

EAA Chapter 648

Longmont, Colorado 80503

Our next meeting is on Monday, June 12th, 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.

June

2017

www.648.eaachapter.org

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Editor

Doug Sykes

720-684-8699

taildraggers4cd@hotmail.com



May Meeting Photos:



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May Program:

We planned for a video on Women Ferry Pilots who flew military planes from the point of manufacture to military bases during WW2. Unfortunately, we were without a computer and had to postpone that item. The evening was spent discussing a number of items including a general review of the new medical requirements and thoughts on options for those whose third-class medical is now expired.

A Message from the President

Our tool loan program is now in effect. Think about what tools you may have that don't get frequent use and may be useful to others on a short-term loan. The Chapter is now the owner of a set of aircraft weighing scales and a borescope. Paid-up Chapter members can borrow these items along with others listed in the tool loan catalog by contacting Doug Sykes.

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The actual loan and return of non-Chapter tools is by interactions between members. Members will deal directly with each other, and the general guidelines are, "Return the tool on time in equal or better shape than when it was loaded out".

Dick Socash

President, 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 others not so much.

May Question: Is the Class 3 Medical Option most of us lived with these past years still in effect?

May Answer: Yes. The changes apply to recreational flying and not to commercial or for-hire flying. One can still go to an AME to get the checkup for the four years. In many cases, this is less expensive than a private physician medical checkup.

June Question: A sample of automobile engine oil and a sample of airplane engine oil at oil change time both look dark (black-brown). What is the major difference, aside from the oil type?

June Program

We're planning on a presentation and discussion covering airspace. Barry Barnow has volunteered to talk about this topic which is often misunderstood by a lot of pilots. All one has to do is look in detail at a sectional to see all the different classes and conditions that can be present. Related to static air space restrictions are the dynamic changes and impositions through NOTAMS and MOA's.

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.

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New Idea for our Meetings

Phil Brown came up with an excellent idea for a regular item in our usual meeting agenda. His suggestion: add a spot in the evening agenda for members to voice a question or thought. Two minutes max, even one minute, would suffice. But open the meeting to the floor, formally, at some point. Thanks for listening!

Program Request

Every time I ask someone or go to the internet to get clarification on carrying a firearm in an airplane, I get a different or slightly modified opinion. Anyone willing to research and present to the Chapter information on this topic, or who knows a trustworthy individual willing to give us a program, please contact a Chapter officer and we'll set up a program. Also, any other ideas on programs are most welcome.

Other Items of Interest

AIRPLANE PICTURE(S) OF THE MONTH (#36)

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



Here's another of Bill and Mary's Pictures of Classic Airplanes, the Beechcraft Staggerwing

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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

A trip report from ***Connie & Dick Socash***

We wanted for several weeks to take a trip to Lake Havasu City, Arizona to visit a daughter/sister. You all know Spring weather in the Rockies. After several weekly postponements, the weather showed a good flying window so it was off to LHC via Moab, Utah.



Looking over into California from the LHC side.

Going, we faced a 30-40 knot headwind and mild to moderate turbulence the whole way once we crossed the divide at Rollins Pass. Compensation was in the form of great scenery throughout the entire trip. The route took us over Canyonlands National Park and along the Colorado River and Lake Powell leading up to the Grand Canyon. The weather stayed the same on the return trip and now with the tail wind, the earlier 110-120 knot groundspeed was now 170-180 knots.



A good shot of the original London Bridge. Dismantled block by block, shipped across the Atlantic Ocean and reassembled in Lake Havasu City.

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Always have to have proof of the flight. Note the fancy microphone muff. The original was somewhere on the floor and a Kleenex worked as a suitable alternative.



Interesting rift along the route. With the turbulence encountered, I ended up with several pictures of the instrument panel and inside top of the canopy.

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Our welcoming committee. LHC airport is on land donated with the stipulation that the land cannot be used to make a profit. As a result, tie-down is free, convenient and safe.

Once again, I got a lesson using a GoPro camera on the wingtip. Having learned from an earlier trip through South Dakota, I pointed the camera down and set the exposure rate at one picture every minute. Tightened the screw that set the angle and took off. The slipstream was so strong, the camera rotated up to the point where it pointed into the sun, which washed out most of the pictures. Next time, I'll fabricate a bracket to fix the camera angle.

Interesting to note, the winds did not vary from about 6000-10,000 feet MSL. Low rpm, proper leaning and power setting gave very good fuel economy when cruising at 9500'.



A typical view throughout the Moab-Canyonlands area. From a mile up, the formations don't show well in pictures.

Thanks to Connie and Dick for the trip report and photos. Ed.

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Another trip report to points farther north...

by Doug Sykes

In early June of 2016, I flew to Leaf Rapids airport in northern Manitoba, Canada, to visit a friend from Longmont who owns a cabin on the Churchill River, just north of town. The town is not visible from the air and defined by one strip mall which contains the local school, all of the shopping nearby, and the local RCMP post (Royal Canadian Mounted Police). Leaf Rapids is located near the northern border of Manitoba, north of which are named territories instead of provinces.



About to clear Canadian customs

The trip up took 8 hrs flying time, with a moderate tailwind the entire way. We stopped to clear Canadian Customs at the northern edge of North Dakota at a small strip known as International Peace Garden. The paved strip serves the Customs Services of both the US and Canada, depending on where you park on the tarmac. Clearing Canadian Customs was quite easy, taking about 15 minutes. We had called ahead with our ETA. The inspectors main line of questions related to what alcohol, drugs, and/or guns we had on board. We had the allowed amount of distilled spirits, **only** for cutting the dust of the trail, but nothing else. Long guns are permitted, but pistols aren't.

The flight north from Peace Garden was just like flying over the plains in the US, but with much more water. We flew on the west side of Winnipeg but the really big water was many miles north of there. Due to desires to navigate as directly as possible, we ended up flying over the most uninhabited terrain that I've ever seen. In many spots, for as far as the eye could see, there were no people, vehicles, roads, or help if needed. If one had a forced landing in that area, one's problems would have just begun upon landing. Which direction to hike out? The vegetation was scrubby, with a few trees, but mostly just nothing. The only way we would have

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known which direction to take on foot would have been by reviewing a chart and seeing where the least water was. In all directions was pretty much nothing. We had an emergency kit on board with enough calories for two men for about two days. It would have taken many days, perhaps weeks to hike out to rescue. We viewed many lakes, some quite large, with absolutely no evidence of people, boats, or cars. We're talking about lakes that are larger than some US states. We overflew a couple of small airports on the south end of Manitoba but airports north of Winnipeg were few. The knowledge gained here was to never fly over that terrain again without a satellite-based phone or text device to summon help, with the other option of flying over the one road that went up there many miles to the east. Many miles. Those devices are available at outdoor outfitters for a few hundred \$\$ and have little value here at home, but there would be nothing like it in northern Manitoba if one needed rescue.



Fixing a boat motor without tools, skills, and too much supervision



Cabin way up North

Landing at Leaf Rapids was uneventful and within 3 minutes of our ETA that had been given to our friend up there 8 hours prior. He was stuck in the Churchill River towing an inoperative

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boat and thus missed our scheduled rendezvous. Since there was nothing at the airport other than a runway and a long-since decommissioned flight shack that harkened back to the days of scheduled service with Ford Tri-Motors, we decided to thumb a ride into town to try and find our friend. Luckily, we were picked up by a former RCMP officer who worked in Leaf Rapids a few years prior. We would have never found the town by walking past it on the highway. There simply is nothing up there. After a pair of sandwiches (\$30) we rented an apartment for the night (\$180), thinking if we didn't find our friend, we would have no choice but to fly home the next day. Being already low on fuel (our friend had brought 30 gallons of avgas up from Longmont) would make the one hour flight to the nearest airport with fuel a little dicey but possible at a very low throttle setting. That option wasn't needed as we found our friend later that evening and boated out to the cabin.

We enjoyed doing much of nothing for four days, mostly watching our friend catch walleye and seaweed. With quiet Honda generators and plenty of fuel, we didn't lack for much. That's a credit to our friend Dave who has made many trips up there with supplies and tools.

The flight home was longer as we fought 20kt headwinds most of the way. Our first stop was in Thompson, an hour away from Leaf Rapids, to tank up with fuel, eat breakfast, and find cell service so we could call American Customs and advise them of our ETA later that day. A navigation error put us over the same terrain we overflowed on the way up. We were determined not to expose ourselves to the possibility of a forced landing in nowhere but flew over it a second time anyway. Four and a half hours later, we landed again at Peace Garden to clear Customs. The US Customs officers we dealt with weren't quite as affable as their Canadian counterparts. They scanned the RV6 with a Geiger counter to insure we weren't importing radioactive materials. While they didn't make us unload the plane onto the ramp, as they hinted they might, they did require us to hike down to the main building to speak with the Customs supervisor. He was furious with us that we hadn't used the 'computer system' to advise them of our impending arrival. Our pleas that cell phone service and computers weren't available to us fell on deaf ears, as well as the fact that this man's subordinate, whom I had conversed with from Thompson and said he was happy to take our data on the phone, got us nowhere. They eventually cleared us to fly on home, after many guarantees of action to be taken by the Customs Service against us for this transgression. As of this writing, I've heard nothing from Customs. They wouldn't even let us purchase the annual \$25 Customs Pass, saying that would come later. It was not the welcome home we were hoping for.

More fuel and an overnight stop in Rapid City, SD got us home in one piece. The RV6 is a reasonably good travelling machine but with days of 8 hrs plus in the cockpit, it got a bit tiring.

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Since most of my trips are of much shorter duration, I don't contemplate any changes to the plane, but it seems I might bone up on how to properly clear US Customs.



Churchill River, northern Manitoba

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.

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!!**

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Chapter Officers:

- **President:**
 - Richard Socash 303-499-3169 rege.so@gmail.com
- **Vice President:**
 - Bill Mitchell 303-427-4025 billyav8r@yahoo.com
- **Secretary:**
 - Connie Socash 720-890-7763 csocash@hotmail.com
- **Treasurer:**
 - Haiko Eichler 970-344-4599 heritmail@aol.com
- **Tech Counselors:**
 - Bill Hannahan 303-618-7921 wfhannahan@yahoo.com
 - Doug Sykes 720-684-8699 taildraggers4cd@hotmail.com
- **Newsletter Editor:**
 - Doug Sykes 720-684-8699 taildraggers4cd@hotmail.com
- **Flight Advisor**
 - Bill Mitchell 303-427-4025 billyav8r@yahoo.com

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