

EAA Chapter 648

Longmont, Colorado 80503

Our Next Meeting will be September 7th at Earl Bolton's Mountain Home in Eldora. See inside this newsletter for directions.

September

2013

www.648.eaachapter.org

Contents

- . August Meeting Photos
- . A Message from the Chapter President
- . Minutes of the August Meeting
- . Chapter Picnic and Directions
- . Newsletter Quiz
- . Airplane of the Month #3
- . List of Officers for Chapter 648
- .
- .

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August Meeting Photos:



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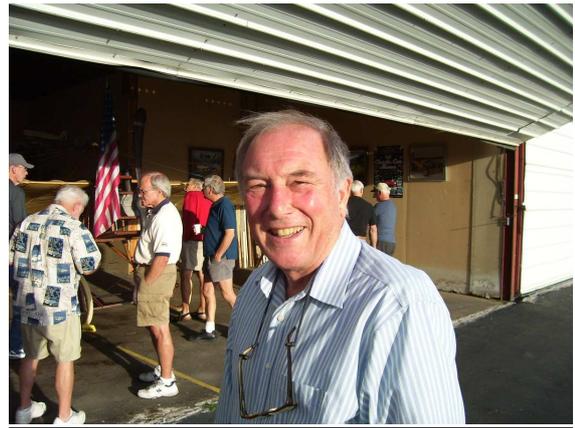
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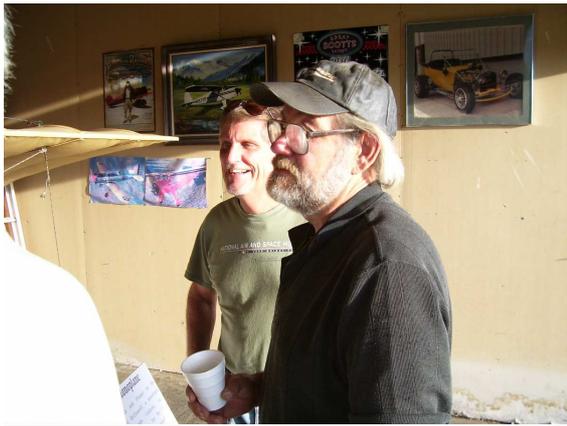
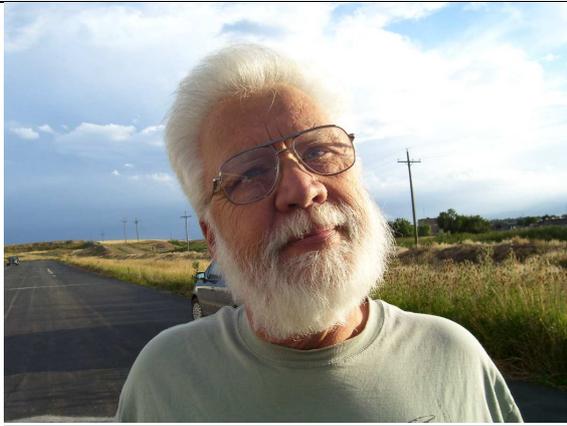
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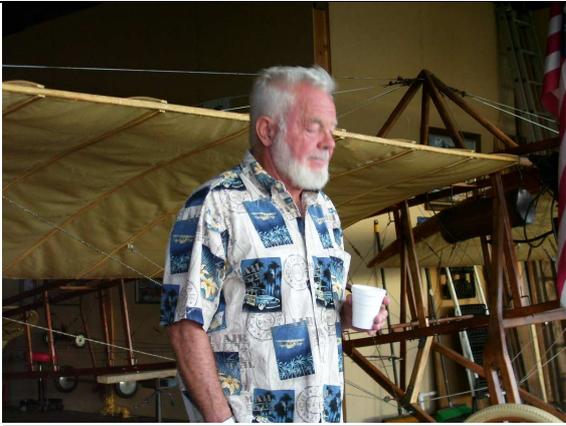
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Picnic Instructions and Directions

The annual Chapter 648 Picnic will be held this Saturday, September 7th at Earl Bolton's place in Eldora. The Chapter will provide soft drinks, juice, ice, barbeque grills, and if we don't forget, music. Bring your own main course selections for grilling and a dish to share with the members. We usually get started around 12:00 to 12:30 and finish in the late afternoon, so plan on coming and having a good meal and a great time.

Directions: Take Canyon Boulevard or a route of your choice to Nederland. Drive through Nederland, through the traffic circle in the direction of Central City. A short distance out of Nederland, a road, marked with a sign saying Eldora, splits off to the right. Continue on this road for several miles until you come into the town of Eldora. There will be a large EAA Chapter Banner on the left side of the road as you drive through the town. When you get to the banner, you've arrived!! NOTE: Watch your speed in Nederland and on the road to Eldora.

A Message from the President

I used to take attendance when I taught classes at the college level. This was a bit unusual since most professors never took attendance and quite often didn't even make an effort to learn their students' names. I even went a bit farther and gave a few percentage points to the final grade based on attendance, allowing for properly excused absences. Why do this? For many reasons among which are encouraging verbal interactions, complementing the visual learning experience from reading the text, and keeping the class in synch related to the information covered. But most importantly, I told the students their attendance served as encouragement to others to attend, participate and learn and, to a degree, socialize and get to know each other better, allowing for additional interactions outside the classroom. Do you see where this is leading? That's right, I'm asking you to come to the annual picnic on September 7th and bring a guest. Details are in this newsletter. Bring a main course for you and your guests and a dish to share with others. Your attendance does encourage others to attend and it's a great way to get to know the Chapter members. I never cease to be impressed hearing the experiences of our members, and learning from their advice and expertise. I was reminded at our last meeting that a couple of years ago, we gave consideration to closing out our chapter. What a mistake and waste that would have been! Let's keep a good thing going and grow our membership, attendance, and the quality of our programs and social events. Thanks in advance for helping to improve Chapter 648.

Dick Socash

President, EAA Chapter 648

Meeting Minutes for August 2012:

Upcoming events:

- Next month's meeting is the annual picnic on Saturday, Sept 7 at Earl Bolton's place in Eldora at noon. Bring your own meat for grilling and a side dish to share. All are welcome!
- Labor Day: Ultralight gathering (location?)
- August 17th: fly-in at Jeffco
- August 17th: fly-in next week at front range with 500 street rods

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Treasurer's report:

- \$1634.29

Guests:

- Tom Nail - hanger 17
- Don Port - his great airplane is our featured presentation this meeting
- Don Port senior, Army air Corps
- Jordan Fuerst

Discussions:

Tight oil filters not wanting to come off

- Suggestion: when installing, tighten it just by hand!! This is why it was safety wired.
- Suggestion: use Dc4 (Dowel Corning) compound silicon grease – use this on the gasket.

Excessively high/fast rise in CHT (from 200-300 to around 1200+ in a matter of a half a minute.)

Enriching the mixture helped to bring this number down abruptly. What's going on??

- Suggestion: suspect a bad probe; switch probes and test

Project reports:

Steve Kroft has 25 hours in his Glassair Sportsman.

- Flew to Laramie and Granby; highly recommends "Ma's Restaurant"
- Airplane flying strong – no longer burning oil
- Played with autopilot, tied into Odyssey system; issues with overly-sensitive roll control
- Good to have another pilot along to write things down during the testing
- IO-390 engine
- 8 gal/hr. 160 knots
- 20 miles to the gallon
- 300 lbs of cargo
- Richard and Steve briefly flew in formation

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Oshkosh Reports

Bill Mitchell:

- Ultralights were rather impressive
- You can fly 1 hour and then re-charge in just a half hour
- Cold the first two nights at Oshkosh
- Two program ideas: new "VFR only" iPad app from Jeppesen, new iPad app for renting and selling planes

Dave Shenk:

- Dave took Joe Scherr to Oshkosh
- Landing was tricky, but they got it on the ground the second time (hooray!)
- Sat in an RV-14
- Talked with Bob Hoover
- Joe worked at Kid Venture every day

Paul Hansen

- Heard talks by a Space Station astronaut
- He also heard a talk by the Jet man who jumps out of a helicopter flying a jet pack. This same pilot flew across the Grand Canyon and the English Channel. He is a Swiss military pilot. He uses hands and feet to turn himself. Landings were eventful.
- Impressive aerobatics displays
- Warbird interview: Torpedo bomber flyers ran out of beer – loaded up kegs in the torpedo bay. The plane was too heavy, so they flew in ground effect for an hour. 6000 lbs of beer in 2000 payload plane
- Oshkosh had increased prices: food services have to sign off top 23%; all prices higher

Bill Hannahan:

- 2 night shows that were spectacular
- Jet powered plane with fireworks

Steve Beech:

- FAA fee will double next year

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NEWSLETTER QUIZ

Each month, we will ask a "question" in the newsletter. Answers can only be given if you attend 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: Even as engine and propeller technology advanced during WW2, a limiting speed for piston engine aircraft was encountered. What caused this limit?

August Answer: Proper functioning by a propeller requires it to remain sub-sonic. The tip moves the fastest and if it or any part of the propeller goes super-sonic, the resulting shock wave negatively affects the airflow and the propeller's performance. Bigger engines and bigger propellers always face this limitation. There's only so much one can do by increasing prop diameter and engine power. Jet propulsion provided a means for increasing speed beyond the propeller driven limit.

September Question: We are all familiar with the "shark tooth" design painted on the noses of the P-40's flown by the American Volunteer Group (The Flying Tigers). Where did this design originate?

AIRPLANE PICTURE OF THE MONTH (#3)



Here's our third "Plane of the Month" built by Chapter members. Pictured is Dave Copp's beautifully done Glasair SIISFT, N280DC. This photo of was taken at Jeffco aka Metro. Dave wrote, "I have 160 hours on the hobbs and the first flight was March of 2009. The engine is an IO360 developing 200hp. Economy cruise is 185mph and consumes 6 gal of fuel per hour. At

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200 mph it consumes 10 gal per hour. I have a glass panel EFIS from MGL; the Odyssey and the Extreme. The center stack is all Garmin; including a 430W, 496, and the audio panel and transponder. It took me 6 years and 9000 hours to complete the project. The plane is hangared in No. 13 on the north side of the airport near the windsock."

We'll get a chance to see this plane close up when we meet at Dave's hangar for our October meeting.

OUR OCTOBER MEETING

We'll be meeting at Dave Copp's hangar No. 13 on the north side of the airport near the windsock at the Longmont airport. This promises to be another interesting meeting where we'll get to see and hear about both the Glasair and the helicopter. Here's a chance to learn more about the "ins and outs" of building, maintaining, insuring, and flying conventional aircraft and helicopters.

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Officers:

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