attended our Chapter party. Thank you, thank you all very much.

A reminder to our members that Chapter dues are due in the winter. Twenty clams, same as last year. Or less money than you spend on fuel taxiing to the runup area every year.

Our heads must be outside whenever possible!



Operating at or near an airport is our most vulnerable time for a mid-air collision. With all our technology, complacency at any time could cost us our lives. If you have passengers, engage them to look for traffic as well but as pilot in command, avoiding other aircraft is a top priority.

Do we let our radios do our clearing for us? Do we assume that by announcing our intentions everyone else will stay out of our way? Remember, there is no requirement to even have a radio at non-towered airports..

A tip from a military aviation manual:

It is important to first set your focal point at the distance you want to see traffic. Looking into blue sky, your eyes will focus on infinity. Pick a spot on the ground at the distance you want to see and then scan.

Checked the flying weather lately? We had some very nice warm days for this



time of the year. Even the airlines occasionally put the top down on some of their convertible Air buses!!!



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.

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