

EAA Chapter 648

Longmont, Colorado 80503

Our next meeting on March 14th, 2016, at 7pm, will be held at our usual location, the Colorado Classic Aircraft Building of Carol & Bob Leyner, located on the north side of the Longmont Airport.

March

2016

www.648.eaachapter.org



Contents

- . February Meeting Photos
- . March Meeting Info
- . A Message from the Chapter President
- . Newsletter Quiz
- . February Meeting
- . Airplane Picture of the Month
- . Other Items of Interest
- . List of Officers for Chapter 648

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February Meeting Photos:



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it's obvious that epoxy isn't that good for you...

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March Program

Our program will feature a presentation on ADS-B technology by one of our Chapter members, Aaron Miller. Four years sounds like a lifetime but time can slip by and it's best to plan and prepare early for compliance. Getting to know what's going to be required and what options for satisfying the requirements are available is a good first step. TSO'd and Non-TSO'd approaches are beginning to be discussed in the literature and by various vendors. Be sure to attend and bring a guest. This promises to be an informative program.

A Message from the President

With the warm weather on the horizon, it's time to think about activities in addition to our monthly meetings. There's the Longmont and Boulder airport days in the summer. Get-togethers in someone's hangar on a Saturday morning, a group flight to some interesting location or perhaps just a 'Hundred dollar cup of coffee' flight to the Barnstormer or to Scotts-bluff can also be enjoyable. Let's hear your opinions and get your suggestions. It's easy to settle for just the meeting and program but we're probably missing out on a lot if we don't include other activities. I talked with the Boulder airport manager recently and mentioned the possibility of including an exhibit of experimental airplanes and an EAA booth at Boulder's Airport Day. Let me know if there's interest in this. It's fun to joke about four pilots having five opinions but I've noticed there's always interesting conversations before and after meetings and additional get-togethers would provide a good opportunity for a continuation of these activities. Conversation is becoming a lost art. It's refreshing to see very few hand-held devices at our meetings and a lot of good discussions. The importance of getting together and sharing friendship was brought home this morning when I read about Dan Murray's untimely crash. A friend of many, a wealth of information, and an individual willing to lend a hand, he will be missed and long remembered. Our Chapter has many others like him and we should make the best of the opportunities still available to us. Please step forward with your ideas and assistance.

Dick Socash

President, EAA Chapter 648

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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.

February Question: Assume one has the dimensions of all the parts making up an airframe. We assume the airframe was designed to provide proper structural integrity. If one wanted to build an exact half-scale version of this airframe maintaining structural integrity, would it make sense to reduce material thicknesses such as spar dimensions and skin thickness by 50%, or by less than 50% or by more than 50%?

February Answer: This is a consideration engineers work with when scaling things up or down and wanting to preserve structural integrity in proportion to the demands put on the final result. In general reductions greater than 50% are made. Anyone who has taken a statics or advanced mechanics course quickly realizes proper scaling dealing with material strength is not a straightforward calculation. In the theoretical world one hears terms like "mechanical similarity," "least action," "Lagrangian function", etc. The calculations can get to be quite complicated and esoteric. Quite often answers are arrived at through experimentation and measurement rather than theoretical calculations. Talking to some old aircraft engineers, more than once one would hear, "Make it strong enough and then double it."

March Question: Why does ashless dispersant oil darken faster than pure mineral oil?

February Program

The Chapter was treated to a new style of program, that of an internet based, interactive conversation with the creator of the SwitchBlade project, known as Samson Motorworks. Their vehicle, classified as a motorcycle by transportation authorities due to its three wheeled configuration, is currently under development and promises to be a well-engineered unit. The developers are starting with a clean sheet of paper and are creating a vehicle that appears to be an airworthy attempt at bringing a flying, roadable machine to the public. Although in its early stages, much progress has been made to date and the approach of the design team certainly seems to be serious and, though technically challenging, making progress.

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On the subject of flying cars, I had the privilege of spending an afternoon, in 1978, with Mr. Molt Taylor, of Longview, WA, who was the creator of the Taylor Aerocar. That vehicle has been featured in various aviation magazines over the years, but it was very interesting to hear of the engineering hurdles he faced in bringing his design to fruition. I don't remember lots of details of that day, but do recall that the most daunting task he faced was finding a suitable propeller. Mr. Taylor has 'Gone West' for some time now, but it's nice to see modern attempts to create a machine that could be stored in one's garage, and flown from an airport as desired, which was his goal. Ed.

Other Items of Interest

AIRPLANE PICTURE(S) OF THE MONTH

Holding at #22

Since we don't have a plane from our Chapter, it is nice to recognize a classic from a bygone era. The Waco, like the Stinson Reliant and the Beech Staggerwing, is pure beauty in the air. If anyone in the Chapter has flown or flown in a Waco, let's hear your story.



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I may owe an apology to one of our members. At the last meeting I seem to recall receiving a "Plane of the Month" submission. I can't locate the information and am thinking I may have left it on the table after the meeting. To the individual who gave me the information, please check back with me to straighten this out. Dick

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.

=====

Gone West... The current Sport Aviation magazine contains the notice on Ted Keryluk's passing. Don't know if the original notice took this long to get included or if someone else sent in a new announcement, but it's nice to see it in print. Again, let me ask if anyone has any interesting, unique or amusing items or information about Ted for the newsletter, please pass them on to me.

Special Request

Our Chapter received an email from a retired London policeman whose hobby is collecting patches, badges or similar memorabilia from aviation-related clubs and organizations. I've exchanged emails with him and said I'd ask our membership for any items they'd be willing to give to him. I will take care of delivery. If you have any items you are willing to donate, please bring them to the meeting and I will see that he receives them. Patches, pins, badges, certificates, etc., are of interest.

Thank You!!!

by: Steve Beach

I want to thank the officers and everyone in EAA Chapter 648 for awarding me the 'Charles Hornback Traveling Trophy'. I thoroughly enjoy what I have been able to do for the chapter but have never considered my contributions to be deserving of this honor. I

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am humbled by the fact that my name appears with so many people that have made this chapter what it is today. As can be seen below, Janie and I will enjoy having it prominently displayed in our home during 2016.

Blue Skies & Smooth Air!

Steve



As mentioned in last month's newsletter, we will visit the topic of the Chapter Tool Loaner List at this month's meeting. An example of the value of said list is a message I received from Bill Hannahan stating that he has a CO detector he is willing to loan to interested parties to test their plane for CO. Not a bad idea, and thanks, Bill, for your generosity. Bill can be contacted @ 303 618 7921.

Rick Hall has a prop balancer that will make it into the chapter loaner list, as well. Thanks, Rick.

Steve Beach submitted a link where we can read more about our January program presenter, Fredric Arnold, in 5280.com, shown below: Thanks again, Steve!

<http://www.5280.com/news/digital/2016/01/honor-roll-chat-wwii-fighter-pilot-fredric-arnold>

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[Honor Roll: A Chat With WWII Fighter Pilot Fredric Arnold](#)

Bill Kastenholz sent me a link regarding flying IFR over the 'Hump' in WW2, in aircraft hardly well equipped to do so. It is very interesting reading. Thanks, Bill. Note: I had to paste the URL into my address bar to get to the article. I'm sure there's an easier way to do this. Ed.

Serious IFR: Flying the Hump <http://www.avweb.com/news/features/Serious-IFR-Flying-the-Hump-225395-1.html>

"We are always ambassadors for aviation, for good or for evil, simply because there are so few of us. Our actions are watched and we are the source of comment, often when we least expect it or maybe even want it. Therefore we have no choice but to be a good example all the time." submitted by Haiko Eichler, and he also sent a link regarding Spitfire building... <http://www.christies.com/spitfire/interactive/index.html>

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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