

# EAA Chapter 648

Longmont, Colorado 80503

Our Next Meeting will be September 6th for the Chapter Picnic in Eldora. Directions are in this newsletter...

## September

2014

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



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## August Meeting Photos



## Editor

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## September is the Chapter Picnic

### Picnic Instructions and Directions

The annual Chapter 648 Picnic will be held this Saturday, September 6<sup>th</sup> at Earl Bolton's place in Eldora. The Chapter will provide soft drinks, juice, ice, barbecue grills, and if we don't forget, music. Bring your own main course selections for grilling and a dish to share with the members. We usually get started around 12:00 to 12:30 and finish in the late afternoon, so plan on coming and having a good meal and a great time.

**Directions:** Take Canyon Boulevard or a route of your choice to Nederland. Drive through Nederland, through the traffic circle in the direction of Central City. A short distance out of Nederland, a road, marked with a sign saying Eldora, splits off to the right. Continue on this road for several miles until you come into the town of Eldora. There will be a large EAA Chapter Banner on the left side of the road as you drive through the town. When you get to the banner, you've arrived!! NOTE: Watch your speed in Nederland and on the road to Eldora.

### A Message from the President

In my college teaching experience, I often encountered instructors who had a strong interest in presenting information in its totality and little interest in student learning. "It's up to them to study it and learn it. My job is to make sure everything is covered." That's OK if you are teaching the top ten-percent but you need to recognize the other 90% aren't getting it. Pick up the FAR/AIM or look through just about any government publication on rules or legal matters and it becomes obvious that it is written to insure every angle is covered and not for comprehension on the part of the average person. Now look at the situation relating to pilot medical practices. A personal physician and then an Aviation Medical Examiner carry out examinations and interviews with a pilot who has experienced a past medical issue that delayed or temporarily suspended medical certification. That's not good enough for the FAA medical bureaucrats. A person who has no first-hand knowledge of the individual applying for medical clearance has to pass judgment on the matter in a manner which one can surmise is more procedural than analytical. Is there demonstrated evidence that the positive results from these practices outweigh the cost and aggravation placed on the general aviation community? We've gotten away from common sense approaches to solving or preventing problems and have let things evolve into a hands-off expanded CYA approach to most things. There are good people on faculties, in government positions, and in everyday interactions, but the prevailing methods of dealing with others and disseminating information has gotten out of hand. You all received notice on the FAA's proposed approach to "hangar usage." It would seem that if a hangar contains an airplane, whether finished or in construction, that should cover the major rules and regulations, and that the rest should be in the form of considerations and non-binding suggestions. Submit your comments concerning these proposals. It's important to have one's views heard so that consideration can be given to as many points of view as possible.

Dick Socash

President, EAA Chapter 648

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## Meeting Minutes for August 11, 2014

### Treasurer's Report:

Balance: \$1295.34

### Tech Counselor Report

No items to report

It was mentioned that there is an NPRM (Notice of proposed rule-making) regarding hanger usage, and that several aspects of it are rather ridiculous, one of which is that amateur-built must be educational in purpose.

There is a September 5 deadline - contact Tim Barth to express opinions

The FAA could deny funding, specifically to Longmont airport, for noncompliance.

Status on Young Eagles: Rick Hall will get one going in mid October if there is interest.

Rick reported that there were Oshkosh workshops on Young Eagles which seemed to involve lots of busy work; we are more word of mouth which seems to work better.

### New Business:

Bill Truax is in Parker rehabilitation and would love some visits and phone calls

EAA 2014 picnic: Saturday, September 6th at Earl and Barbara's place in Eldora  
Starts at noon

We would like to arrange a group flight up to Cheyenne airport to see the displays which feature some of Earl Bolton's memorabilia from the 1940s and after. There is a museum on the field.

We'll be getting a group together to fly him and Barbara up there, most likely after the picnic.

Ted had an eventful birthday flight (celebrating his 88th birthday) in a B-29 recently. In 1945, Ted was a Flight engineer on a B-29. During this recent flight, Ted sat in the navigator's position while the pilot flew in the right seat. Ted made mention that the plane was rather modernized. The flight took off at FNL and flew around the foothills, specifically Carter Lake. The altimeter was the only gauge working in navigator's position.

A great big thank you to Dave, Steve, Troy and Richard for making this possible.

Dan Barry reported that his fuel situation was completely taken care of by the FBO. They are now changing the fuel filter monthly.

A list for volunteering is going around. Please help!!

Send all photos of Oshkosh to Ed in a Word doc if you wish for them to be posted on the website or in the newsletter.

Richard had issues with the FAA regarding a status in medical certification paperwork. He got a number for the FAA and had a good talk with one of the people there. According to Richard, the pilot must prepare much of the paperwork.

Steve Beech is looking into arrangements for making a welding course available – neat!!

The 16th is movie night 8pm – featured movie is Disney's "Planes."

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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.

### August Question:

You change engine speed from 2450 rpm to 2150 rpm. What percentage increase in "burn time" occurs? Assume burn time is equal to power stroke time.

### August Answer:

Each cylinder goes through all four cycles during each propeller revolution, so the time per revolution divided by four equals the burn time.

Burn time  $B_{i(2150)} = (1/4)(1/2150)(60)$  seconds = 0.00698 sec.

Burn time  $B_{i(2450)} = (1/4)(1/2450)(60)$  seconds = 0.00612 sec

Percent increase equals  $(0.00698 - 0.00612)/0.00612 = 0.1397$  or about **14%**

If your EGT values appear high on takeoff, they will drop as the rpm is reduced.

### September Question:

General aviation radio frequencies range from xx to yy hertz. What part of this range is devoted to voice communication? Also, when instructed to switch to "Ground at Point Eight", what frequency should you use?

## AIRPLANE PICTURE OF THE MONTH (#15) – Tracy Ross's Lancair Sportsman



This I believe is the second plane of this type in the chapter. Recall the earlier "Plane of the Month" built by Steve Croft.

Might be a good idea to get these two gentlemen together to talk to us about building and flying this particular airplane.



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## 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."

## Other Items of Interest....

**August Meeting:** A very interesting and informative program by Troy Andersen on some of his early flying experiences delivering, picking-up, repossessing and "crashing" airplanes. As another pilot who learned to fly in the early 60's before "airspace", medical certificates, radios in all planes, electrical systems in all planes, and the current collection of FAR's, those were the days, and I wonder how we made it. Seriously, it was quite informative and an impressive set of achievements and experiences on Troy's part.

**Cheyenne Museum Trip** – Earl Bolton is the last living member of the WW2 WNG group that was stationed in Cheyenne. There's a museum located on the airport grounds that has some of Earl's momentos and we thought it would be nice to take Earl and Barbara up there for a visit accompanied by Chapter 648 members and friends. Tentative schedule would be a Saturday after our picnic so the 13<sup>th</sup>, 20<sup>th</sup>, and 27<sup>th</sup> are possible dates. Flying and driving are options and it was suggested that a "caravan of planes" for those who want to fly might be fun. Driving is also an option and may be the preferred way depending on weather. We will discuss this further at the picnic.

## September Program:

Instead of our usual monthly meeting at the Colorado Classic location, we will have our annual mountain picnic at the Bolton's in Eldora. The picnic will be on Saturday, September 6<sup>th</sup> and will begin around noon. Bring a main course for yourself and your guests and a dish to share with the group. The Chapter will provide juice, soft drinks and disposable tableware. To get there, take the main road out of Nederland heading toward Central City. A short distance out of Nederland, take the turnoff to the right marked "Eldora". Continue on the road past the high school and into the town of Eldora. Once in town, keep a lookout on the left side of the road for the Chapter banner. Park in the grassy area and walk down a few yards to the area where the tents and greatest EAA group can be found. You're there!.

**Ted's B-29 Flight** - Ted gave a brief summary of his experiences and reactions to his flight in the last flying B-29, FiFi. It was obvious Ted enjoyed it and appreciated the support of all who helped and cheered him on. To those who arranged the details and to all who contributed, I think I can speak for Ted and say, "Thank You, it meant a lot to relive memories going back to 1945."

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**Oshkosh Reports** - Interesting reactions ranging from “wet” to “fantastic.” Let’s hope those who attended assemble thoughts and pictures for the next newsletter and the website.

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

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@olympen.com](mailto:goonybrd@olympen.com)

Cell: (303) 249-2578

Room: (303) 840-6726

Address: 9398 Crown Crest Blvd.

Room 313

Parker, CO 80138

## **Upcoming Activities:**

Annual Picnic – Our annual picnic will be held on Saturday, September 6<sup>th</sup> at Earl and Barbara Bolton’s home in Eldora. Details on what to bring and how to get there is given above. For those who have never attended this event, try to make it this year. You are in for a very pleasant surprise and fun get-together. Bring wives, friends, family and/or guests.

Young Eagles Flight in October timeframe – Hope to have our next Chapter-sponsored YE flight in October after our regular meeting on October 13<sup>th</sup>. Will need candidate YE’s, planes and pilots, and ground personnel.

Chapter 648 Help - Passed a sign-up sheet around for help on various Chapter events. Thanks to all who responded. Big events seem to go well and it’s the little support actions that really make them successful. Spreading the work makes being officers in the Chapter easy and enjoyable. Thanks to all!!

Christmas Party – Need suggestions on location and date. Bob and Carol will have Corvette parts scattered about their place so we need to find another location for the event. Anyone willing to host or who has any suggestions should get with one of the Chapter officers on this matter.

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## Trip Report – Western South Dakota

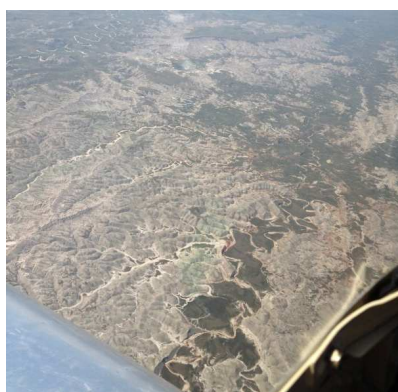
On August 18<sup>th</sup> and 19<sup>th</sup>, Connie and Richard Socash made a two-day trip to western South Dakota to do an aerial tour of the Badlands, the monuments, and sights in that area. For those not familiar with what's there, we hope the included pictures will give some idea. A ground tour would take several days but from the air it's possible to visit everything in a few hours, sacrificing close-up views and a real appreciation of size. Have to report that the Custer airport, KCUT, is one of the best we've ever visited. 24-hour access to restrooms, showers, lounge, and aviation computer internet service, and a very convenient camp ground on the airport property. And all free of charge. These people know how to accommodate pilots and fly-in visitors.



***A shot of the camping area adjacent to the main building, less than fifty yards from all the amenities.***

We made one mistake however, pitching the tents on the wrong side of the trees. The rotating beacon was visible from the ground and until one donned eye cover, the inside of the tent was an experience in alternating white and green flashes. For those familiar with Boulder's nesting hawks on the beacon platform, we now know what it's like sleeping in that surroundings.

On our arrival, we freshened up and proceeded to the Badlands. Had a GoPro camera fastened on the wingtip taking a picture every five seconds as we flew. Unfortunately it was quite hazy and I mistakenly pointed the camera straight ahead instead of downward so 50% of every shot is sky. These pictures were taken with regular cameras from inside the plane.



***Western edge of the Badlands from 8000 feet msl.***

Air regulations in that part of the country ask pilots to maintain at least 7700 feet and to stay a certain horizontal distance from the monuments. Although this didn't pertain to the Badlands, we flew the tour at 8000 feet msl.

Hard to appreciate the geology from this picture. A ground tour is certainly worthwhile.

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## ***Mount Rushmore and the Crazy Horse Memorial from the air.***

We did get closer to Rushmore and yes, the presidents are there, however our GoPro pictures didn't turn out so here's one taken as we circled out a bit farther. It does show the general layout of the mountain. Crazy Horse is more defining. Well worth visiting on the ground and by air. Since it's private, one can legally fly closer and over it, but common courtesy says to consider the noise this causes for the people below.



***Unpacking the plane after the first day's tour***



***"Fueling and Oiling" one of the pilots***

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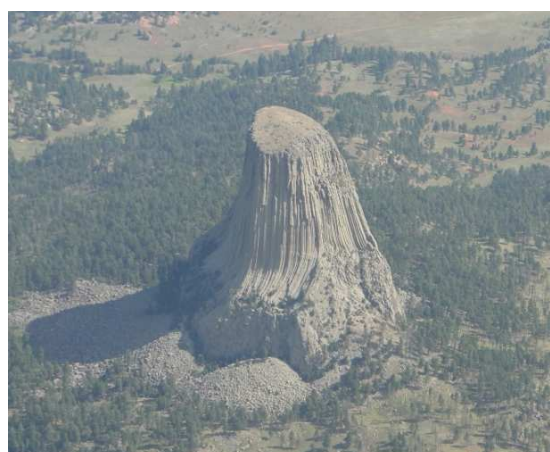
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After the first day's tour, we walked into Custer, a distance of about 2.7 miles and has a burger at the "Burger and Bun" restaurant, voted the best in the nation by one of the major travel organizations. (Forgot which one.) They weren't wrong. 1/3 lb lean beef, blue cheese, bacon, garlic spread (It's called an Iowan??). Even pilots need to be "fueled and oiled" so I added a Fat Tire to a great meal. Of course dessert was at the "Purple Pie Place" which is another Custer landmark eatery. These meals are often one of the highlights of these trips. What we didn't notice was that the path from the airport to the town of Custer is all downhill, so after the meal and pie dessert, it was 2.7 miles uphill back to the airport.



*Sunrise on day two and a view of the Homestake mine at Deadwood.*

On day two, we headed north to Deadwood and the Spearfish area to visit a couple of very impressive open pit mines. Homestake is over a mile deep and although it is no longer being mined, it's still quite impressive and well worth visiting. The distance from Custer to the Badlands is less than 40 miles and less than 10 or 15 to Rushmore and Crazy Horse. Deadwood was a trip of about 40 or so miles and then Devil's Tower was about 45-50 miles from Deadwood.



*North and South views of Devil's Tower in Wyoming*

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For almost all of the trip, the air was smooth and the sky was clear. Haze did diminish the distant scenery. After catching a "noon-time breakfast" at Scottsbluff, we headed back to Colorado and had to wait out some bad weather at Boulder. After a short delay in Ft. Collins, we landed in rather gusty conditions at Boulder. This is a trip that we would recommend to everyone. Not very far, easy to get to, and packed with scenery that can be appreciated from the air.

Dick and Connie Socash

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