

EAA Chapter 648

Longmont, Colorado 80503

Our Next Meeting will be November 11th at the Colorado Classic Aircraft Building

November

2013

www.648.eaachapter.org



Contents

- . October Meeting Photos
- . The November Meeting
- .
- . A Message from the Chapter President
- . Minutes of the October Meeting
- . Newsletter Quiz
- . Airplane of the Month #5
- . Are You Missing These Items?
- . List of Officers for Chapter 648

October Meeting Photos:



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THANKS TO DAVE COPP

Special thanks to Dave Copp for our October meeting site and program. When building RV's, people joke about "Vans Units." These are \$5,000 price increments that keep showing up during the building process. It appears "Helicopter Units" are closer to \$12,000 and probably come up in maintaining helicopters at a comparable frequency. Dave provided an interesting summary of flying and maintaining his helicopter and building and flying his experimental.



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Our November Meeting

Lt Col (Ret) Sledge Hanner, USAF, will be discussing a little about each of the fighter aircraft and some of the flying experienced he has had over his 25 year career in the Air Force and the 13 years at United Airlines. Sledge has accumulated approximately 4000 hours in fighters and 13000 hours in the Boeing 737 & Airbus A-320. He has 66 military parachute jumps with the 82nd Airborne Division and about 200 sport jumps. Sledge graduated from the Air Force Academy in 1975. He is an F-16 "Top Gun" graduate and has instructed air to air tactics in the F-16. He was one of two pilots who flew the first combat use of the F-117 Stealth Fighter in "Operation Just Cause", the invasion of Panama in 1989. **DO NOT miss this presentation!**

A Message from the President

Earl and Barbara Bolton are special people in the eyes of Chapter 648 members and many young people and young adults who had the experience of working with Earl when he ran the Young Eagles program and taught his classes in the local schools. I'm certain you've heard of the more recent school events where students and teachers experienced mindless violence. These types of negative activities seem to be happening more and more frequently. Never underestimate the lasting effects of a simple positive interaction in the life of a young person, and also think about failure to intervene when someone is heading in the wrong direction. Turn on your TV and look at how much garbage is promoted as programming the public wants. Take a look at video games and the excessive violence and gore that is daily conditioning the minds of young people. Do any kids have hobbies today? How about collecting things, or building models? Texting, Twitter, Facebook, etc., have replaced these activities and for the vast majority of young people, they are a very negative influence on developing social and contemporary skills. "Saving the World" can only be done one way, "One person at a time." We can do our part. We need to resurrect the Chapter 648 Young Eagles Program as a tribute to Earl and Barbara and to continue making a strong positive impression on our local youth. I'm asking for multiple volunteers to serve as coordinators for this program. With more than one person to share the work, we can get this program off to a quick and successful start.

As proof that early intervention can have profound effects and lead to positive results, here are pictures of two planes built a few years apart by one of our members.



Dick Socash

President, EAA Chapter 648

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Meeting Minutes for September 2013:

EAA 648 Meeting – October 2013

Guests:

- Doc Putnic
- Anita Bragg
- Ralph Staberman
- Jeff Cannon

Old business:

- No treasurer report
- Eldora historical society was paid for our EAA summer picnic use.

New business:

- The suggestion was made to take Earl and Barbara Bolton out as a thank-you for all they do. It was suggested that we also offer to invite some of their friends. It was decided that doing a lunch somewhere would be a good idea.
- Doug Sykes offered to make them a plaque.

- We need more airplanes in the newsletter – whose airplane is next?
- More pictures are requested for a handout for the club when Airport Day rolls around again
- Connie Socash suggested we look into some social media (**Facebook** or groups) so that it is easier to disseminate information about the chapter, contact members directly with project questions and tool sharing, and to post pictures if desired. Connie will look into this, and Aaron Miller can provide guidance on Google Plus groups if needed.
- Richard got his medical back (Hooray, Richard!) He sent the FAA a thank-you note (for the confirmation from the FAA that they had received his initial paperwork) and got an early return on his paperwork!
- Bob Sancetta is going to be a speaker in the near future.
- Next month presentation is by an ex-military pilot.
- This year's Christmas party – we need a location.
- Program presentation suggestion – Carole suggested we have the new Longmont FBO talk.
- Doug Sykes is now a tech counselor again (Hooray, Doug!)

Project Reports:

- Aaron is in the middle of assembling his tanks. He mentioned using “Flame Master” which is the new sealant recommended by Vans. This sealant is said to be Ethanol and Jet A resistant.

Trip Reports:

- Aaron went to Lloyd aviation museum in Orange County.
- Bill and Dave Copp went to Reno. They left at 4pm, went to Scottsbluff and then to Idaho to get around the storm! They reported great racing.
- Connie and Richard flew to Albuquerque (Double Eagle airport) to attend the Albuquerque Balloon Fiesta. Richard talked about the famous “Albuquerque box.”

This week's presenter: Dave Copp

Dave has both an Instrom Helicopter and a home-built Glassair (AND....a hanger to die for!!)

Some worthy takeaways from Dave's fantastic presentation:

- The “Collective” changes rotation of all three blades simultaneously
- The “Cyclic” changes the plane of the blades
- The Tail also adjusts

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- Change any one, and you must adjust the other two.
In short, helicopters require some definite finesse!
 - Helicopters must intentionally run their engines a bit after landing so that the oil doesn't "cook."
 - Last but not least, don't pack jackets or other items near the doors – could end up being a bad day. ☹

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.

October Question: We've all noticed the upturned extensions on the wingtips of commercial jets. Southwest Airlines currently has an ad campaign about these features telling us they save fuel. What do they do and how do they work?

October Answer: Wingtip vortices are circular patterns of rotating air left behind a wing as it generates lift. If viewed from the tail of the airplane, looking forward in the direction of flight, there is one wingtip vortex trailing from the left-hand wing and circulating clockwise, and another one trailing from the right-hand wing and circulating counter-clockwise. The result is a region of downwash behind the aircraft, between the two. Vortices dissipate slowly and linger in the atmosphere long after the airplane has passed. The energy needed to create these vortices is supplied by the plane resulting in increased drag and fuel consumption. Winglets attached to the ends of the wings redirect airflow around the tip in a way that reduces the strength of tip induced air rotation. Although not completely eliminating wingtip induced vortices, the reduction in strength improves performance and resulting fuel consumption.

November Question: Are you required to file a flight plan to use ATC Flight Following?

AIRPLANE PICTURE OF THE MONTH (#5)



Here's our fifth "Plane of the Month" built by Chapter 648 members. Pictured is Ed Spengler's RV6A, N241ES. The tail number says a lot about this plane that took almost 12 years to complete (are they ever really finished?). The 2-4-1 numbers reflect the fact that Ed could have bought 2 planes 4 the price of this 1 aircraft! Still a work in

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progress, Ed finally got the gear leg fairings on and reports that the airspeed did improve!.. just like Van said it would! Ed installed an ECI kit engine, an IO360 with a constant speed prop (yep...he built it in his hangar with some help from friends). His panel uses a Grand Rapids display with the ECI engine monitor system installed. Still in need of paint, the plane flies marvelously. Ed has taken it back to Air Venture the first summer it was flying...and it flew to eastern Iowa last year with Ed's friend Mike Unga. In fact, that trip is documented on the Chapter 648 web site...take a look and enjoy the photos. Ed gives the credit for completing his plane to Carl Harris...who lives in the hangar a few doors away from Ed. Carl "drove me" to get the plane finished! It was Carl who assisted Ed with some of the details of construction when Ed was really ready to throw in the towel. EAA members **WILL** help you get your plane finished too! Find a mentor and get going!

Are You Missing These Items???



Our chapter president, Richard Socash, recovered them from the chapter Picnic in September in Eldora.... Contact Richard to get them back (before he sells them)!

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Officers:

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