



## EAA Chapter 648

Longmont, Colorado 80503

Our next Chapter meeting on July 13th.  
Longmont airport as usual, 7:00pm as usual too, but very  
near the segmented circle. It's very near the  
first lift gate at the main entrance to LMO that many of us use.



**T**hanks to all of you for reading our newsletter and I will keep on working to increase our readership and don't forget to patronize our advertisers if an aviation purchase is in your future.

By the way, last month's newsletter had the highest "click-thru" rate in the EAA 648 history. Was it because of my ranting and raving about COVID-19?

I wonder!

*Remember, "Nothing happens until somebody sells something"*

I have the most  
loving wife. Last  
night I woke up  
while she was  
holding a pillow  
tightly over my  
face to protect  
me from  
COVID19.

*Chuckle of the Month*

I was wondering what type of aircraft has two engines, two tail booms, two rudders, two data plates, had two seats when new, is now 500 pounds lighter, and is currently classified as an EXPERIMENTAL aircraft. I know the answer, do you?

Meet the owner of this very unique aircraft at our next Chapter meeting on July 13th. Longmont airport as usual, 7:00pm as usual too, but very near the segmented circle. Arguably the closest hangar to the segmented circle to boot. Marked as hangar "14G" on the ground, it's very near the first lift gate at the main entrance to LMO that many of us use.

Given we're still abiding by Corona-19 rules, we've selected this location so we can easily practice social distancing, and hear about a really cool plane too.

Many of us are not fond of this Corona virus, myself included, as well as the rules and requests our President and Governor have asked of us. I need to remind everyone that Dr. Hannibal Lecter from the movie "Silence of the Lambs" wore a mask when interacting with the public too. His mask was not to protect him from you... think about that for a bit. Don't be a "Richard Cranium"; wear a covering, wash yer lunch hooks, keep yer distance if someone seems uncomfortable near you.

And if you're really uncomfortable in a group environment, consider sitting this one out. We'll all be square once this settles down.

Wearing a mask at 16,500', and a foam mic muff too.

Yer Obidient Servnt,

Rick

# Calculating Takeoff and Landing Distance

Featuring [Tom Turner](#)

## Aviator's question:

*"How realistic are published takeoff and landing distances for light GA airplanes?" — Fred C.*

## Tom:



“This varies dramatically from one airplane type to another, among similar airplanes, and even in the same airplane under different circumstances.

What I suggest is that you compute the takeoff and landing distances in the ways you normally operate the airplane. Apply at least a 50-percent margin for less-than-perfect pilot technique or runway conditions. Now you know what's *normal* for you in that airplane.

If you plan to do anything different from your normal—add a couple of passengers, take off at a higher density altitude, use a grass runway—compute the performance under those conditions, to the extent POH performance data exists, and apply at least a 100-percent margin (double the distances).

I use the 50-foot obstacle clearing distances, not the ground roll distances, as my deciding factor.

One last note: obtaining *book* performance requires you use the *book* technique. Most POH takeoff and landing data actually reflect short-field performance: Stand on the brakes until full throttle for takeoff; power off for a steep 1.3 times V<sub>so</sub> approach on short final for landing. If the runway lengths are short enough that you need to double-check the airplane's performance, you need to use the *book* takeoff and landing techniques."

## FLYING THE DIVIDE


By Connie and Dick Socash

With the high pressure fronts moving in and the clear days, it's fun to take flights over the continental divide to places like Kremmling and Steamboat Springs. Both airports have courtesy cars and good restaurants close by. Although at this time, the courtesy car availability at Kremmling is on hold due to the virus. For the more physically fit, the walk from the Kremmling airport to the Moose restaurant is 1.3 miles. The meals are typically well worth the walk. The Moose used to have a coffee cup for sale advertising the restaurant with messages on two opposite sides. One was a cholesterol rich breakfast offering and on the other side, an advertisement for a local cardiac care clinic. Talk about covering all bases. In Steamboat, a visit to Winona's allows for a good breakfast or dinner. Recently Connie and I made trips to both locations. The weather was cooperative with calm skies and winds aloft of less than 15 knots. Before each flight, we received briefings from the 1-800-WX Brief service. Be forewarned however that the technique for getting a briefing now requires one to set up an account which actually is a quick and easy task.

Account Creation

If you have an existing Leidos Flight Service call-in profile, we will match that profile to this account based on either the Email Address OR the combination of the Last Name, Phone Number, and Aircraft ID.

[What is a Leidos Flight Service call-in profile?](#)

Email Address	Confirm Email Address
<input type="text"/>	<input type="text"/>
Last Name or Organization	Phone Number <input type="text"/> <span>Mobile ▾</span>
<input type="text"/>	Home Base Phone Number <input type="text"/>
Aircraft ID (optional)	
<input type="text"/>	
Confirm Image Text Below	
<input type="text"/>	
	
<small>Cannot read the image? Click it to get a new one. Text is case-insensitive.</small>	

[Click here to return to Login page](#) Create Account

**To set up an account, go to the 1800WXBRIEF.COM website and click on the account setup option. The following screen will come up**

Fill in the appropriate information and click on the Create Account option and the following confirmation will come up on the screen.

**Account Created**

A new account has been created for

Email Address: rege.so@gmail.com

Login information has been sent to rege.so@gmail.com

OK

READ MORE

If one calls in on the phone number listed, or reports your Email or airplane N number, your account is automatically located and you can proceed with a regular briefing. (THOUGHT I'D ADD IN THIS INFORMATION IN CASE YOU HAVEN'T ALREADY ESTABLISHED AN ACCOUNT AND ARE UNFAMILIAR WITH THE PROCESS)



The following pictures were taken during the flight to Kremmling. The route took us over Rolling Pass and straight into Kremmling. On the flight to Steamboat, the route went past Kremmling and over Rabbit Ears pass and into Steamboat. Looking back, I'm sorry we missed a great picture when turning base leg on a southern approach into Steamboat airport, KSBS.



An expression of “pure joy” flying above the high country. One of the advantages of living and flying in Colorado.



Two shots showing the cloud patterns and the current snow remaining in the areas around the peaks. These pictures look great when expanded to full screen on a large display.

One can get an idea of how smooth the air was by looking at the well-defined cloud bottoms. Very little turbulence and a regular temperature lapse rate behavior.

I don't know how many have taken advantage of ADS-B IN after installing the OUT requirement, but for us, it has been an absolute delight. Connie subscribed to FlyQ and has the option of installing service on up to five devices. The picture below was taken on her I-Pad device which FlyQ awarded to her for

winning the naming contest for their new pilot's communication service. We're on the return flight from Kremmling as we approached Rollins Pass. At close to a fourteen thousand foot altitude we were well clear of the ridge line with an excellent view of the surrounding peaks. We could have flown a direct course over the pass, but wanting to practice good mountain flying techniques, we were maneuvering to approach the ridge line at a forty-five degree angle. These flights were taken mid-week and as can be seen, traffic in the high country was minimal with the usual distribution of airplanes around DIA and the Metro area.

Dick Socash



Thank you, Connie and Dick. I can always count on you guys for some help with material of interest to the members of Chapter 648!!

## **Is humanity at the top of the food chain?**

We ARE part of the ecological food chain.

Just think about it, every virus and bacteria is trying to kill and decompose (eat) us since time began. Fortunately, evolution has equipped us with a protective armor called the immune system and unless this immune system is compromised by an existing illness, poor living habits such as alcohol and drug abuse or a poor diet, obesity or a number of poor habits practiced in our western societies, we can and will defeat that enemy. So, we are really not at the top of the food chain. On this planet, every creature will hunt, kill and consume its prey in order to survive and that is true as much of the lion and the lamb as it is with a virus or a bacterium, trying to kill us. Is it reasonable to shut down the whole World in order to avoid being infected with the Covid virus?

Absolutely not!

As Rick mentioned in his Presidential notes in the last newsletter, "**We Don't Gamble, We Need A Sure Thing**".

Avoiding the gamble requires collection and dissemination of available evidence and since other than moving my residence from Boulder to Loveland again, I had nothing else to do but to spend some time collecting evidence.

The medical evidence shows us that in 95% of all infections the victim either has no symptoms or just mild or average flu like symptoms. The remaining 5% experience more severe symptoms and -YES-some people in that 5% category will die because of the above-mentioned reasons.

### **So, what are your chances of dying from a Covid-19 infection?**

Taking the current Covid-19 death rate in the United States with a population of nearly 333,000,000, that would be .0002%.

You will have a better chance winning the lottery!

Hiding in your home, wearing a mask, not coming into contact with anyone including your family members and aging parents is absurd and very damaging to our psychological wellbeing.

Talking about those silly masks, the jury is still out on that one. There are as many medical **expert's** pro mask wearing as against that practice. These masks do NOT protect you from anything, they protect, to some degree, another person in the event that YOU have the virus and cough and sneeze, creating a so-called aerosol effect. Most masks only protect with an efficiency of 3 microns and with your t-shirt or bandana even worse. The Covid-19 virus and most other flu viruses are in the 1-micron category and easily penetrate any of the masks being worn today with the exception of the N-95 which by design is also very effective retaining your exhaust (CO2) and depriving you of oxygen.

I also have to ask a very important question: Do you change your mask, t-shirt or bandana about every couple of hours for a fresh, clean one? If I were a gambling man, I would bet that you don't. So, wearing a dirty mask you have had in your pocket or car just to gain entrance to the supermarket is nothing but a placebo to make you feel good, that you do the right thing. So, if you decide to wear a mask, please make sure it is a clean and sterile one. And I am very pleased and happy that we decided to have a meeting again. One can certainly miss a bunch of like minded aviators in a time span of four months.

Haiko



## **Bob needs some help to locate some of his tools!!!---**

I loaned out my 2 ¼ 3 1/8 Instrument punch and can't remember to whom—a good case for using the Chapter tool chest!!! Getting old does have downsides.

Bob Leyner

### **EAA 648 Chapter Officers:**

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- **Secretary:** None elected, Various volunteers
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