



## EAA Chapter 648

Longmont, Colorado 80503

Our next meeting, June 10th; will be at our usual venue, at Leyners at our usual 7pm time.



**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.

Remember, *“Nothing happens until somebody sells something”*

### Chuckle of the Month:

**Never let an aircraft take you somewhere your brain didn't get to five minutes earlier.**

*Let's remember all of the teenagers that lost their lives 75 years ago on D-day in the Normandy! Our Freedom is not free, there seems to be always a price to pay.*

## The President's Message:

Bill and I attended a nice Canard fly-in at Columbia, CA over the weekend, in my plane. The weather was a loose checkerboard of light to medium rain or snow cells, but ceilings and visibility were good. Approaching the Sierra Nevada's, or just west of Mono Lake, I entered IMC. Though Bill is IFR rated I'm not, neither is my plane, so a 180 turn was done. Somewhere during the turn, I lost my COM radio. Once back in VMC, Bill fished out my handheld radio and we diverted to Tonopah, NV to assess the situation. We opted to stay the night, which is a story in itself. Our return to Colorado on Sunday was the same, loose checkerboard of rain and snow cells. But this time, I'm NORDO... the whole way.

I'm fully ADS-b in and out, integrated into my Skyview panel. Bill (and I) both had our iPad's, and Bill had his Stratus receiver along. Though I don't have inflight radar, not many small planes do, the two of us had robust weather depictions. If you also count in weather apps on our smart phones, providing we had cell service at 16,500' in the middle of nowhere, we might be good for round the world.... if I had a working radio :)

On landing, I got to thinking about personal minimums. Am I OK to fly? Should I call for a weather briefing? What if they say "VFR not advised", but I know I only have a minor diversion to clear a cell? Is the weather app on my smart phone satisfactory? Is my panel adequate? Do I have an alternate, or a "plan B" if everything goes down hill? Can I manage 40kt winds aloft?

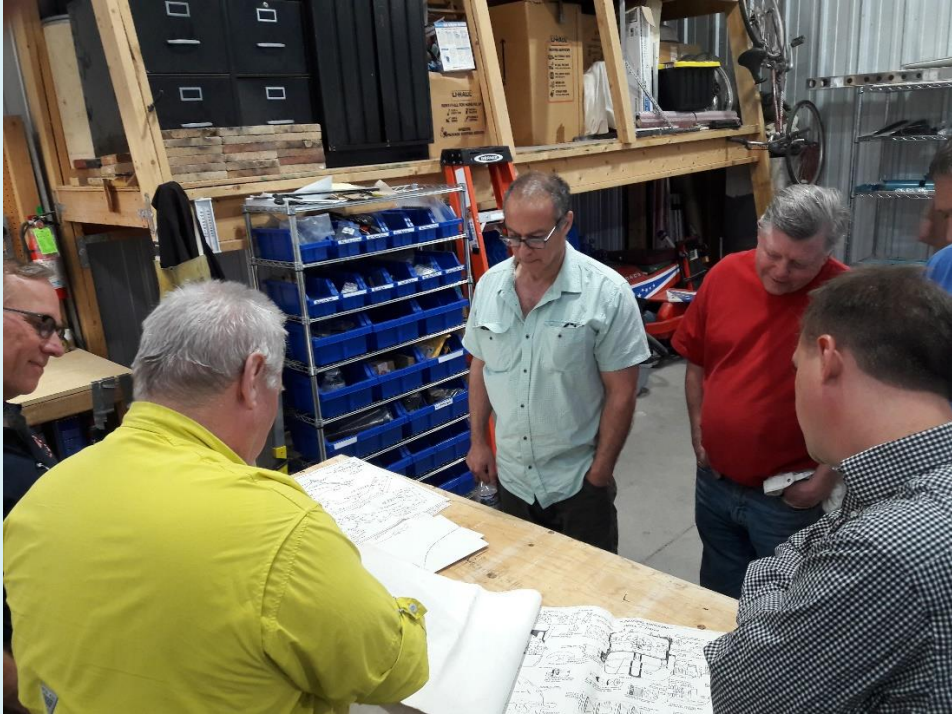
What are YOUR personal minimums? Think about it.

Our next meeting will be at our usual venue and usual time. Colorado Classics office at 7:00pm on the 10th. Rick Brennan will be presenting an introduction to formation flying in small planes. I'm looking forward to it, I hope you will too. And do bring a friend!

Rick

Some pictures from the last meeting in May.





## FOR SALE



**The price is now \$75,000.**

**Danish military trainer DHC-1.**

**Always hangered. All logs since new. Very low total time (5400 hrs. TTAF, 1720 TTE., 100hrs. TT top overhaul).**

**Needs nothing. New wiring, digital Trig comm., Sandia STX 165 txp., Sigtronics intercom. Pair of EarthX lithium ion batteries with solenoid. Airwolf full flow oil filter, Herber Teflon fuel and oil lines, Slick mags with new plug harnesses, new Deltair 4 point heads and valves, overhauled cylinders, Pistons, overhauled all accessories . I have \$92,000 in it to make this the most reliable DHC in the air today.**

**Contact Brandon Buckspan, [brandon.buckspan@gmail.com](mailto:brandon.buckspan@gmail.com), (303) 834-2482**

**I'm looking for partners to start building a Vans RV-7 or 7A.  
Please give me a call if interested.**

**Rick Brennan  
303-748-2373**

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

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