

# EAA Chapter 648

Longmont, Colorado 80503

Our next meeting will be held on Monday, November 13th, 2017, at 7pm, at the Colorado Classic Aircraft building of Carol and Bob Leyner, located on the north side of the Longmont Municipal Airport.

**November**

2017

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

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**Editor**

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October Meeting Photos:



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one of the problems with letting just anyone attend

## October Program:

Our October program was presented by John Redding who participated in the 116-plane formation flight from Rockford, Illinois to Oshkosh during 2017 AirVenture. 116 Beechcraft aircraft (mostly Bonanzas) flew in formation and landed according to the script at Oshkosh, without any major problems. Apparently, this was a first for formation flying by a number of the participants. A very interesting program!

## A Message from the President

Our December meeting is our annual Chapter Christmas Party. We will need to select a date at this month's meeting. Typically, we have it in the early part of the month to avoid conflicts with the other parties held nearer to Christmas. Bill and Robin Kastenzholz have graciously offered to

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host the party this year at their home which is a short distance from the Longmont airport. Details will be in December's newsletter after we settle on a date. Plan on attending this event. As always, these non-standard meetings (Picnic and Christmas Party) afford a good opportunity to get to know one another.

On another note, as the year winds down, I want to take time to call attention to Haiko Eichler, Treasurer, Doug Sykes, Newsletter Editor, and Bill Mitchell, Vice President, for their work and support during the past year. Also, thanks go to all the other members of the Chapter who throughout the year, have done the little and big things for the Chapter when called upon. To all, *THANK YOU, YOU'VE MADE MY JOB EASY*. One final note, with Christmas coming, a great present would be a volunteer to be Chapter President. Realize, the job is available to whomever wants it.

Dick Socash  
President, EAA Chapter 648

Editor's note: On the subject of chapter officers who are retiring, or would like to, the Newsletter Editor's job is also available. I will continue to produce the newsletter through the June issue of 2018. The transition to a new editor will take a couple of newsletter cycles, so I would like to begin the changeover no later than May. It has been an honor to serve the Chapter in this position. Thanks,  
Doug Sykes

## NEWSLETTER QUIZ

Each month, we will ask a "question" in the newsletter. Answers are given at 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 others not so much.

**October Question:** You turn on an autopilot control and notice a slight "fluttering" motion of the airplane. What is the most likely cause of this behavior?

**October Answer:** Loose cables will behave very much like backlash in gears. The autopilot motors will over shoot when making a correction and a reverse motion signal is activated. The amplitude of the flutter will vary depending on the degree of slack (looseness) in the cables.

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**November Question:** You are performing a compression test on a four-cylinder Lycoming O-360 engine and charge a cylinder to 73 psi. What is the total force in pounds on the piston? (This is why compression tests can be dangerous)

**November Program:** Nick Pfannenstiel will talk about the learning experiences of designing a golden age replica and starting a kit manufacturing business. The plane itself is a 95% scale Ryan ST replica. The presentation will include photos and discussion (engineering, prototyping, methods for construction, experiences having an AirVenture vendor booth, working with other people in the field, etc.).

**Chapter Tool Loan Program:** In January, I will publish an updated spreadsheet showing tools and skills for loan from and for paid Chapter members. Also, an aircraft builder at the Longmont airport recently requested to use the Chapter's aircraft scales to weigh his project. When I advised him that the scales belonged to the Chapter and were available to paid Chapter members, he joined for two years.

## Other Items of Interest

### **Get to Know the Members**

Continuing with the newly instituted "self-bio" by members, your prez volunteered a few facts from the past. Bet you never guessed he appeared in the Metropolitan Opera, sang a lead in a Gilbert and Sullivan operetta, quarterbacked a football team, and worked with anti-neutrons. These bios are not ego trips, just a chance to get to better know our members. Everyone has a story to tell and we want to hear from all. Next up is our newsletter editor, Doug Sykes, that ex-air traffic controller who keeps insisting my third wheel is on the wrong end of my airplane.

### **Carrying a Gun in an Airplane**

We had a good discussion on this point, initiated by information from Rick Hall received from a knowledgeable source. Rules and severity of enforcement vary from state to state and city to city. One needs to be especially aware if entering Illinois, New York, and New Jersey. In general, it was stated that a plane can be considered an extension of your automobile and the same rules would apply. Unfortunately, the rules and understanding of the legal details regarding guns in cars is less than clear. If one expects to encounter a search or inspection, it's best to check beforehand, but be aware, the questions once raised with law enforcement, especially entering Canada, can lead to suspicion and heavy handed inspections by the enforcement agency. Note: Don't even consider it if entering Mexico. The general consensus was to keep a low profile and avoid, if possible, calling attention to oneself. It's probably the

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case that most domestic law enforcement personnel are not much better informed than the average gun owning citizen or NRA member.

Editor's note: As I readied my Cessna 210 for a flight from Idaho to Ketchikan, AK, back in 2006, I called Canadian Customs regarding the carriage of a pistol. I was told, politely, that only long guns were permitted in Canada by way of aircraft. Upon landing in Prince George, BC, to clear customs, I was ordered to completely unload the aircraft (1200 lb of payload) onto the ramp. After an hour of searching the aircraft, the Customs agent grudgingly determined that I had complied with the rules and 'allowed' me to repack, taking the better part of another hour. All this just for asking. I had made the mistake of revealing my tail number during the phone call.

## AIRPLANE PICTURE(S) OF THE MONTH (#39)

*NOTE: Even if your airplane was included in an earlier newsletter, don't hesitate sending in another/different picture. We'll keep showing these classics, but I don't want to squeeze out member photos. Dick*



*In recognition of our program speaker, here's a picture of a Ryan ST*

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**ANYONE WHO HAS A PLANE AND HAS NOT SUBMITTED A WRITE-UP AND PICTURE(S), PLEASE DO SO. THESE ITEMS FORM AN INTERESTING ADDITION TO OUR NEWSLETTER**

**Also, if you get time, send a note to Bill Truax. His address is:**

Crown Crest of Parker  
Room 313  
9398 Crown Crest Road  
Parker, Colorado 80138

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**To members, friends and aspiring authors.** Get published! Send in Your Newsletter Items: **DON'T FORGET!!!** 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, "beautiful planes", and aviation slanted "fish stories." NOTE: To all who have sent in articles. **THANK YOU!!**

**Chapter Officers:**

- **President:**
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- **Vice President:**
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