

EAA Chapter 648

Longmont, Colorado 80503

Our Next Meeting will be held at 7pm, November 9, 2015, at the Colorado Classic Aircraft Building of Carol & Bob Leyner, located on the North side of the Longmont Airport

November

2015

www.648.eaachapter.org



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October Meeting Photos:



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November Program: Bill Mitchell will be giving our November Program. Always an opportunity to learn some facts, techniques, and history and to ask and answer questions. It seems programs presented by members generate a lot of discussion and judging by the comments I get afterwards, are ranked as some of the best we offer.

The schedule for subsequent meetings this year is as follows:

December Chapter Christmas Party

As always, everyone is invited to bring a guest to our meetings. There is almost always an interesting program and fun for all.

A Message from the President

Wright Brothers Master Pilot Award

The Wright Brothers **Master Pilot Award** recognizes pilots who have demonstrated professionalism, skill, and aviation expertise by maintaining safe operations for 50 or more years. Recipients are awarded a certificate and a lapel pin and are recognized in the Wright Brothers Master Pilot Award - Roll of Honor located online at FAASafety.gov! For information regarding eligibility, how to apply, or the selection process, download the [Information Guide and Application form](#). (PDF) If you have additional questions, you can also contact your local [FAAS Team Program Manager](#).

The above info was sent by Rick Hall which may be of interest to some of our members. No accidents, no citations, and at least fifty years of holding a valid license seem to be the major requirements. It's hard for me to realize that it has been 55 years for me. Costs in 1960 were \$3.50/hour wet in a Luscombe 8A and my instructor charged \$5/hour. No wonder I soloed in 9 hours. Our flying club at the Livermore Atomic Energy Lab had the Luscombe, a J-3 Piper Cub and a Piper TriPacer that dropped like a rock when the engine quit. We went by the name of "The Flying Particles." No wonder I went on to complete graduate school in High Energy Nuclear Physics. Back then it was truly the \$5 cup of coffee flight and a full complement of

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instruments was, "Needle, Ball, and Airspeed." Livermore was a gravel strip and there was no airspace to speak of, no medicals, and gasoline was 80/80 and around forty cents a gallon.

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: You've completely stripped the notches in a phillips head screw. How do you remove the screw?

October Answer: There's the usual drilling and screw extractor technique. However, if you have a Dremel or similar-type tool and can get to the screw, use a thin cutting disk and cut a slot across the head and use a flat blade screw driver. Max torque as opposed to the limited torque from the Phillips slot width. Read on-line the stories of people replacing ignitors on a gas range. 2-3 hours extracting four small screws. Took less than a half-hour by cutting slots.

November Question: The temperature is 70 degrees and the dew point is 60 degrees. Approximately how high above ground will clouds begin to form?

October Program: Our program featured a presentation and question and answer session with the new manager of the Longmont Airport, David Slater. As mentioned in last month's newsletter, imagine having to deal with employees, a city government, the Federal Aviation Agency, irate homeowners, on-site companies, contractors, and finally pilots, all at the same time. It was interesting to hear what is happening with/at the airport and to get to know him. Also got a heads-up on the 70th anniversary celebration for KLMO.

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Other Items of Interest

KLMO Celebration Help... Wanted to recognize and thank the folks who turned out for the KLMO event. I don't know all of the duties performed but a few of us worked parking cars. Chapter members at the airport that day included: Howard Morgan, Steve Beach, Rick Hall, Dave Schenk, Dick Socash. Senior moments come and go so if I've missed anyone, accept my apology. Dick

AIRPLANE PICTURE(S) OF THE MONTH (#20)

Howard Morgan's 1964 Cessna 185C



The picture on the right is from the cover of the Cessna Pilots Association September 2007 issue. In it, Howard tells the story of acquiring and then restoring this plane. An interesting story that could be one of our future programs. In the air on May 7, 2006 after a lot of work, Howard was awarded a Bronze Lindy at Oshkosh in 2006. Howard, thanks for the info and allowing us to finally have another plane of the month.

Note: We have #21 lined up. Steve Alderman's Lancair 360 will be # 21 next month.

KEEP THOSE CARDS AND LETTERS COMMING!!!!

*And special congratulations to **Tracy Ross** who is currently flying off the 40 hours in his new Sportsman. Tracy, get us some pictures of the finished plane!*

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Young Eagles Flight:

Weather permitting, our next Young Eagles Flight is scheduled for Saturday, November 15th at the Longmont Airport. We'll begin at 10:00 AM at our usual location. There will be repeat (and new) Young Eagles from the Compassion Road Academy and additional Young Eagles from contacts made at the recent Longmont Airport 70th Anniversary celebration. We'll need 3-4 pilots and planes and an additional 3-4 ground support staff. Contact Rick Hall (303) 589-2063 or Dick Socash (303) 499-3169 to volunteer your services.

Note: We'll have our meeting prior to this event so you can sign up to help at that time.

Chapter Roster and Tool Loan Program...We need to put together an up-to-date and complete roster of official Chapter Members. As a minimum, we should have current address and contact information and it would be nice to collect information of interest to other members. In all correspondence with National EAA, membership number in the organization is always asked for. As new members come into the Chapter we should have information for them on who their fellow members are. A program that is being discussed and hopefully gets off the ground in the Chapter is a Tool Loan Program. It doesn't pay to purchase a one-time expensive tool if it can be borrowed for a short period of time and then returned in equal or better condition. As part of assembling a roster, information can be gathered on who might be interested in participating in the Tool Loan Program as a lender. As discussed in meetings, this program will be a 'Chapter Members Only' operation. A form to include tools for loan, contact info, and other items of interest that the builder-loaner would like to include will be put together and made available at the January meeting. As Newsletter Editor, I volunteer to create and manage the program, since I have ready access to everyone's contact info as used in the Newsletter emailing effort. I envision creating and maintaining a database of tool lenders and being the 'contact person' whom an interested borrower will contact, and I will put that borrower in contact with the owner(s) of those tools, which will insure that only Chapter members with verified contact info participate in the borrowing program.

Doug Sykes

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Our trip to Bowie, Texas

By Haiko Eichler

Why Bowie, Texas?

It is a very quaint west Texas town, named after Jim Bowie of hunting knife fame, which also happens to be where my son Mike and his wife Cindy have a small (by Texas standards) 160 acre ranch where Cindy is raising and training "cutting" horses and Mike works as a computer software developer for a major oil company.

We had not been there for a while and the last time we went for a visit we drove the distance. It is a fairly long drive lasting about 12 hours, so this time we decided to fire up the trusty old Cessna 182 and go by air. 4.5 hours beat 12 hours anytime!!

The last time that I went on a major four hour trip, it was to North Las Vegas. I didn't do sufficient homework and ended up in trouble getting into the Nellis Air Force Base airspace. So this time I did my



appropriate research for this trip. Being the proud owner of a MOGAS STC (autofuel supplemental type certificate), I was also trying to find a fuel stop approximately halfway where I could gas up with Mogas. Looking at my aviation charts, I found a little airport in southern Oklahoma that advertised the sale of Mogas. I decided, before departing, to give the guys a call to make sure that Mogas was still available and at the price they were advertising. Moreland, OK, the name of that small airport, was suggesting to call a certain phone number if you wanted to have fuel. I called the advertised number and reached John (not his real name), the fuel man. To my chagrin, John told me he wasn't sure if he could get the fuel pump started. As a matter of fact, to my amusement he said: "I ain't sold no Mogas in over a year. I ain't completely sure if that stuff is still any good."

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Well, this was certainly a red flag for me not to stop in Moreland. John the fuel man was very helpful in suggesting a stop in Woodward, OK, which was just about 12 miles to the west and their aviation gas was lower-priced than his Mogas. The aviation gas in Woodward was just \$3.92/gallon, so I decided to make that my fuel stop.

I filled up the fuel tanks in Longmont with Mogas at \$2.50 a gallon, put a couple of new tires on the main wheels, loaded our two long-haired dachshunds in the backseat, called flight service for weather information, filed my flight plan, and we were off and flying.



On the way to the southeast from Longmont, I made sure to stay at 7500 feet, as suggested by ATC to stay clear of Denver's class B airspace to the North.

Once clear of the Denver airspace, I went to my heading of 130°. After about 50 miles at my cruising altitude of 7500 feet we ran into a cloud layer at about 8000 feet so I decided to climb to VFR on top. As everyone probably knows, flying on top makes for a beautiful ride. By the time we got into Kansas the cloud layer disappeared. We had a beautiful tailwind and my GPS indicated a groundspeed of about 180 miles an hour which got us into Woodward about a half an hour ahead of scheduled arrival. Checking the Woodward Unicom for airport information, we were told that the winds were gusting from 20 to 40 mph but not straight down the runway, but rather a vicious crosswind for the active runway. In any case, I got the bird down in one piece. The fuel attendant mentioned

rienced such winds every day for more than a week.

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The fuel service in Woodward was excellent and at \$3.92 for aviation gas, was a real bargain. Both entities, the human passengers as well as our two canine passengers were in need of a rest stop and a cup of coffee. Once all that was



accomplished, everybody loaded back into the old 182 and we were off on a heading to Bowie. This time the wind gods were not as favorable to us because, for a

while, we encountered a 40 to 50 mph headwind, but a couple of hours later we landed at the Bowie Municipal Airport. Now let me tell you the Bowie municipal Airport is a beautiful back country airport. Apparently it had been recently overhauled, including the new blacktop runway and a beautiful blacktop tie down area. They never charge for tie down no matter how long you stay there. They offer self-service aviation gas and jet fuel and they also have a courtesy car that you can use to go into town to get a meal; just put a little gas in it when you return the car.

We spent a beautiful week with my son Mike and daughter-in-law Cindy at their ranch, including a real Texas BBQ with ribs and brisket. They recently installed a beautiful swimming pool on their property, actually fancy enough to call it a Spa.



Did you know that car gas in that

part of Texas is below two dollars a gallon? Mike and I gathered up some gasoline cans, filled them with gas at a \$1.95 a gallon, and filled the tanks of old 8840X. At that price you can

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almost fly for free!! And on Thursday we were back on a heading of 300° to good old 2V2.
Flying sure beats driving!!



Haiko



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".**

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