



EAA Chapter 648

Longmont, Colorado 80503

This month's Chapter meeting will be held at the Longmont Innovation Center (33 Quail Rd, Longmont, CO 80501) at our normal time (7:00pm) on November 14th.



Thanks to all of you for reading our newsletter and I will keep on working until the end of this year to increase our readership and don't forget to patronize our advertisers if an aviation purchase is in your future. Remember, *"Nothing happens until somebody sells something"*

Instructor wants me to stop calling throttle "THAT BIG KNOB THING." Also hates when I call instruments "GADGETS"

Letter from our President

Hello members,

Happy November. I really encourage members to volunteer to take over the newsletter editor, Treasurer, and secretary positions. Alex and I can't do it alone. We have a great program for this month. Our host is Colin Dielmann who will be giving us a tour of the Innovation Center. This will be a great tour as it has been on the list to make happen for a while. A huge thanks to Alex for making this happen. As always sunny skies and happy flying,

Malcolm Dean

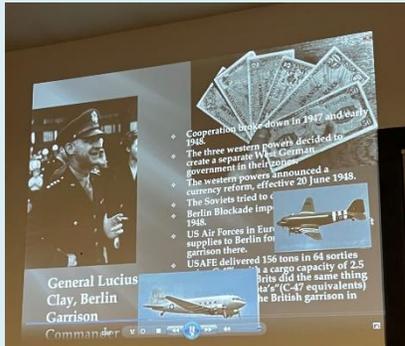
October Meeting Report

Our October 10th meeting featured a first-hand account of an impressive Army Airforce program that occurred during the Cold War. The Berlin Airlift was covered in an impressive presentation by fellow 648 member, Haiko Eichler, who lived through it as a young boy in Berlin. Credit is also due to cousin Willie who also experienced those time in Germany as a

slightly younger boy, and who added some interesting side-notes.

The Airlift is often remembered for the action of pilots who in an interesting humanitarian act, dropped candy to the young children in Berlin. The more impressive humanitarian act was the actual thousands of people, planes, and flights who kept a city fed, warm, and safe from Communist oppression.

Pictured at the left are Haiko and Willie, our presenters.



Hard to read is this slide honoring the original “Candy Bomber,” Col Iverson. It’s hard to imagine for many of us what it must have been like to have lived through the events and times of the Second World War as little kids and then to see small parachutes descending with candy attached.

Well done to all who participated in the Berlin Airlift and also well done to Haiko and Willie for allowing us to share your memories of this time in history.



Always good to see

pictures of the turnout for our programs. Remember, your attendance and participation is a big encouragement to others.

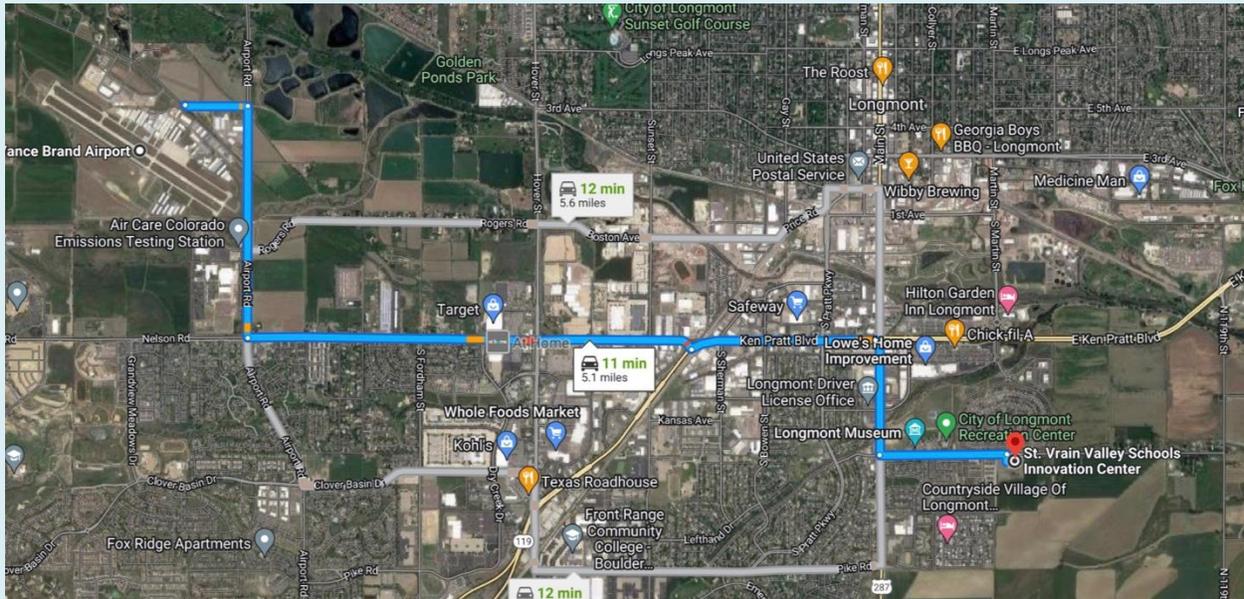
Dick Socash
Chapter 648 Secretary

November Meeting

The Innovation Center's Aeronautics Program provides an engineering and industry certification platform for students looking to prepare for a career in Aviation. Their coursework focus' on a pathway to either Unmanned Aircraft Systems (UAS) or manned aviation. The center offers classes ranging from Engineering and Design, Aviation Meteorology, to Private Pilot Ground school.

Our host for the evening will be Colin Dielmann. Colin is CFI flying out of Centennial, who provides ground instruction, simulated flight instruction, and endorsements for FAA written exams at the Innovation Center.

Please join us to tour the facility and see how they are reaching the next generation of pilots, engineers, and mechanics.



Thank you to all who made it to the Vintage Aero Flying Museum (VAFM) for our Chapter fly out. We had excellent attendance with members from both 648 and 1627 (Boulder) flying and driving out to Platte Valley. Andy Parks and the rest of the volunteers from VAFM put forth an excellent program with Andy discussing the origins of the museum, how they build and test the aircraft that make up the museum's collection, and going through the modifications needed to make the aircraft more reliable. Mike Gugeler also gave us some insight into the challenges of determining weight and balance for these aircraft, which are built using copies of original plans.



While these aircraft may look like they are powered by period engines, they all use more modern powerplants, ranging from a modified Ranger engine to a GO-480. These engines are about 50% lighter than the engines that would have originally powered these aircraft. To compensate for this reduction in weight, a range of modifications are made to the aircraft. The SPAD, seen above, incorporates 110 pounds of ballast placed in front of the engine, while the Fokker DVII has ballast and an additional 6 inches added to the forward fuselage to assist in balancing the aircraft.



Following Andy and Mike's presentation, the museum provided lunch and Andy answered questions about the aircraft and their history. Andy also provided a tour of the WW1 and WW2 uniform collection that remains on site, the majority of the collection having been moved to the American Heritage Museum (part of the Collings Foundation).

In total, the museum maintains five aircraft, a Fokker DVII, SPAD XIII, 7/8 Scale SE5a, full scale SE5a, and a Sopwith Camel, with the vast majority of the collection in flying condition. The museum is also considering building a Fokker DR.1 Triplane to complete the collection. In addition the WW1 aircraft they also maintain a very nice Piper J-3 Cub.



After the tour, those of us that flew in departed for a nice flight back to our respective airports with a generous (for someone who normally sees 80mph ground speed) tailwind and warm(ish) temperatures....so warm in fact that I may have made my back seat passenger suffer through one last door open Cub flight for the year.

For Sale



STOL CH 801 HD/SD Complete Advanced Airframe Kit (AAK)

My CH801 is fully assembled with a 6 Cyl., 230 HP Subaru engine and was flown for a few hours but sustained some damage in one of our violent spring storms, tearing loose from the tiedowns. There was some damage to the warp drive prop (three of the four blades need to be replaced), spinner, the leading wing STOL slats and the windshield.

I will sell the complete aircraft
for \$25,000 or **best offer**.

If interested call me (Haiko)

at 970-344-4599



EAA 648 Chapter Officers:

- **President:** Malcolm Dean, rmaldean12@yahoo.com
- **Vice President:** Alex Gustafson, alex.d.gustafson@gmail.com
- **Secretary:** Richard Socash, rege.so@gmail.com
- **Treasurer:** Dan Berry qtcdberry@comcast.net
- **Newsletter Editor:** Haiko Eichler 970-344-4599 heritmail@aol.com

Tech Counselors:

- **Dan Berry** qtcdberry@comcast.net
- **Doug Sykes** 720-684-8699 taildraggers4cd@hotmail.com
- **Brent Olsen** 303-241-7884 brent.olsen.co@gmail.com
- **Flight Advisor:** Bill Mitchell 303-427-4025 billyav8r@yahoo.com

Disclaimer: Be aware that as always, in past, present, and future, any communications issued by Experimental Aircraft Association Chapter 648, regardless of format, and/or media used, which includes, but is not limited to, this newsletter and audio/visual recordings, is presented only in the context of a clearing house of ideas, opinion and personal experience accounts. Anyone using ideas, opinions, information, etc., does so at their own risk. Therefore, no liability is expressed or implied by the Experimental Aircraft Association Chapter 648, or any of its members. Any event announced and/or listed herein, except as noted, is done as a matter of information and does not constitute approval, sponsorship, control, or endorsement of said event. This newsletter is published by Chapter 648 of the Experimental Aircraft Association for the use, education, and enjoyment of the members and others to whom it is provided. No claim is made for technical accuracy of material presented or endorsement of any of its advertisers or sponsors. 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 is encouraged. Meetings are normally held on the second Monday of each month at 7:00 P.M. The place is determined each month.