



## EAA Chapter 648

Longmont, Colorado 80503

Our next meeting is on Monday, March 12, 2018, at 7pm.

The meeting will be held at our usual venue, the Colorado Classic Aircraft office of Carol & Bob Leyner, located on the north side of the Longmont Airport.



First, let me welcome you to my World as your new Newsletter Editor and it will be an honor to serve the Chapter again in this position. I had this job before about 10 or 12 years ago when we still printed hard copy and actually “snail mailed” the letter to all members. Things certainly have changed.

By the way, I will not be able to attend the March meeting because I will be in Las Vegas practicing what I preach every Wednesday at the Loveland Chilson Senior Center (winning at Black Jack and Roulette). So, if anyone would be kind enough to take some pictures and send them to me for the April Newsletter, I would appreciate that.



Billy Mitchell receiving his Charlie Hornback  
Traveling Trophy for the Year.

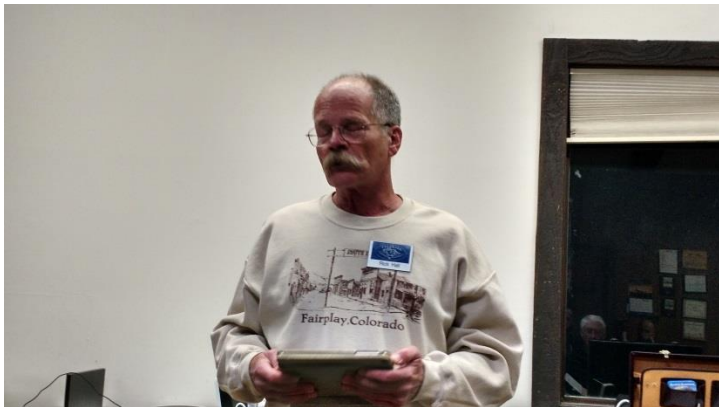
The February meeting was very well attended and President Dick handed out a bunch of certificates to present officers and other recognized folks. Bill Mitchell received this Year’s Charlie Hornback’s Travelling Trophy Dick Socash was handling the program for the evening, presenting his method of creating a comprehensive Pilot’s Operating Handbook.





A special recognition certificate was presented to Carol and Bob Leyner. Carol was excited but Bob kind of took it in stride!

Dan Berry received some special recognition as VIP of the Chapter for his organizational talents in last Year's Longmont Air Show.



Rick Hall accepted his nomination and election as Vice President and outlined some new ideas to make the Chapter grow.



Howard Morgan again urged the membership to stay tuned and participate in the legislative process regarding the Longmont City Council and the Airport issues.

If you care to watch a video clip from the February Meeting, left click here: <https://youtu.be/Paeybnsz4js>



By the way, did you all know the Murphy gas station on the corner of Longmont's Main St and Hiway 66 now carries unleaded/no ethanol gas? So, for those of you that fly a standard compression engine, you might want to give it a try and save nearly 50% of

your fuel expenses.

## A Message from the President

Awards and recognitions were handed out at our last meeting along with election of Chapter Officers for the next two years. People stepped up and it looks like we're headed for another promising future for Chapter 648. We need to hear from you, the membership at large, on what you would like to see our Chapter do in the way of activities, programs and get-togethers. It might be nice to have group breakfast or luncheon flights to some of the better airport restaurants in Colorado or neighboring states and visits to interesting locations. If you haven't enjoyed the hot springs in Saratoga, Wyoming, you're missing something great. Our own Phil Brown is now the Chapter 43 President and he and I talked about one or more joint meetings for 43 and 648. I am a person fan of programs put on by Chapter members so if anyone has a suggested personal presentation, please step up. We'll talk more about this at our next meeting.

Don't forget, with the new year, dues are once more due. (I tried to re-word that but couldn't come up with anything better.) Our two major expenses for each year, Annual EAA National Membership and Insurance and the Constant Contact E-Mail distribution subscription take a significant bite out of our finances and it's nice to get back into a comfort level with our bank balance, so please check in with our new Treasurer, Doug Sykes.

Dick Socash

President, EAA Chapter 648

## March Question:

There is a glide speed that allows one to travel a maximum distance over the ground per unit loss of altitude. There is also a glide speed that minimizes the loss of altitude per unit interval of time.

Are these the same? Explain

## March Answer:

These two glide speeds are not the same. Maximum distance across the ground is achieved using the "best glide speed" which for most RV's is around 80 knots. Maximum time in the air is accomplished by throttling back and maintaining level flight at a speed just above stall.

According to our discussion at the last meeting, minimum altitude loss per unit time is achieved with a glide speed just above stall. (Any further clarification on this is welcome.)



## April Question:

Your airplane has been sitting in a metal hangar during a cold spell with temperatures well below freezing. What determines whether or not to pre-heat the engine before trying to start it?

## CHAPTER MEMBER PLANE OF THE MONTH



Don't have a member's airplane picture so I added another from Bill and Mary's collection of "Real Airplanes." The 30's was definitely the Golden Age of Aviation and planes like this one were the featured ones for the model airplane building crowd. Build one of these out of balsa and tissue, dope it up and add rubber band power, and you had a special toy that still tops flip phones and video games.

## Chapter 648 Election Results

If only our local and national elections would go so well! We elected our new (and old) slate of officers for the next two years by acclamation with no dissenting votes. It was a tough campaign, requiring exactly one telephone call to see if one of the nominated candidates was willing to serve. As a result, we now have:

### EAA 648 Chapter Officers:

- **President:** Richard Socash 303-499-3169 [rege.so@gmail.com](mailto:rege.so@gmail.com)
- **Vice President:** Rick Hall
- **Secretary:** Various people taking notes
- **Treasurer:** Doug Sykes 720-684-8699 [taildraggers4cd@hotmail.com](mailto:taildraggers4cd@hotmail.com)
- **Newsletter Editor:** Haiko Eichler 970-344-4599 [heritmail@aol.com](mailto:heritmail@aol.com)
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- Doug Sykes 720-684-8699 [taildraggers4cd@hotmail.com](mailto:taildraggers4cd@hotmail.com)
- **Flight Advisor:** Bill Mitchell 303-427-4025 [billyav8r@yahoo.com](mailto:billyav8r@yahoo.com)

## Chapter Awards

Based on inputs from members and discussions among all but one of the Chapter officers, it was decided to award the **Charlie Hornbeck Travelling Trophy** to Bill Mitchell, who served as last term's Vice President. Bill was instrumental in arranging for a number of last year's programs, serving as VP, and contributing historical insight and pictures for inclusion in Chapter newsletters. Our thanks to you, Bill

On advice of EAA National, a **Chapter MVP Award** was established to show appreciation to a member involved or in charge of efforts that further the prestige and image of the Chapter. It was nice to see members talk about the work Dan Berry put in essentially running the Longmont Airport Expo in 2016. That was a monumental effort and several members indicated the MVP award was certainly earned by Dan. Again, Dan, our thanks and recognition for your successful effort.

Two **Special Person** recognitions were made to Carol Leyner and to Dave Schenk. Each has gone through an interesting year and each contributed in so many ways to Chapter 648. Personally, I think the most important contributions have been: Carol saw to it that we had coffee for our meetings and Dave brought the cookies on a number of occasions. Thanks to both of you on behalf of our membership.

## February Program

*A December EAA Webinar presentation on purchasing/selling a used experimental airplane, and an article in the latest addition of Sport Aviation talked in detail about the importance of documentation and records for an experimental airplane. A presentation on aircraft documentation with emphasis on content and preparation for assembling an experimental airplane Pilot's Operation Handbook will be covered. Audience opinions, criticisms, and contributions will be strongly encouraged.*

That was the announcement and the result was an interactive discussion on a number of topics relating to both Experimental Airplane Operating Limitations and compilation and content of a Pilot's Operating Handbook. A lot of useful and interesting information and opinions were covered. Well done to all who added to the discussion. Our mystery presenter was your prez.

**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!!

## **A FINAL NOTE:**

As the weather gets better, I've been thinking about the idea of getting a group together to make a Saturday early afternoon visit to Bill Truax in Parker. We'll talk more about this at the meeting.

Bill Truax  
Crown Crest of Parker  
Room 313  
9398 Crown Crest Road  
Parker, Colorado 80138

## **Pushing It**

The weather is not going to get better in another five miles. If you are trying to scud-run, the weather will get worse. Towers and power lines are affected by weather: They get taller and move nearer to highways, railroad tracks and airports when the ceiling gets very low. You are most likely to discover an unlighted tower when you are trying to fly low because of weather. Power lines are invisible against backgrounds other than blue sky. Scud running used to be a reasonable method of getting to one's destination in the flatlands of our country. Now, with the stunning proliferation of towers—particularly near highways—it is foolish. To do it with any regularity is suicidal.

One close encounter with a tower or a set of power lines appearing out of the haze or fog when scud-running, or going below minimums on an instrument approach, will give you years of the most hideously vivid nightmares you can imagine. It's not the smartest thing in the world to duck under the glideslope after breaking out of the clouds so as to land short. Many more airplanes crash in the approach lights after an ILS than go off the far end of the runway. There are no prizes for the shortest landing following an ILS. There is less gas in the tanks than you hope. The worse the weather, the more likely it is that you will have a vocal passenger insisting that you go. When you really, really want to make the trip, the weather will always be just a little worse than either your capabilities or those of the airplane. It is invariably better to be fervently wishing you had flown than had driven. The posters on the walls in Air Force Flight Ops rooms were right: There is no reason to fly through a thunderstorm in peacetime.

When making a decision regarding weather, an effective tool is to ask oneself if this might lead to looking stupid in the NTSB report. Being introduced to flight in ice by an instructor under controlled conditions is hugely valuable and is far, far better than trying to learn about it vicariously or as you start getting ice on the airframe for your first time without an instructor next to you. Oddly, unless the airplane is approved for flight into known icing, that smart practice is illegal.

If you do get ice on the airframe, do not use the flaps on landing. Go fast and do not reduce the power below what you carried on final approach until the wheels touch the runway. Pulling the power off in the flare can cause you to stall and plummet the last few feet to the runway with enough force to collapse the landing gear. It's always better to turn back too early than too late.

## The decline of General Aviation

By Haiko Eichler

For the last 15 to 20 years I have pondered the reasons why we as members of the EAA are having problems attracting a new generation of pilots and aviation enthusiasts and the reasons are many:

In the last thirty or so years, the number of personal entertainment options accessible to most people has exploded leaving general aviation behind as a relic of a past generation. Just look at the average age of pilots and aviation enthusiast in Chapter 648?!!

People now have an almost endless list of ways to keep themselves entertained with physical entertainment such as the many water sports options, to winter sports, motorcycles, quads, dirt bikes, and the myriad of organized sports. Physical entertainment comes in many other shapes and forms including such things as mini golf, an arcade room, gun ranges, hunting, fishing, golf, wine tasting etc. We have a lot of entertainment options to choose from. And that's not even getting into the world of digital entertainment and the recent explosion of personal devices such as the iPad which has even further revolutionized the amount of distraction and entertainment available at ones finger tips. These days, people have a lot of options when it comes to personal entertainment and fun.

With so many entertainment options available, it is easy to see how flying has fallen to the bottom of the stack only rarely being chosen as the primary source of weekend fun. Rewind to a hypothetical time in the 1960s where someone had extra time and money and was looking for somewhere to use both.

Motorcycles at that time were still largely thought of as sort of a fringe activity with few family men taking part, especially as engine and safety gear technology were still extremely primitive. The idea of a personal watercraft was only just being thought up with the first primitive prototype being built in 1965, certainly still a long way from "a showroom near you". Maybe in an environment where so many fewer options existed and our generation growing up during the years of WWII, admiring the feats of aviators of that era, the fairly developed world of general aviation would captivate the imagination of so many of us.



This was also an era where aviation was still somewhat new and fascinating and many people had never had the opportunity to fly in an airliner. With limited access to commercial travel due to steep

ticket prices and fewer cities served, airline travel was still over a decade away from being common place. So imagine the excitement that being able to fly your own aircraft must have provided. The ability to take you, your friends, and family on an actual trip somewhere would provide both excitement and some level of prestige. Additionally, the price of gas at that time was cheap enough that the cost of fuel was not likely to be a large factor in planning a trip where now fuel prices are increasingly becoming a barrier to entry.

In that era, it's easy to imagine how general aviation could have been a top option for any person looking for an additional element of fun and adventure in their life. It is also easy to see how general aviation may have been accessible to a larger group of buyers.

While I don't have the numbers for 1965, I do know that a Cessna 172 – your bread and butter airplane cost \$8,700 new in 1956. In a 1958 report produced by the U.S. Department of Commerce titled "Current Population Reports on Consumer Income for 1956" reports that "The average income of all families was estimated at \$4,800, or about 8 percent higher than in 1955". So in 1956 the average airplane cost LESS than double the average family income from the same year. Let's compare that to current times. Cessna still sells the same Cessna 172 almost unchanged since the 1950s and 60s (another issue altogether).

Let's compare current selling price to current median income. According to Cessna's price sheet for the Cessna 172 which is available on their website, a new entry level Cessna 172 with no added features costs \$274,900. More than a quarter million dollars will buy you a very basic marginally capable general aviation aircraft. Remember we are comparing new aircraft in the 1950s to new aircraft today. I'm sure there were used airplanes then as there are now but that is not the point. The U.S. Census Bureau now produces what they call the "Table 697" which is their report on median household income and reports median household income for all families to be \$60,088 in 2009. In 1956 the average household earned roughly 55% of the cost of an airplane in one year. In 2009, the average family only earns about 22% of the amount needed to purchase the same airplane.

Not only does general aviation have to compete for the consumers attention in a field of ever increasing options, but for every year that passes, aviation becomes exponentially more expensive (Fuel, annual, bi-annual review, tie-down or hangar expense, parts and maintenance) while offering no more reward than they did in the 1950s with entry level airframe technology for 4 seat aircraft largely unchanged in 40 years. But there's even more going against aviation as a source of pleasure and entertainment:

A number of changes in our society have created an assumption of instant gratification, where games can be installed and played almost instantly on an iPad, where a person can walk into a showroom and later that day be enjoying their personal watercraft out on the lake, where information is instantaneous and all communication is limited to 140 characters, JK! Life moves fast these days. People no longer assume that you will work in a career only slowly working up the company ladder, rewards should be in the now and anything that takes time is forgotten. Who will be willing to spend the time and effort it takes to become a good pilot if their only aspiration is to have something to have fun with on the weekend. Few can justify



shelling out 10k for the pilot club entry fee or the 10K to 15K to get your private ticket in the first place? That looks trivial when you come to the next step of trying to purchase a basic entry level airplane. It's just not worth it to most. Even to those who would really love to fly and find themselves wishing on a regular basis that they could.

The problem of decreasing pilot population however runs even deeper than the fact that flying competes against so many other entertainment options. It also has roots that connect to the world of airline flying. A number of young people have enrolled in flight training with the goal of becoming an Airline Pilot. If it was hard to justify the 10K to become a pilot, it has become almost impossible to justify the remainder of training needed to become an airline pilot candidate.

Most young people, after doing the appropriate research, would be foolish to even consider a career that is seniority based, yet also completely unstable, paying dirt wages (about \$22,000/year for a first officer on a regional airline) for entry wages, yet also requiring 80 – 100K to get in. One can make a better living flipping burgers at McDonald's.

After learning more about the cost of training and the lack of financing options, along with the terrible schedules of regional pilots combined with even worse pay, combined with a seniority system that could be ruinous on a person's career if their chosen airline collapses, the erosion of retirement benefits . . .and the list goes on, each person has ended up going another direction likely to never become a pilot at all.

So why is general aviation gasping for fresh air? It's gasping for air because the industry let itself become a dinosaur and irrelevant in today's fast paced digital world. It is an out dated way to have fun in the "pull your hair back" world of personal motorsports that make flying a plane seem sedate and boring if you are just looking for a quick thrill. The airline pilot career is a dinosaur. The airplanes that GA pilots fly carry engines and airframe technology from the 1960s (don't tell me about Cirrus and all those new composite airplanes – they are over 500k for basic models and may as well be a jet – no regular person can afford one so it is pointless for GA).

Flying is a joy, an amazing experience that I cherish every time I go up. I love flying and encourage anyone interested to go for it. Yet I understand that for most people, the enjoyment provided does not justify the initial and continuing cost. So we say, if purchasing a new or used airplane is out of the question financially, why not build one! Fair enough, but not everyone has the talent, time or inclination to go that route. However!!! I recently viewed a little clip from Belite Aircraft and their new, innovative construction technique.

Click this link and take a look: <https://www.youtube.com/watch?v=5aspwXkqcj8>

**To bring interest back to general aviation, these changes would need to occur:**

- The gap between median income and aircraft price needs to narrow
- More flight training financing options
- Flight training needs to cater to a fast paced digitally connected crowd
- The airline career needs to become a draw to college aged professionals which would require:

- Better and more options in comprehensive financing for career pilot training

- Initial pay that reflects the challenge of attaining the position, as well as the responsibility of flying an aircraft full of people and goods at 500 miles per hour.
- A career growth path that doesn't start back at square one if your airline collapses
- Recognition that the schedule of a regional airline pilot is no longer a draw when more and more 9-5 careers that pay competitive wages allow employees to work from home or work some sort of flex schedule.
- A recognition that the major pipeline to an airline career is no longer from the military, and that civilians are not used to being told where to live and having that living situation changed on a regular basis. Airlines treat pilots like pawns – in an era where corporations provide all sorts of incentives to keep good talent, college grads are not considering an airline career with tunnel vision, airlines will have to compete with well-paying private sector jobs in order to attract and keep top talent. And that will start by treating pilots as a valued member of the company and offer pay and incentives that rival good private sector jobs. And that goes for regional flying as well since many pilots now recognize that a majority will never have the opportunity to move beyond the regional cockpit.
- And as for the airline problem, the airline pilot career needs a complete overhaul – something that is sadly about as likely to happen as the world ending in December of 2018. I think there will always be people interested in flying, and willing to spend their fun money on the activity. But the aviation community needs to adjust the way it does business in an effort to not simply train pilots well, but also keep their well-trained pilots engaged and involved and most importantly, keep flying accessible and affordable for young pilots.
- Another item has been added to the equation of airline piloting in the last few years: The possibility of Airlines not needing a lot of pilots at all in the not too distant future with the demonstrated capability of any aircraft flying without a pilot in the cockpit!

Below is an interesting pilot log by an unidentified member of our aviation community I read recently:

**There are two issues:**

**1. High fuel costs**

**2. Who wants to fly a trainer? To do what? Fly in the pattern?**

What the entire industry is missing is that the mission at hand does not allow for flying anymore. The mission at hand can be “go to a destination, for a business meeting within 200-300 miles or to see family”.

Why are you going to spend \$700 to fly there instead of driving at a fraction of the cost? Most airplanes are too slow to get you there faster than the car and just the overhead of getting the mission started, preflight and everything, there goes an hour. Also most US airspace is too complex for most pilots and ATC is a pain in the a\*\*.

Then you factor in weather, personal safety, airplane availability and most of the time you won't fly even if you badly want to or the cash is burning a hole in your pocket and you have time to waste. Remember the "tongue in cheek" comment we used to make: "If you have time to spare, go by air"?

The answer is to reinvent aviation from the airplanes we fly to ATC and the airspace in general.

**We need airplanes at a fraction of the cost that fly at 150kts and burn less than 8 gph.**

We need fully automated ATC without the human factor.

Communicating over radio like if it was 1923? We may as well put a telegraph in the cockpit.

**There is a HUGE problem with general aviation, folks. It is an industry that is in LOVE with its past and unless there are huge changes GA will die very very soon.**

Yours truly owns a small Company, Wings Communications LLC, located in Loveland Colorado and my customer base is about 300 Flight Schools Nation and Worldwide. My primary product is a reasonably priced aviation headset and intercoms. Our sales have declined dramatically since 2008. My Flight School customers just do not have entry level business for private pilots any longer.

I am 82 years old and at my age on a fixed income. I fly my 1962 Skylane with an Auto Gas STC – could not afford to fly avgas at \$5+ per gallon. I used to fly occasionally to Las Vegas to visit relatives. My 182 burns 12 gall/hr and a one way trip is 4 hours. That's 96 gallons for the round trip @ \$5/gall for a total of nearly \$500 just for gas!! I can buy an airline ticket for under \$100 for the round trip to Vegas.

That's a no brainer!!

In a few years all of us OLD pilots will be gone and no one to step in to our boots.

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

- **President:** Richard Socash 303-499-3169 [rege.so@gmail.com](mailto:rege.so@gmail.com)
- **Vice President:** Rick Hall,
- **Secretary:** Various volunteers
- **Treasurer:** Doug Sykes 720-684-8699 [taildraggers4cd@hotmail.com](mailto:taildraggers4cd@hotmail.com)
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