

EAA Chapter 648

Longmont, Colorado 80503

Our Next Meeting will be April 14th at 7pm in the Colorado Classic Aircraft Building at Vance Brand Airport.

April

2014

www.648.eaachapter.org



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March Meeting Photos



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Our presenter, Dr. Sancetta, senior AME.



We had 65 attendees! A Great Turn-out!

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We shared the hangar space with these two marvelous planes....



April Program

The April meeting will feature a talk by Tracy Porter on "Humor in Aviation," a collection of anecdotes from 19 years as an Air Traffic Controller, as a CFI, as a cockpit observer on air carriers, and stories passed down through the years by controllers and pilots. Tracy Perry spent 19 years as an Enroute Controller at Denver ARTCC, is a CFIAI, a USAF vet and has flying time logged in Ford Tri-Motor and KC135 tankers. This promises to be a fun program and provides a good opportunity to invite and bring a guest. Remember, wives and friends are always welcome.

A Message from the President

The Chapter is starting up the Young Eagles Program again. Earl Bolton retired after a number of very successful years of serving as the Coordinator and can look back on many successes among the young people who were part of the program. Rick Hall has volunteered to be Chapter 648's Young Eagles Coordinator. This is an appeal to the Chapter and to individual members to give support to Rick's efforts. There are differing opinions on how a YE program should be run. One approach favors qualifying performance requirements for a young person to merit a flight and the other approach favors only parent or guardian consent as a requirement. Over the past two months I've talked with Chapter 648 members and with Chapter 43 members and have heard strong opinions on both approaches. Rick has the task of coming up with a position for Chapter 648's Young Eagles program. Members should give their opinions and express their feelings on this matter to assist Rick in the process of coming up with a workable design that will be supported enthusiastically, but ultimately, he as Coordinator is the one who has the final say so long as the conditions agreed to between the Chapter and Coordinator do not violate the rules and regulations set down by EAA National. This is an important program and we will devote a short time at our April meeting to begin providing opinions and information to Rick. Think back on your first flight experience and the factors and influences that shaped your interest in aviation. It often seems like Government agencies are working against general aviation. The media does little to help, often portraying things in a negative light. Every accident or runway incident is given TV and newspaper coverage, but try to find a write-up on a Young Eagles flight day or

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pro-aviation event, and you'll be searching in vain. That may be a bit harsh of a judgment but it does seem like general aviation is misunderstood by the public at large. We won't convert the world but we can be a positive influence on a number of young people and their families.

Dick Socash

President, EAA Chapter 648

Meeting Minutes for March 10, 2014

Treasurer's report:

- No report this month.

New Business:

- A list of names is being gathered of all who wish to be on an email distribution list where members may directly email the entire group about events, questions, tools they need to borrow, tools they have available for borrowing,...etc. Names will be gathered by Rick Hall and Connie Socash (this list is separate from the newsletter list.)
- A program is needed for April.
- Ted's airplane will be featured in next month's newsletter.
- Steve Beech is arranging the ATC tour at the Longmont facility.
 - List name much match driver's license or other picture ID.
- Steve is also arranging the Tebo garage tour.
 - 80 slots
 - May 17th
- Rick Hall is re-launching the Young Eagles program.
 - Knows of two young eagles: a Boy Scout and a friend.
 - Rick passed around a list to collect name, phone number and email information of those who are interested in taking part.
 - List how you can help.
 - Flights could start within a month, possibly.

This month's speaker: Bob Sancetta covering "Hot Topics" in aviation medicine

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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.

March Question: After cleaning and checking plugs, why does it make sense to switch plugs between the top and bottom positions in the cylinders?

March Answer: As the magnets in a standard magneto rotate a positive emf and a negative emf are output depending on North-South pole positions. The outside electrode is always at ground potential so it's possible for a negative potential difference to be on one plug when firing and a positive potential difference to be on another plug when firing. Current can thus flow from the center electrode to the outer electrode or in the opposite direction depending on whether the center electrode is at a higher or lower potential compared to the outer electrode. When a spark jumps from one electrode to another, a microscopic pitting action takes place at the destination electrode. Proper rotation of plugs will even out the pitting on both electrodes and give extended plug life.

April Question: General radio communications include two different distress calls, "Pan Pan" and "Mayday." Under what conditions would or should you use "Pan Pan" and when should you use "Mayday?"

AIRPLANE PICTURE OF THE MONTH (#10) – Owner/Member: Ted Keryluk

Ted Keryluk's Piper Archer II

My first flying lessons were taken in an Aeronca C-3 "Flying Bathhtub" and Piper J-3 "Cub." In high school I qualified for the U.S. Army Air Corps Aviation Cadet program and served in World War Two as a B-29 Flight Engineer. Following the war and college, I worked in the military and civilian aircraft industries. I got my license in 1963 at Boulder Valley Aviation. My instructors were Pete Peterson and Bruce Miller. I flew Beech Musketeers, Piper 150's and Piper 180's.



(Yes, that is Ted in the picture!!)

In April 1976, I was one of four pilots qualified to rent a new Piper Archer II delivered to the FBO. In 1980 I purchased the airplane. In 1995, my four year old granddaughter "co-pilot" saw the new "Bronco" logo painted on

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the rudder, and exclaiming in a loud voice, "Grandpa there's a ferocious horsey" on my airplane's tail. From then on, the airplane's name is "Ferocious Horsey I. Ted Keryluk

A Call For Newsletter Items:

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, and aviation slanted "fish stories."

Other Items of Interest....

Presentation by Fr. Robert Sancetta, Senior AME By : Dick Socash

Our March meeting featured a talk by Dr. Robert Sancetta on current and pending FAA rules and regulations regarding Pilot Medical Certification. After a brief delay to replace a burned-out projector bulb and a switch to



projecting onto the wall everyone got to enjoy an amusing, interesting, and informative presentation. Many interesting points were brought up and a wealth of good advice was given to all. Keep good records, don't ask a question for which you'll accept only one answer, get things completed in plenty of time,

and bring all your paperwork when meeting with your AME.

A rough count of attendees indicated sixty-five were present for the talk. Special thanks are due to Jason Alvero, Elite Aviation's Manager, and to several of Elite's staff who were a big help in setting up, providing hot coffee and seeing that all went well that evening. Thanks also go to the managers of Boulder's and Longmont's airports for informing local pilots of this event and finally to the local flight schools for bringing it to the attention of their staffs and students. Judging from the comments afterwards, this was a very successful event for our Chapter

Windows vs. Ford Motor Company..... by Carol Leyner (edited for length)

For all of us who feel only the deepest love and affection for the way computers have enhanced our lives, read on. At a recent computer expo (COMDEX), Bill Gates reportedly compared the computer industry with the auto industry and stated, "If Ford had kept up with technology like the computer industry has, we would all be driving \$25 cars that got 1,000 miles to the gallon."

In response to Bill's comments, Ford issued a press release stating:

If Ford had developed technology like Microsoft, we would all be driving cars with the following characteristics:

1. For no reason whatsoever, your car would crash.....twice a day.

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2. Every time they repainted the lines in the road, you would have to buy a new car.
3. Occasionally your car would die on the freeway for no reason. You would have to pull to the side of the road, close all of the windows, shut off the car, restart it, and reopen the windows before you could continue. For some reason you would simply accept this.
4. Occasionally, executing a maneuver such as a left turn would cause your car to shut down and refuse to restart, in which case you would have to reinstall the engine.
5. Macintosh would make a car that was powered by the sun, was reliable, five times as fast and twice as easy to drive - but would run on only five percent of the roads.
6. The oil, water temperature, and alternator warning lights would all be replaced by a single "This Car Has Performed An Illegal Operation" warning light.
7. The airbag system would ask, "**Are you sure?**" before deploying.
8. Occasionally, for no reason whatsoever, your car would lock you out and refuse to let you in until you simultaneously lifted the door handle, turned the key and grabbed hold of the radio antenna.
9. Every time a new car was introduced car buyers would have to learn how to drive all over again because none of the controls would operate in the same manner as the old car.
10. You'd have to press the "Start" button to turn the engine off.

VFR ON TOP from Haiko Eichler

Haiko believes this photo is taken in Dubai.



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A VISIT TO THE FLIGHT CONTROL CENTER IN LONGMONT by Dick Socash



On Thursday and Friday, March 20, 21, two groups of members of the Chapter toured the Longmont Air Traffic Control Center. When you're handed off from Approach or Departure to "Center" on an IFR flight plan or when using Flight Following, these are the people you talk to. Their primary job is to maintain spacing between airplanes and to manage traffic volumes into certain destination airports. It was interesting to learn that when a plane is awaiting take-off clearance at DIA, it can be "Center" who is issuing the hold and not the DIA tower controllers. The two employees who gave the tour, Joe Mattison and Daryl Horton, made it interesting and provided the members on the

tour the opportunity to listen in at several different control stations in the facility.



A special thanks goes to Steve Beach for arranging, organizing, and managing this tour.

And don't forget, in May we have the Automobile Collection tour, again thanks to the efforts of Steve.

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Officers:

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