

EAA Chapter 648

Longmont, Colorado 80503

Our next meeting is on Saturday, December 3rd, 2016, starting at 5:30-6pm. The meeting will be held at the home of Phil Brown in Boulder. Detailed directions to this venue are in the body of this newsletter.

December

2016

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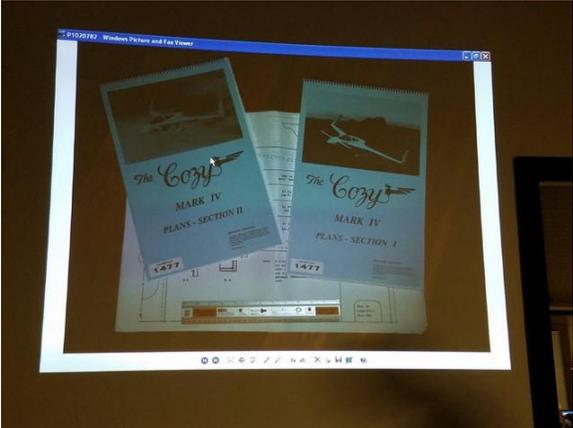
November Meeting Photos:



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November program:

Rick Hall gave a talk on building his Cozy Mk4 fiberglass airplane. For many of us, it's an assembly job rather than a building job to complete an experimental airplane. Not so for Rick. \$500 purchased a set of plans. Everything had to be located, purchased, fabricated, and per Rick, often with limited details or explanations. Well done Rick! Just the work of building jigs and forms seemed to be significant. The only question is, when doing the Tech Inspection, did our Newsletter Editor keep insisting you had the engine on the wrong end of the plane? And the training wheel? He seems to do that with wheels on tricycle-gear RV's. Congratulations, Rick, on a job well done!

A Message from the President

We handed out the EAA pins and certificates to the past year's set of Chapter officers. One award suggested by the National EAA Offices is Chapter MVP. We have our "Travelling Trophy" award which is coming due but it does seem nice to initiate a Chapter MVP addition. I'm asking for recommendations and suggestions either in an email, telephone call, or at our January meeting. It seems that when something is needed or asked for, a member comes through. "Atta-Boy's" are nice but an official recognition is special. Give this some thought and think about who we might name.

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.

November Question: Assume you are suddenly in heavy clouds and all but one of your instruments fail. What one instrument would you choose to be operational? (And don't say parachute release button.)

November Answer: The choice would seem to be among Airspeed, Turn and Bank, and Altimeter. You probably have some idea of altitude so skip the altimeter. If your T&B instrument also reports pitch, that's enough information to allow for controlled direction and

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altitude change. Without pitch indication, cut engine back, remove head set and gauge airspeed by sound, so airspeed indicator can be eliminated. Spent a number of sessions under the hood with my original instructor and a covered airspeed indicator estimating glide airspeed. It's surprising how accurate one can get with a little practice.

December Question: Aircraft Spruce offers several different kinds of brake fluid. What is the difference?

Additional December Question: What is the difference, when referring to a piston's position in the cylinder, of 'top center' and 'top dead center'?

December Christmas Party

Our December program will be our annual Christmas Party which will be held on Saturday, December 3rd at the Phil Brown residence in Boulder. Plan on attending and having a good time. Remember, guests are always welcome. Let's plan on getting started around 5:30 – 6:00 PM. Steve and Janie Beach will be bringing the turkey and Rick Hall will bring the ham. A special thanks to these people for their efforts. The ham and turkey are our main courses for the dinner. You are asked to bring a dish or dessert to complement the meal and to share with others. Also, we will have the Chapter 648 Gift Exchange again so bring a wrapped gift (in the \$10-20 range). For those new to the Chapter, the gift exchange is designed to provide some fun as we usually experience some clever give and take over the mild objections of the original package openers. If that doesn't make sense, come to the party and you will see! It's your choice as to a serious or gag gift. It's now that Home Depot and Harbor Freight sales peak as Chapter members look through their offerings.

The address and telephone number for the party is:

6245 Old Stage Road, Boulder, (303) 506-3886

Directions: Navigate to the intersection of Broadway and Lee Hill Road in North Boulder. Turn West onto Lee Hill Road and proceed for about one mile. At that point, Lee Hill Road makes a sharp turn to the left. Do not take that turn. Continue straight ahead onto Old Stage Road for about 1-1/2 miles. In the course of driving this distance, you will encounter on the right side of the road two "Hidden Drive" signs. The first is perhaps a mile distant and **the second is at the location of the Brown's driveway**. Immediately after the second Hidden Drive sign, turn left and drive up the driveway to the parking area. To insure parking space for all, we need to park close together.

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AIRPLANE PICTURE(S) OF THE MONTH #29



**First Flight of N226AL
Glasair Sportsman 2+2
Tracy Ross, November 17, 2016**

After spending approximately 16 months building my airplane of choice it was flown on September 2015 for the first time by Bill Mitchell. The first flight was done at Van Aire Airpark and went as smooth as I could have ever hoped for. I think I was more nervous than Bill. He taxied down to the departure end of 12 then back to the threshold of 30, did a little run up, and took off into the skies. I think I would have wanted to do some more high speed taxi runs but Bill apparently felt comfortable in the Sportsman and that's all it took. Guess that's what a high amount of experience can do for a great pilot. Bill flew around for about 15 minutes and returned because the EGT and CHT gauges on the Dynon Skyview quit working so he wasn't sure what the engine was doing. It turns out that the EMS module was bad and needed to be changed. That was really the only major squawk that has had to be fixed since putting 300 hours on the plane.

In the last year of flying N226AL, I have flown to South Florida, Oshkosh, the Idaho backcountry, and many places in between, with flawless performance. I chose to install

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a UL Power 520i, 180 HP engine on the Sportsman. I was the first to put this engine in a Sportsman and have had no regrets at this point. It is a FADEC fuel injected engine so it is just push the throttle and go. I had that familiar feeling of being overwhelmed when I got my kit like most that have built a plane and questioned myself as to was this worth it.

Thanks, Tracy, for the great write-up and congrats on finishing a great airplane!

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.

Other Items of Interest

January Program

Our January program will be presented by Bob and Carol Leyner on their experiences with the Corvette Club and the get-together on the aircraft carrier.

Young Eagles

At the last meeting, we discussed restarting our Young Eagles activity. It was suggested that we talk with the other local Chapters to see how things are going and whether there are problems with the new rules instigated by EAA National. If we do start the program, we will need a coordinator. Anyone interested in this position should make their interest and intentions known.

Member Activities:

A nice article submitted by Bill Hugg:

N244WH

By Bill Hug

In 1983 while working in my home state, Wisconsin, I attended the Oshkosh Fly-In. This was my second EAA Fly-in; the first was a result of a 10:00 am phone call and being invited to fly to Rockford, IL (1963 or 1964). My friend's dad had, by chance, stopped at Rockford on Saturday

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and was taking two of his sons on this Sunday trip to the Fly-In's closing day and I was invited to join them. This was approximately 1964 and it was my introduction to EAA.

In '83, I was living in Two Rivers, Wisconsin, and the Fly-in was an easy 60-mile drive. This experience revived my interest in aviation. My life can be characterized as being one of "generalist", knowledgeable on many topics and no one specialty. Competing for my disposable income were motorcycles, cars, sailboats, and in the background was aviation. Having gained some dual time in 1966 and 1972, I never had the drive or the justification to complete private pilot training. What I saw at Oshkosh fit in to a loosely defined plan. With the mechanical skills I had acquired while maintaining and restoring cars and motorcycles, the thought of a Homebuilt aircraft was most appealing. It also provided the incentive to reinstate pilot training.

Two moves later found me in western Pennsylvania. I signed up for a ground school with Beaver County Community College for the spring term and in May 1986 began flight instruction at Beaver County Airport (BVI). I passed my private pilot flight exam in December of 1987. My wife gave me a set of RV-4 Plans for Christmas in 1987.

Another move put me in Cleveland, OH. Shortly thereafter was the award on a contract for the decommissioning of Fort St. Vrain. With preliminary work to be performed in Cleveland and Pittsburgh, I took delivery of an RV-4 empennage kit in November of 1990. I kept the assemblies small in anticipation of the upcoming move to Colorado.

We moved to Colorado in the spring of 1991. After settling into a new home and setting up a workshop, a steady routine was established to build the airplane. I proceeded on a pay as you go basis, so progress was at times limited to the availability of parts. I thoroughly enjoyed the building process.



Fourth Flight ~ 2-25-95

With approximately 180 hrs. of flight experience, I performed the first flight of the RV-4, N244WH, on February 22, 1995. In July, with 46 hrs. on the airplane, it was off on my first

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significant cross-country to Oshkosh '95. On Labor Day weekend, Ryan Bendur led the way to North Plains, Oregon to attend Van's Homecoming Fly-in. October found N244WH in the company of Bernie Stoecher's RV-4 and Dean Hollenbough's Glasair on a trip to Copperstate Fly-in at Mesa, Arizona. Truly a year of new and exhilarating experiences. The RV had started its life with a high time O-320 Lycoming and when it approached time for a Condition Inspection, the decision was made to overhaul it. This was a decision made based upon time, place, and opportunity more so than need.

On April 11, 1996, with a minimum of break-in hours, 4WH along with two more RV-4s and a RV-6 were off to Sun and Fun. 1996 was another active year with breakfast flights, local fly-ins, a fly-in at Boone, Iowa, an Open House at Salida, CO, Vintage Motorcycle Races at Steamboat, an RV Fly-in at Burlington, CO and a repeat of Oshkosh and Copperstate.



Collegiate Peaks West of Salida

The Decommissioning of Fort St. Vrain was completed in 1996 and the with the new year I was working a short term job in Eureka, CA while my wife remained in Berthoud. I took the RV west in March and didn't bring it back to Vance Brand until the end of June for the RMRF. Eureka is a very interesting place to fly. There are three airports listed for Eureka. EKA, Murray Field (Elev. 7, is north of town next to a tidal creek which flows into Humboldt Bay). O33, Eureka, is on the sand spit (peninsula) separating Humboldt Bay and the Pacific Ocean (Elev. 27) and O19, Kneeland (Elev. 2737) is 20 miles east of town above the typical summer morning fog. The California Coast, redwood country, coastal mountains with remote airstrips hidden in the valleys, inland to Mt. Shasta, North to Oregon and South to the SF Bay Area all provided evening and weekend entertainment.

The trips to and from Oshkosh '97 were both two-day adventures encountering rain and delays due to weather.

The Fly-in season for 1998 included St. Francis, KS, Gunnison, CO, and El Dorado, KS. My work provided opportunity to take the RV to Cleveland, OH in early July. I kept the plane at a private strip on the west side of Cleveland on Detroit Road. An RV-6 builder had introduced me to this strip during my previous stay in Cleveland. This base provided many interesting day trips. I

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visited Bob Reno, a Tri-pacer pilot and dairy farmer who keeps a strip on his farm in western Pennsylvania. I returned to Beaver County Airport, the site of my first solo. A weekend trip took me to Frederick, MD to visit my son. Put-in-bay on the Bass Islands of Lake Erie was a half-hour flight from Cleveland.

The return trip west included a few days at Oshkosh '98 (AirVenture, a new name and a new Logo) and the usual side trip the my home town of Kohler, WI, a few miles from Sheboygan County Airport.

The gaggle on the '99 Oshkosh trip included two RV-4s, a Cessna 195, a Navion, and a Mooney. This trip included a stop in Omaha, NE to visit Hatz builder Jim Douglass. The return trip included a weather diversion and night spent in Hyannis, NE.



Local Flight and note correct position of training wheels (Ed.)

The work and travel schedule in 2000 precluded any significant cross-country trips but it still allowed day trips on weekend home leaves. Year 2001 found me working at the Tech Center and then on a project in Salt Lake City. In May I began using the RV to fly to SLC-2 (U42). I would fly over on Monday morning, stay three weeks and fly to Longmont on Friday afternoons. That summer I made this trip six times. Having the airplane in Utah allowed me to explore some more new territory including the Bonneville Salt Flats and the Wendover Airport. Several of the WW II hangars remain at Wendover and a small museum is dedicated to the Wendover Base and its contribution to the War effort. With 9-11-01, I was caught in the SLC Class B and grounded until October 20.

While working a gig in Central Missouri I combined my trip to AirVenture 2002 with a return through Jefferson City, MO. This gave me a couple of weekends to check out Missouri and a Tractor Show in Illinois across the river from Keokuk, IA.

2003 was the year of semi-retirement. A work opportunity precluded Oshkosh. In October, a flight of five headed for Las Cruces, NM for the Land of Enchantment RV Fly-in.

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A flight of four did a day trip out of Longmont to do a fly by inspection of Devils Tower, Mt. Rushmore, and Crazy Horse in May of 2004. The highlight of the Oshkosh trip was visiting old friends in Kohler and exchanging rides with Mike Brotz. Mike gave me some backseat time in his L-39 and then I thrilled him with some backseat time in the RV-4.

In 2005, I missed Oshkosh, but on the day Katrina hit New Orleans I flew to Sheboygan County to attend a nephew's wedding. It was a very smooth trip with some memorable tail winds.

On an aborted trip to visit the museum in Liberal, KS, I lost the canopy from the RV about 15 miles east of Longmont. This was a story by itself which was verbally shared with the Chapter. Six of us flying as a flight of three made the trip to Sturgis, SD to see what the Motorcycle rally was all about. Those were the highlights of 2006.

The trip to AirVenture 2007 meant skirting a low overcast by from Longmont to Laramie to Torrington, WY to Chadron, NB to clearing skies on the way to Mitchell, SD. With fuel at Mitchell, the skies were clear to Sheboygan County. This year I stayed with friends in Kohler and commuted by plane or car to Oshkosh, which worked well. The return trip took me through Bentonville, Arkansas to visit my son and daughter-in-law.

Through this summary of my logbook, I hope you will share my appreciation of our privilege to build and fly Experimental Airplanes. This summary only scratches to the surface of the many friends and acquaintances that have been made during my EEA experience.

Thanks for the great story, Bill!

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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