

EAA Chapter 648

Longmont, Colorado 80503

Our next meeting is on Monday, August 14th, 2017, 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.

August

2017

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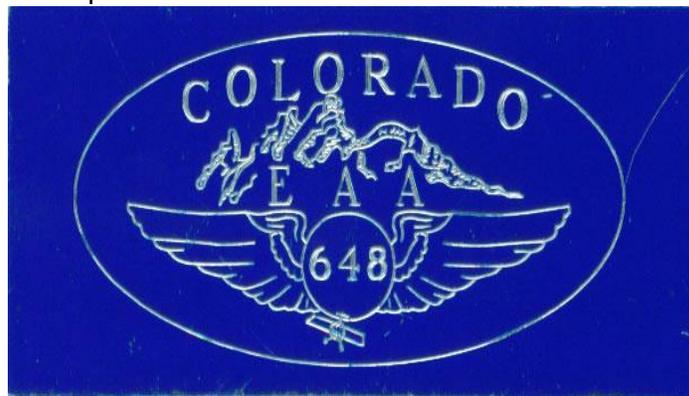
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Editor

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Due to my absence at the last meeting, there are no photos from the July meeting to post. I was eager to attend but was unable at the last moment due to the passing of a dear friend. I usually ask one of our members to fill in with the photo work but was unable to do so last meeting. My apologies. Doug

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July Program: An excellent presentation by Ken Gross who flew the dual in-line engine Cessna in Vietnam. This was an interesting program. Got to hear a lot about the function of the forward air controllers and thanks to another member who flew Phantoms, we were able to hear what the fighter-bomber groups were doing. An amusing story was told about the “Bull**** Bombers” who flew over the landscape broadcasting messages to anyone below. It seems one of the pilots had a recording of a group of F4’s taking off together with full afterburner power. This little loudspeaker plane would taxi to the runway and take off and simultaneously broadcast this recording creating a major contradiction of sight and sound.

A Message from the President

For anyone needing to complete the BasicMed requirements to obtain the new FAA required medical check, a number of helpful sites can be found on the internet. AOPA provides a very good summary of the requirements and the downloadable required forms. This information is available to both members and non-AOPA members. After a checkup by a licensed physician, an on-line medical test consisting of twenty questions needs to be taken and passed with an 80% test score. The test can be retaken after reviewing the correct answers for all of the questions. Once completed, a certificate together with a wallet-sized copy can be printed out to show compliance with the requirements. One possible problem may arise if the examining physician is hesitant to sign the necessary forms. One needs to explain that the signature along with the answers and acknowledgements to specific medical checks does not require the physician to certify the examinee is fit to fly an airplane, but rather, no condition was detected that in the opinion of the examining physician would seriously impair one’s ability to fly an airplane or drive an automobile. Also, it needs to be pointed out that the forms completed by the examinee and the physician are retained by the examinee and not forwarded to any governmental agency. In my own personal experience, completing the requirements in early July, I provided a written letter to my physician ahead of time explaining these matters to eliminate any concerns on his part. Depending on one’s own medical coverage, it might be more cost effective to go to an FAA Aviation Medical Examiner for the physical, in which case no explanation regarding the required paperwork and signature would be necessary.

An early “heads-up” on our regular September picnic. We’ll be holding our picnic on September 23rd at the Golden Ponds picnic site in Longmont. More details will follow at the meeting and the September newsletter. Start making plans to attend with your guest/wife/husband, etc.

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Dick Socash

President, 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 others not so much.

July Question: WW2 fighter wing guns were boresighted to converge at a certain distance ahead of the airplane. What was this distance for the Spitfire and Hurricane during the Battle of Britain?

July Answer: Recently read a 423-page small print book on the battle of Britain. Bore-sighting modifications during the battle as experience was gained was talked about in the book. Unfortunately, I could not relocate the exact information. As I recall, the original distance was eight hundred yards. As the battle progressed, and the combat distances became smaller, the guns were re-sighted to converge at four hundred yards. Four hundred yards from a formation of HE111's would attract a lot of defensive fire. Dick

August Question: You are flying a high wing airplane at a low power setting right at the point of stalling. You abruptly add full power. Describe what happens.

August Program: Hoping to hear from anyone/everyone who went to AirVenture. Let's have an open discussion of items of interest to the members. Also, we'll have a video on-hand about the WASP activities during WWII.

Chapter Tool Loan Program: Dan Berry contacted me last week with the info that Ed Spengler has donated some tools to the chapter's tool loan program. I haven't checked the box yet but Dan said it includes a differential compression tester and some torque wrenches among other things. These will be posted on the program's database and sent to paid members in a couple of weeks. Thanks go out to Ed for this donation. Doug

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Other Items of Interest

AIRPLANE PICTURE(S) OF THE MONTH (#38)

NOTE: Even if your airplane was included in an earlier newsletter, don't hesitate sending in another/different picture. We'll keep showing these classics, but I don't want to squeeze out member photos. Dick

Here's another of Bill and Mary's Pictures of Classic Airplanes. Let's see if anyone can identify this 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

Program Request:

I'm repeating this request. Every time I ask someone or go to the internet to get clarification on carrying a firearm in an airplane, I get a different or slightly modified opinion. Anyone willing to research and present to the Chapter information on this topic, or who knows a trustworthy individual willing to give us a program, please contact a Chapter officer and we'll set up a program. Also, any other ideas on programs are most welcome.

New Idea for our Meetings:

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As you may recall, Phil Brown came up with an excellent idea for a regular item in our usual meeting agenda. His suggestion: add a spot in the evening agenda for members to voice a question or thought. Two minutes max, even one minute, would suffice. But open the meeting to the floor, formally, at some point. Thanks for listening!

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!!**

Chapter Officers:

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 - Bill Mitchell 303-427-4025 billyav8r@yahoo.com
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 - Connie Socash 720-890-7763 csocash@hotmail.com
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