

# EAA Chapter 648

Longmont, Colorado 80503

Our next meeting is on Monday, February 13th, 2017, 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.

**February**

2017

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

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January Meeting Photos:



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## January Program:

Bob and Carol Leyner gave an interesting presentation on their experiences with the Corvette Club and the visit and get-together on the U.S Aircraft Carrier Lexington. A lot of good information on Corvettes and the carrier. Also, Haiko showed a brief film on the restoration of "Doc," the second B-29 now flying. Thanks, again, Haiko!

### ***Jets and Vettes on the LEX 9-11-2016***

**Overview:** The Lexington is one of several warships preserved as memorials and museums around the country.

The LEX is moored at Corpus Christi, TX and does not receive Federal, State, or City funding.

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The ship and museum is maintained by the Lexington Foundation.

The **Jets and Vettes on the LEX** event was sponsored by Corvette Clubs (Oklahoma Vettes in 2016) and supported by Corvette Clubs from across the country.

The 2-day event started in 2006 and involves loading 400+ corvettes on the flight deck and having them available for the public to view as they tour the collection of Corvettes and the LEX museum. In the past couple of years, the event has netted the **Wounded Warriors** and the **Lexington Foundation** about \$50K per year!

This Lexington is the third in a series of USN ships so named.

Known as the Blue Ghost for its color and the reappearance in WWII after having been reported as sunk.

At the conclusion of WWI, the Washington Naval Treaty of 1922 was a resolution to cancel the construction of all battleships and battlecruisers with a tonnage limit 27,000 tons. At that time the Lexington and the Saratoga were among the six ships in the class under construction as battlecruisers. The Treaty did allow the unfinished ships to be converted (at up to 33,000 tons) to become the first operational aircraft carriers in the USN. They launched at 35,689 Tons and 35,355 tons, respectively, for the Lexington and Saratoga. The pair incorporated a new, more efficient Taylor bow design with 6% less drag and lower loads on the hulls. They also incorporated a flywheel-powered catapult on the straight deck. In early December 1941, Lex departed with 18 Chance Vought Vindicator dive bombers for Midway Atoll. Before WWII the Lex staged successful training surprise attacks on Pearl Harbor!

The Lex, CV-2, was sunk by Japanese aircraft May, 1942, on her second visit to the Coral Sea.

The Cabot was renamed Lexington and commissioned as CV-16. After the war she was commissioned as CVT-16 as a training ship. **The Lexington had been reported by the Japanese as sunk no less than four times!**

The Event:

Cars are lined up at 5AM Saturday (sounds like the military!) and loading proceeds at 7AM, single file up the wood ramp to the aft starboard elevator which carried 12-16 cars per load.

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By 9AM all 416 cars are positioned on display on the deck for the public to walk around and talk to the owners. The unloading on Sunday was accomplished in 1 ½ hours by loading four Corvettes abreast at a time.

There are no guard rails on the elevator platform but there is a yellow safety stripe at the edge before the 52 foot drop into the bay.

[Vetteandjets.org/vettes-and-jets-photos.html](http://vetteandjets.org/vettes-and-jets-photos.html)

<http://www.vettesandjets.org/vettes-and-jets-photos.html>

*A big thanks to Carol & Bob for their telling of this event in a great program!*

## **A Message from the President**

To all members, try to make our meeting on the 13<sup>th</sup>. We will be awarding the “Travelling Trophy” and recognizing a “Chapter MVP.” Join us and lend your support. I’ve said it before, and it bears repeating, “I’ve never been turned down by a member when I asked for help.” I never was good at delegating and I thank all who volunteer when help is needed. Keep the pictures and articles coming in. They make the newsletter more interesting and allow individuals on our mailing list to get a feel for our Chapter’s interests and areas of expertise.

Already there’s talk and articles appearing in Sport Aviation about Oshkosh 2017. Connie and I were talking about our last trip to Oshkosh, when after a rather frustrating arrival dodging rain showers, heavy winds, and an alternator problem, we were welcomed as we taxied toward the RV camping area by Rick Hall. Comforting to see someone else from our group. Keep people apprised of plans and opportunities regarding travel/flying to and from AirVenture. Convenience, cost sharing, and comradery can be the result and extend the enjoyment to more members, friends and guests.

Dick Socash

President, Chapter 648

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## 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 some difficult.

**January Question:** What is the origin of the letter N in aircraft registration numbers?

**January Answer:** At the end of World War 1, the Convention for the Regulation of Air Navigation was part of the Paris Peace Conference. Each major participating country was allowed a single identifying letter. The US was given N, while G, F, I, J, and D were assigned to Great Britain, France, Italy, Japan, and Germany respectively. Individual countries define the size and placement of the full aircraft identification for airplanes registered in their country. Initially, commercial airplanes were identified with a second letter C, thus the early NCXXXX identifications.

## **February Question:**

Does anybody ever read these questions and the subsequent answers? Now for the real question, in the form of an essay question: Why does a conventional gear airplane turn to the left as the tail is raised? Torque is involved but torque is not an acceptable answer. (Thought I'd get back to my college teaching form! *Dick*)

## **February Program**

Originally, we were scheduled for a presentation by Brett Godfrey on his experience with a double engine failure at night over the mountains. Brett had a conflict and had to postpone his presentation until a later time. Duane Root graciously volunteered to step in and talk about mountain flying. Several individuals in the Chapter are familiar with and experienced in mountain flying and are asked to attend the meeting and add their input into what is an important and interesting topic to many of us. ***Try to make this meeting and bring a guest!***



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## AIRPLANE PICTURE(S) OF THE MONTH (#31)



Here's another of Bill and Mary's pictures of classic airplanes, a Stinson Reliant, and one of my all-time favorite airplanes. "Cowl Bumps, Wheel Pants," and the classic gull wing design and Stinson Logo. Maybe Bill Mitchell or anyone else who flew one of these can tell us a bit about what it is like to take off, fly, and land one of these.

*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*

***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.***

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## Other Items of Interest

**Chapter renewal:** Chapter 648's 2017 renewal was completed and filed with EAA National earlier in January. Our annual National Dues is \$100 and we also pay a \$259 annual insurance premium.

### **2017 Dues Due!**

With the start of the New Year, our annual membership dues are once again being collected for the Chapter's ongoing fund. Also related to dues, at the end of March, the Chapter's Tool Loaner List will be made available to all paid members. To all members, thank you for your support.

***A note from the editor:*** I have a friend who, after putting in a quarter century of fine air traffic control work, would like to be able to experience a ride in an open cockpit biplane, as sort of a bucket list item. Any info on obtaining this experience would be appreciated. Thanks,  
Doug

### **Young Eagles**

No action has been taken regarding restarting our Young Eagles Program. The intention is to talk to Chapter 43 in the coming months to learn what their experiences are with regards to the new regulations.

### ***A note of interest by Bill Hannahan:***

The new Murphy Express gas station in North Longmont on the southwest corner of Hwy 66 and Main St. has regular, non-ethanol gasoline. I tested a batch and it seems to be very clean and it does not have the additive some gasolines have that turns milky white when exposed to water. It separates quickly from water, like avgas.

I bought a batch of ethanol-free premium fuel from the quick corner station in Berthoud, and it tested out at 7% ethanol, after several batches of clean fuel over the previous months, so you should test every batch.

# EAA Chapter 648

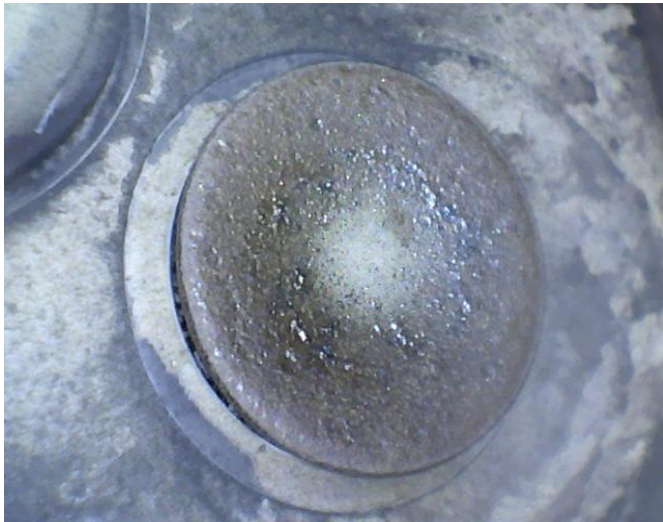
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I generally pump one to two gallons into my car to clear the hose as it is a single hose pump that delivers several gas mixtures.

Regards,  
Bill Hannahan

***The following article is submitted by one of the Chapter's most part-time members and should thus be considered as somewhat suspect...***





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I'm a throwback, a dinosaur, a Luddite. I don't work on airplanes younger than me and don't deal with those modern metal-skinned planes. A couple years ago, I finally upgraded to a flip phone. I'm also cheap. So, the fact that I have a borescope amazes even me.

An exhaust leak during a compression check on the Cub put me over the edge. Was it a burned valve or just a bit of snark on the valve seat? Should I pull the cylinder or run it a while? I borrowed a \$10,000 turbine-inspection borescope and found a burned valve so the cylinder came off for repair, saving time and possible further damage. Playing with the scope suggested a lot of reasons to own one but the borrowed one was out of my price range.

I looked at alternatives and found the Vividia Ablescope VA-400 from Oasis Scientific; about \$200 from Oasis or Amazon. There is a VA-800 available for \$350 but it seems to be a tiny upgrade for the price. This unit plugs into a desktop, laptop, or tablet computer or into those big, glass-faced I-phone/ camera/ texting/ mind-sucking thumb exercisers most of you carry around. It has its own dimmable LED lights, takes still photos with a push button on the cord, makes movies, and fits nicely into a spark plug hole. The best part of all is the camera head will bend past 180 degrees and the picture quality is better than the one I borrowed. It won't do all that their Ten Grand unit does (it has a 5-foot snake for looking deep into turbines) but the VA-400 does a better job of looking backward at the valves in a reciprocating engine and the photos are sharper. I showed it to those guys and they immediately bought one for their shop.

I have used my scope to document an AD-required inspection of the inside bore of a crankshaft, locate a fuel leak in a wing, and look under floorboards inaccessible to a mirror and flashlight. I've looked inside musical instruments, motorcycle gas tanks, and the neighbor kid's nose. Fun and educational.

As a postscript to the burned valve incident above, I reinstalled the repaired cylinder and ran the engine only to have the exhaust leak reappear an hour later. I was ready to pull the cylinder and send it back to the shop but instead borescoped the valve and saw some carbon stuck to the newly ground seat. Another hour's operation and the compression came back up. A quick look with the scope showed the seat clean.

And to answer your question...No, I don't get a kickback from Oasis; just thought you might benefit from my experience. Now if you'll excuse me, I must borescope the axle bearings on the Conestoga wagon before I go to town for a new buggy whip.

***Mike Gugeler***

Thanks, Mike for the insight. Doug

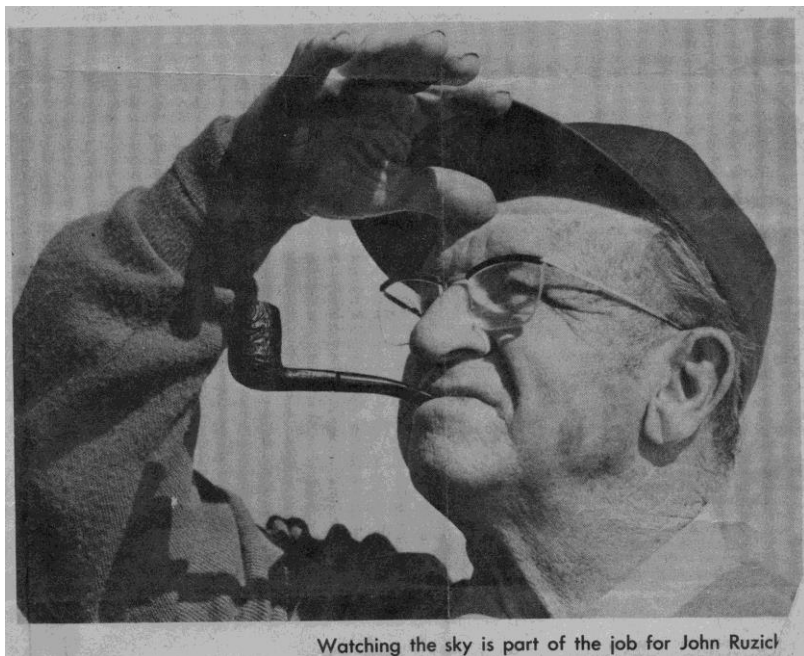
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### Article from Tracy Ross on one of his relatives

The following article was provided by Tracy Ross. It's taken from a newspaper clipping and contains information on one of his relatives. Perhaps we can get Tracy to tell us more at our next meeting.



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By SANDRA HOLTZ

The Howard, the Waco, the American Eaglerock, the Stinson, the Curtiss, the Standard J-1 - all names unfamiliar to most of us, save for the history buffs and the aviators who once flew these famous early airplanes.

John Ruzicka has flown them all and then some. In fact, he estimates he's owned more than 100 different makes of planes in his 45 years of flying in which he's logged more than 15,000 flying hours.

No doubt the 67-year-old Ruzicka has been more airborne than earth-bound in his long career as a charter plane pilot and instructor.

A native of Kansas, the long-time flyer got his start in aviation in his junior year of high school. "After the war, they sold the Standard J-1 that was like the Jenny (JN-4D) for \$700 and a friend of mine had one.

"We had a car and we'd take off after school with about seven, eight gallons of gas. In those days, we just used ordinary car gas for the planes. We'd fly pretty near every night after school and that's how I got the fever."

By the time he had graduated from high school, Ruzicka could fly. He took formal flying lessons later and in 1929 bought the first of many planes.

But it was hard being a pilot in those early days of flying, Ruzicka recalls. The Depression had hit and money was scarce - too scarce for such luxuries as flying.

In the early days, Ruzicka remembers, people were wild for the new-fangled, lighter-than-air machines. "You'd land in a town and everybody'd just run across fields to get a look at the plane.

"Of course, in '28 you got \$5 a ride but then the Depression hit so bad. By 1929, 1930, money was scarce and you could hardly get anybody to ride. Then you used to give rides for \$1, and when things got really rough, 50 cents. Of course, a dollar was a lot of money

in those days."

Ruzicka left Kansas in 1935 to take a job at the Peru airport which had advertised for an airport operator. He explains, "We were right there in the middle of the dust bowl and there wasn't much doing. We had this little town of maybe 1,200 people and I had a few students to instruct.

"But I had nothing, really, except an old airplane and a worn out car." Ruzicka recalls hitch hiking back to Kansas to get his airplane after he'd moved his family to Peru. "I only had \$20 on me, just to show you how rough things were." But at Peru, Ruzicka prospered.

Owner now of the Ruzicka Airport, Russiaville R. R. 6, Ruzicka maintains little in flying has really changed.

Now just because they were the "first" planes, didn't necessarily mean these early planes were inadequate or poorly constructed. In fact, said Ruzicka, "They were real good for their time and every bit as good as they are today."

The main difference in today's aviation, said the long time aviator, is the massive regulations that govern flying.

"But it really hasn't changed so much. Airplanes back in those days sold for maybe \$3,200 and instruction was \$40 an hour.

"Now a new Cessna costs about \$10,000, \$12,000 and they're instructing in them for \$18 an hour. I really can't see how instructors can make it these days.

"In the old days, there used to be a lot of outlaw flying. As soon as a guy got his soloing in, he'd take someone up for a ride.

"Course, there were no laws in those days. You didn't even have to have a license. As long as you stayed within your state, the plane didn't have to be licensed and the pilot didn't have to be licensed either.

Thanks, Tracy

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**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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