

EAA Chapter 648

Longmont, Colorado 80503

Our next meeting is on Monday, November 14th, 2016, at 7pm. The meeting will be held at our usual venue of the Colorado Classic Aircraft Office at the Longmont Airport, courtesy of Carol and Bob Leyner.

November

2016

www.648.eaachapter.org

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Editor

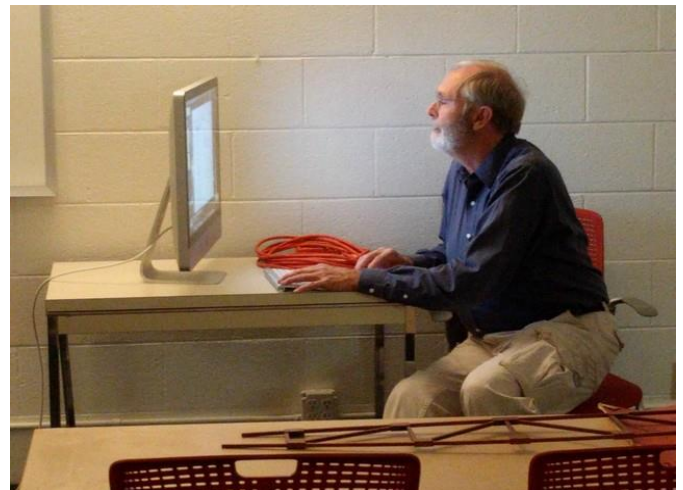
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October Meeting and First Flight Photos:



REGISTRATION NOT TRANSFERABLE	
UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION CERTIFICATE OF AIRCRAFT REGISTRATION	
This certificate must be in the aircraft when operated.	
NATIONALITY AND REGISTRATION MARKS N 142G	AIRCRAFT SERIAL NO. 1477
MANUFACTURER AND MANUFACTURER'S DESIGNATION OF AIRCRAFT HALL RICHARD A COZY MARK 4	
ICAO Aircraft Address Code: 50121235	
ISSUED BY C. H. C.	HALL RICHARD A 12 SPRUCE DR LYONS CO 80540-8803
	Individual
It is certified that the above described aircraft has been entered on the register of the Federal Aviation Administration, United States of America, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Title 49, United States Code, and regulations issued thereunder.	
DATE OF ISSUE August 28, 2015	EXPIRATION DATE August 31, 2018
U.S. Department of Transportation Federal Aviation Administration	

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October Program:

We held our October meeting at the Boulder Airport FBO Building for a program by Phil Brown on Heathkits, Ham Radio, and building a Pober Pixie. A good turnout and a very good presentation by Phil covering several topics including his hot air balloon building and flying experiences, interesting facts on the Heath Company involvement with airplanes and kits, and Phil's experiences in ham radio and building his "Pixie."

A Message from the President

When Congress signed the Pilot's Bill of Rights 2 and the President signed it, there was a lot of information and comments put out. If recollections are correct, the FAA said they'd have a definitive set of regulations and requirements formalized within six months. Sport Aviation has not reported on this in the last two months and there are questions as to where things stand. It's close to the six-month timeframe. I'm asking anyone who has updated information to please report it at our November meeting or forward it to one of the Chapter Officers for discussion.

Dick Socash
President, EAA Chapter 648

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.

October Question: What is the flare angle for an AN aviation coupling?

October Answer: Aviation AN couplings have a flare angle of 37 degrees as compared to 45 degrees for automotive applications. A drop of oil on the flaring tool works well to provide a smooth and uniform flared end on aluminum and soft metal tubes.

November Question: Assume you are suddenly in heavy clouds and all but one of your instruments fail. What one instrument would you choose to be operational? (And don't say parachute release button.)

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December Christmas Party

Our December meeting, as usual, will be the annual Chapter Christmas Party. This year, Phil and Susan Brown will be hosting at their home on Old Stage Road in Boulder. Tentative plans are for holding the event on Saturday, December 3rd to avoid conflicts with scheduled events by other Chapters and the later rush of events as we get closer to the holidays. Full details and directions will be included in the December Newsletter.

Other Items of Interest

AIRPLANE PICTURE(S) OF THE MONTH #28

Another picture from Bill and Mary Mitchell's collection. On a recent flight, we stopped in Goodland, Kansas to refuel before returning to Boulder. That airport is home to a specialized operation involved in working on and with Cessna 195 aircraft.



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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.

Member Activities:

A few weekends ago Connie and Dick Socash flew their RV-7A to the Pittsburgh area. Approximately 1150 nm with an overnight stop at KMYJ near Indianapolis on the way there and another in KHFY Sedalia, Missouri on the way back. Weather was good both ways and hospitality at intermediate fuel stop airports was great. Marginal VFR on the last thirty miles in and some low cloud cover on the way back made for an interesting flight. Hoped to see an Eastern Fall with all the colors, but due to the warm weather, the leaves were several weeks late in reaching full color. Still worthwhile.

The following trip report was submitted by Bill Kastenholz...

Dick always asks for trip reports, so I wrote up a trip my wife Robin and I took to Wisconsin for a wedding and then to Glacier Park, Montana. Most of it seemed boring, so I will just hit some highlights instead.

Central Montana is very undeveloped. From Glendive to Great Falls follows the scenic Missouri River. Many areas have no roads, towns, buildings, or human activity of any sort.

The 30 to 45kt headwind, smoke, and turbulence didn't help. When we finally reached the edge of the mountains, Robin wasn't feeling well, we forgot her oxygen cannula, and we had to climb to 13,000 ft. This put us on top of an overcast in bright sun. The ILS took us into the smoky valley without any other issues. Glacier NP is a great place to visit. We stayed in Whitefish, MT at the base of the ski hill. Smoke increased every day until it rained a bit on Friday evening.

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On Saturday, we took off at 9:30AM and passing 1,000 AGL we had a 300 rpm drop. Instead of switching to Salt Lake Center, I asked the tower to return to land for engine problems. Fortunately, it was a beautiful clear day, not hot or cold. I spent the next 5 hours removing and replacing the cowlings and cleaning out the #2 cylinder injector line and injector. I received help from a local A&P using his compressed air and some Acetone. On the second test flight all was normal. We got off at 2:30PM and headed for Worland, WY. The FBO had just closed and there was no SS pump. Getting some local advice we headed over to Thermopolis, WY to gas up. It is a very interesting place with very Western-looking scenes all around. There is a mound of a hill between downwind and the runway and a 30 ft. dropoff at the edge of runway 01. While pumping the most expensive gas of the trip, a big jackrabbit gave us the evil eye.

The last leg home was very murky with smoke but uneventful.

Four and a quarter hours of flying definitely beat 15+ hours of driving.

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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:**
 - Richard Socash 303-499-3169 rege.so@gmail.com
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- **Secretary:**
 - Connie Socash 720-890-7763 csocash@hotmail.com
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 - Doug Sykes 720-684-8699 taildraggers4cd@hotmail.com
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material presented. Editorial content is the opinion of the contributor and does not reflect the position of Chapter 648 or the Experimental Aircraft Association. Submission of articles, comments, or inquiries for publication in the newsletter are encouraged. Meetings are normally held on the second Monday of each month at 7:00 P.M. The place is determined each month.