

EAA Chapter 648

Longmont, Colorado 80503

Our next meeting is on Monday, October 10th, 2016, at 7pm. The meeting will start at the FBO at [Boulder Municipal Airport](#) with a program by our own Phil Brown and migrate to his hangar afterward.

October

2016

www.648.eaachapter.org

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Editor

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September Meeting (Chapter Picnic) Photos:



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September Program:

We had our annual picnic at the Bolton's place in Eldora. Attendance was light but I think all who attended had a good time. Due to the fire ban in the mountains, we couldn't use the gas grills so "main courses" were uncooked and uneaten. Thanks to Dave Copp who came to the rescue with Subway Sandwiches. As an added twist, all the ladies present were given a prize as recognition for their support of Chapter member partners and Chapter events.

A Message from the President

Growing up in the country in the 40's and 50's, there seemed to be a lot of interest and enthusiasm on the part of myself and my friends when it came to airplanes and aviation in general. A number of kids built model airplanes and anytime a plane flew overhead, all eyes were directed up. Model airplanes are still being built but it seems this is now done by an older group enthusiasts involved in sophisticated radio control as opposed to young kids and stick models. Perhaps the drone activity will encourage more young people to build and fly models and develop an interest in flying. Cost still seems to be the biggest obstacle to obtaining a pilot's license. With the increased number of hours required for transport qualifications, it's hard to see where future generations of ATR rated pilots will come from. The military training programs will help to meet the needs but according to some knowledgeable people, we'll still fall short. It's time to see how the Young Eagles program is working out and to learn more about current rules and requirements.

Dick Socash
President, EAA 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 some difficult.

September Question: What is the difference between an "Impulse Magneto" and a "Non-Impulse Magneto?"

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September Answer: A spring loaded coupling inside an impulse magneto is tightened as a cylinder's piston approaches top dead center. At the proper time for firing the magneto, the coupling is released adding an additional voltage boost to the output line connected to the corresponding plugs (the audible click). Once the engine is running, the centrifugal coupling is opened removing the impulse mechanism from operation.

October Question: What is the flare angle for an AN aviation coupling?

October program

We will hold our October meeting at the Boulder Airport FBO Building for a program by Phil Brown on Heathkits, Ham Radio, and building a Pober Pixie. We'll conclude by visiting Phil's hangar at the Boulder airport to see the finished product.

Again, take note and pass the word, October's meeting will be at the [Boulder Airport](#).

Other Items of Interest

AIRPLANE PICTURE(S) OF THE MONTH #27

Another picture from Bill and Mary Mitchell's collection. Simple and classic, these planes from the 30's and 40's were fun to fly, relatively safe, and "very slow" on cross-country flights. They really made "Needle, Ball, and Airspeed" flying enjoyable.



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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.

Member Activities:

The following article and photos are submitted by Rick Hall, though there is no independent confirmation that he actually took this trip or piloted an aircraft.

Saturday, 30-May.

Rented the Cessna Cutlass from Elite Aviation at LMO, flew up and picked up a buddy in Ft. Collins, flew back the LMO for lunch at Flight Deck Grill.

*Took off after lunch, over Corona Pass, buzzed Winter Park and Mary Jane. WX superb, asked Brian (my PAX) if he wanted to fly to Leadville. Brian asked "wot's there?" I said "highest paved airport in *all* of North America, and you can buy a shirt and get a certificate too." Off we go. Over Tennessee Pass (?) and Mosquito pass, and immediately auger down ~3000' for an adequate landing at Leadville. DA is 11,000' according to AWOS. OAT is around 50.*

Two shirts, a hat, and a certificate later, we depart Leadville and climb in the pattern to cross Mosquito pass again. WX and vis is still CAVU

Can see I can make the Front Range 'direct', so plug direct to FNL into my iPad and Garmin 430. Climbing to 15,500 feet, we cross Loveland pass (I-70 under us, along with Eisenhower tunnel and Ski Loveland), direct FNL. Once past the pass, reconfigure for power-on decent at -400 FPM and 140-150kts to FNL. Arrived FNL ~2000 above pattern....

Rick

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Thanks, Rick

Haven't received any reports or pictures from this year's AirVenture experiences by 648 members. If you have a story or pictures, send them in.

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The following info and photos are submitted by Charlie Becker, Director of EAA Chapters and president of Chapter 252 at OSH.

EAA Partners with FAA, Dynon for STC Breakthrough to Upgrade Safety, Reduce Costs for Aircraft Owners

EAA, in partnership with Dynon Avionics and the FAA, has been awarded a Supplemental Type Certificate (STC) to install Dynon's EFIS-D10A in certain standard category aircraft. This breakthrough STC enables the inexpensive, but very capable, avionics that have served the experimental and light-sport worlds for decades to finally have a pathway into the type-certificated market. The Dynon system is a direct replacement for a vacuum-driven attitude indicator, and the STC currently applies to the Cessna 150, 152, and 172 series and the Piper PA-28 and PA-38 series. More aircraft are expected to be added soon.

EAA worked extensively with the FAA and Dynon to show compliance with regulations and develop a new certification pathway for safety-enhancing equipment. The long track record of the D10A product line and its conformity to a variety of industry standards helped it become the first device accepted by the FAA in this pioneering effort. In addition to Dynon's proven reliability, the unit delivers a wealth of information to the pilot and even has an integrated angle of attack feature (with the installation of an optional probe). EAA installed the D10A in its 1976 Cessna 172M and submitted to a series of flight tests with an FAA test pilot, which went flawlessly.

EAA intends to begin selling the STC as soon as possible, hopefully later this spring, at a nominal price point in line with its existing autofuel STC. In addition to the D10A, more products are actively being explored as EAA is willing to work with other manufacturers to bring down costs and reduce barriers to recreational flying. Stay tuned for more details!



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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!!**

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