Longmont, Colorado 80503

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September

2015

www.648.eaachapter.org

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Editor

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August Meeting Photos:





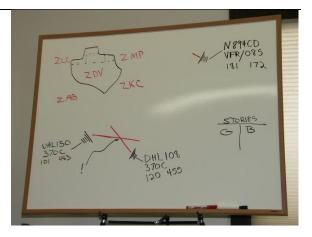
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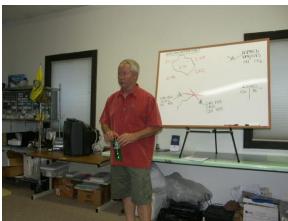
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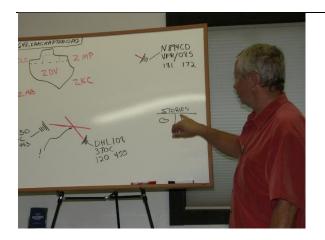






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September Program: Annual Chapter Picnic, Saturday Sept 12, 2015

September is our annual picnic in Eldora at the home of Earl and Barbara Bolton. It is scheduled for Saturday, September 12th and will begin around noon and go for a few hours into the afternoon or until food, drinks, and conversations run out. To get to the picnic, take the road out of Nederland heading toward Central City. A short way out of town there will be a sign for Eldora and a road off to the right. Proceed on this road past the High School and into the town of Eldora. Watch for the Chapter EAA banner on the left side of the road. When you see it, you've arrived. The Chapter will furnish drinks; ice and set-ups. Bring your choice of main course to grill and a dish to share with the group. Note: Last year our drinks included soft drinks, water, juices, beer and wine, and we even had music. Plan on attending. Guests are welcome so bring along that special person, friend or fellow aviation enthusiast. For those that haven't attended a 648 picnic, please come this year. This is a chance to informally get together, enjoy good food, and get to know fellow members, wives, husbands, and friends. The Bolton's home sits in a beautiful setting and the Chapter is fortunate that we are able to gather here on occasion.

Attention: I've been told Nederland and Eldora police monitor traffic closely so please watch your speed.

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Several months ago, members volunteered to organize meeting programs for 2015. Our September 2015 meeting program is the annual Chapter picnic held at the home of Earl & Barbara Bolton in Eldora. As a reminder, the schedule for subsequent months is as follows:

October Bill and Mary Mitchell

November (Need Volunteer)

December Chapter Christmas Party

If you aren't on the list already, please step up and take the month needing a volunteer to arrange the program.

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

There are advantages to joining and belonging to an organization like EAA Chapter 648. You get



to meet and become friends with interesting people. I don't remember how many years I've been a member of Chapter 648 but I do remember in all that time there was a member who never missed a meeting or special event and who became a very special friend of mine and I'm sure of many other Chapter members. Ted Keryluk was that special member. At times irascible and often opinionated but always with a heart of gold and that special smile. Always enjoyed the stories Ted told of getting a ride to school from Henry Ford, his early flying

experiences, descriptions of the Willow Run B-24 manufacturing facility, and of course, his

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thoughts on that last B-29 ride.

Ted served Chapter 648 for the last couple of years as Honorary Vice President.

Sport Aviation likes to say members who have left us have *Gone West – Not alone into the* sunset but into the company of friends who have gone before them.

Ted, we'll miss you. Thanks for the memories.

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.

August Question: What is the minimum voltage required to energize the field in an alternator?

August Answer: A 12 volt feed to energize the alternator coil is usually taken off the bus bar. It was surprising to learn recently in discussions with a representative from PlanePower that a voltage as low as 2 volts would be sufficient to energize the coil and have the alternator output current.

September Question: Without special correction, why does a helicopter become less stable as its speed through the air increases?

August Program: Doug Sykes discussed "VFR Flight Following" primarily from an air traffic controller's point of view. Also took time to answer questions on ATC practices and rules and to tell of a few good-outcome experiences. Very well done and I'm sure appreciated by all who attended. As mentioned in the meeting summary a few weeks ago, Doug's and Haiko's presentations were excellent and well received and leads me to believe there are other special programs in the experiences and minds of our members.

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Other Items of Interest

AIRPLANE PICTURE(s) OF THE MONTH (#19)

(Holding at 19)

Send in those pictures

Montana trip report

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, as we forgot her oxygen cannula and we had to climb to 13,000ft. This put us on top of an overcast in bright sun. The ILS took us into the smoky valley without any other issues.

Glacier National Park 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.

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 to deal with 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

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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 self serve 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. drop-off 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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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

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"Plane of the Month", trip reports, technical tips, hangar tales, "beautiful planes," and aviation slanted "fish stories".

At Oshkosh, an alleged 'composite guy' was found with his hands in the rivet jar...shamelessly...



Tool loaner list

During a few meetings this year, a 'tool loaner list' has been discussed. I will be including the list in each month's newsletter, or perhaps on the Chapter website. We, as a chapter, need to discuss where we'd like to see this list published (i.e. all newsletter recipients, chapter members only, etc.), as well as the publishing of contact info. It won't take long to get a list going, but some ground rules to start will be helpful. More on this subject at the October meeting. Ed.

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