



EAA Chapter 648

Longmont, Colorado 80503

Our next Chapter meeting on August 10th.
Longmont airport as usual, 7:00pm as usual too, but because of “Anti-Social Distancing” at Rick’s Hangar just 400 feet across the taxiway from Bob and Carol’s office.



Thanks to all of you for reading our newsletter and I will keep on working to increase our readership and don’t forget to patronize our advertisers if an aviation purchase is in your future.

Remember, “Nothing happens until somebody sells something”

Chuckle of the Month

**STANDARD BRIEF
GET IN
STRAP IN
SHUT THE FUCK UP
AND DON’T TOUCH ANYTHING**

By Haiko

Exercising my right to freedom of speech and expression, I take the opportunity to editorialize the following:

If you are sick, please stay at home and get well.

If you are not sick, we would love to have you at the meeting.

If you believe wearing the silly mask will protect you or anyone else, please do so.

If you understand that the odds of dying from the Corona virus are about 2 million to one, you probably want to breathe fresh air, not filtered by a dirty bandana or t-shirt.

This is still the United States of America, isn’t it?

And by the way, as per our chapter president's suggestion, **I would like to invite any and all of our sponsors to the next meeting on Monday the 10th of August for some FREE pizza and to promote YOUR business to our chapter. As you may know, my mantra has always been:**

NOTHING HAPPENS UNTIL SOMEONE SELLS SOMETHING!

If you would like to attend our next picnic meeting, please RSVP me on this newsletter or to Rick's address: rick648@zggtr.org

Rick's August message

Guys:

Yes, I really had to prep for a colonoscopy at chapter meeting; at 66 years old, my very first one. Side note, Miralax is a cake walk, except for the quantity needed (64 fl/oz in one hour). Magnesium Citrate solution is vile. They found one small polyp Tuesday 'noon', and removed it. Suspect I can be chapter President for as long, if not longer, as

the esteemed Lord Dick Socash was. If I want to do so is another story ;)



I hear our speaker, Rick Basilear, really put on a most excellent show. Next meeting (or sooner?) I'll pass around a Thank You card we can all sign for him.

I mentioned to several at the beginning of our last meeting, changes that have happened since I took the reigns. The biggest one (I think) is a change to our chapter website. Our URL is now:

<https://chapters.eaa.org/EAA648>

This needs to be updated on all company (chapter) correspondence. This will include our newsletter, Haiko? Related, some/many of the links in our newsletter are broken or lead nowhere.



I personally missed Doug at the last meeting, if only because he (our chapter) owes me the fee (tax) I paid to the state of Colorado to maintain our tax free status. Think on this for a bit...

Corona virus and all, face masks, and social distancing; perhaps we need

to rethink of alternate ways to pay our bills. I will assume Haiko will be wanting reimbursement for vehicle miles and shoe leather he expended garnering donations to our club coffers eventually, and I'd like my ten clams back :) Doug, I task this project to you. Envelopes and stamps may be in the mix, so might a bogus cover sheet/wrap to disguise folding money in said envelopes.

Any questions/comments about our chapter, please email. Emailing all officers suggested.

It seems some of our best presentations happen when I'm not there, it seems that way anyway. I had to leave early at our last meeting, but word got around that Rick Basilier put on a most excellent show. I've thanked Rick on behalf of our Chapter, and I'll be passing around a Thank You card for him at our next meeting. Yes, you heard that right, our next meeting.

This Covid19 mess is really putting a damper on chapter meetings. I'm reasonably certain all of us practice social distancing and wear face coverings if and when we can. We've all been properly retrained on how to wash our hands too. The last item gets to me for some reason, like we forgot how to wash our hands??? Corona and all, we do our best given the science that's made available to us.



Our next meeting will be a combo Chapter Picnic and regular meeting, and is pegged for three hours at MY hangar. Affectionately called the Dust Bowl, or the Plastic Factory. If you don't know where it is, think 400' to the north from our regular venue at the Colorado Classic Aircraft office. Look for the dust trail, park near it.

The first hour, 6:00-7:00pm will be dinner and drinks, specifically pizza and a modest selection of non alcoholic beverages. Provided by yours truly, tips and contributions accepted that evening. Please RSVP if you will be attending so I can get enough grub. RSVP via email to rick648@zggtr.org, face to face at the airport, or text to my smart-fone prior to Monday the 10th of August at 5:00pm

The last two hours, from 7:00 to 9:00pm will be "open mic" to discuss recent changes at the Longmont Airport, changes in our chapter, progress reports, and future chapter events like fly-outs and the Young Eagles program. We might even have a chapter sponsor there too.

In a nutshell, next meeting is at my hangar on 10-Aug. from 6:00-9:00pm if you want food, RSVP to me if you do. 7:00-9:00pm otherwise.

Fly safe, keep your nose in a sling, take pictures, and bring a friend! Oh, blue skies and tailwinds too :)

Rick

All:

Next meeting at my hangar, usual time. The project airplane that was in there is now back in Yuma, AZ. I've swept the floor several times, and will run the shop-vac around in the next few days. It's fairly empty, and easier to social distance than at Bob and Carols place.

In my "el Presidente" message, I made mention of industry sponsors may be in attendance. I think this would be an ideal opportunity to chat with them, if Haiko wanted to ask them. All depending, they could have 5-10 minutes at the microphone to chat about their product or service to those in attendance.

And if they want pizza (from Pizza Hut probably), am sure Haiko will mention it and forward their RSVP to me.

SIMPLE CONSIDERATIONS FOR AIRCRAFT ENGINE OILS

Viscosity, acid buildup, water, corrosion, rust and metal to metal contact wear are all items of consideration when thinking and acting on aircraft engine oil selection and maintenance.



Commercial aircraft engine manufacturers recommend changing engine oil every fifty or so hours or 4-6 months, whichever comes first. This may seem excessive to those who put little time on their engine but there's logic behind the reasoning. Airplane engines are still old technology compared to modern automobile engines and for the most part have greater

tolerances between moving parts such as cylinder walls and piston rings than in corresponding automobile engines. There's significantly more blow-by resulting in more contamination from the combustion byproducts entering into the crankcase and engine sump. Ashless dispersant oils keep byproducts such as soot, coke, acids, water vapor and gasoline dilution in suspension. However, as time builds on the oil, the additives providing the dispersant properties within the oil are depleted leading to less metal protection.

One of the problem contaminants is sulfur which is found in trace amounts in gasoline and engine oils. The sulfur in gasoline is not completely consumed in the combustion process and a portion of the remaining amount can enter into the oil through piston ring blow-by. Water is also produced as a byproduct of the combustion process and also enters into the oil system from blow-by and by condensation within the engine sump. Over time the sulfur and water chemically combine into sulfuric acid which is a chemical compound of hydrogen, sulfur, and oxygen. Engine corrosion is caused in part by the reaction of the sulfuric acid in the oil with the interior surfaces of the engine. Water condensate can also produce rust inside the engine.

When selecting an oil grade to use in an engine, viscosity is an important consideration since it determines how quickly oil is supplied to engine parts during startup. In an idle engine, oil drains off the vertical surfaces and whatever thin oil film is left can further degrade from water condensate leading to the production of

rust and loss of lubrication protection. On engine startup, until a proper layer of lubricating oil is deposited onto metal surfaces that come into contact with each other, significant wear can occur which over time shortens engine life. In general, a few seconds elapse before a protective coating of oil covers the moving parts of an engine. This can lead to appreciable wear. Periodic starting of a cold engine and short running time at high rpm is to be avoided. To prolong engine life, particularly during the winter and for extended non-flying times, I've heard recommendations to do at least a half hour of medium power run time on a monthly or bimonthly basis to "burn off" accumulated water and acid buildup in the engine oil.

There's significant expertise on this subject among the chapter's members and this would be a good topic for discussion at one of our meetings.

Dick Socash

Bob needs some help to locate some of his tools!!!---

I loaned out my 2 ¼ 3 1/8 Instrument punch and can't remember to whom—a good case for using the Chapter tool chest!!! Getting old does have downsides.

Bob Leyner

EAA 648 Chapter Officers:

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 - **Secretary:** None elected, Various volunteers
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