



## EAA Chapter 648

Longmont, Colorado 80503

The December meeting will be our annual Christmas Party, this year at the Socash residence in Boulder, CO. on Saturday the 18<sup>th</sup> of December.



**T**hanks 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"*

Santa Claus has the  
right idea.  
Visit people only  
once a year.  
*- Victor Borge*

### **The President's Message:**

Let's all show up and have some fun! Bring a gift if you want to participate in the gift exchange.

*Malcolm*

### **Chapter 648 November Meeting Notes**

Pres Malcolm Dean called meeting to order at 1900 hours.

Started with the Pledge of Allegiance

### **Trip Reports:**

Chuck Gartner has been to Greeley in his NEW RV 14A. Currently has about 8 hours of flight time

Haiko went to Texas to see his son. Was being passed by cars on the ground coming home as he encountered 50 knot headwinds.

### **Meeting News:**

Dan Berry says we are still solvent and have enough money to support the Christmas party.

Guest Jonathon Hofland is building a Cozy MKIV in north Longmont. Rick and Bill are tutoring him.

Our program speaker was late so Malcolm said we need to hang a while. Bob Leyner gave a bio on Joe who specializes in Continental engine work.

Malcolm talked about the management company the city has hired to oversee the airport for 90 days or until the city finds a new manager. Pres thinks the city has a candidate. A discussion was held about the snowplowing done by former airport manager and the contractors that's been plowing in the past.

A discussion was held about the chapter owned tools and if there was a policy about how long a member could check out a tool for use. Malcolm thought 2 weeks with option to extend if no one else needed a tool would be reasonable.

Dan Berry gave a technical counselor report on an RV 9A on the southside under construction and an RV4 being rebuilt after an encounter with a prairie dog on the runway. RV4 owner didn't think a prairie dog could cause such a mishap until he hit a rabbit with his car and how much it pulled. A dead dog was found on the runway. Dan also did an inspection on a Sonex in Estes Park

Dan Berry says the RV12 being built by teenagers at the Innovation Center on Quail Road is coming along. Tail mostly done, servo got damaged and is being repaired, December will drill holes and install nut plates in the tailcone, and maybe into Jan. They usually have 8 to 12 kids that meet to build on Tuesdays and Thursdays from 3 to 5. Adults are welcome too.

Meeting moved to coffee and snacks and since the program speaker never showed. Folks drifted out and BS continued.

Special thanks to Dave Shenk for taking notes during the meeting  
Dick Socash, Chapter Secretary

Our regular monthly meeting for December will not be on the second Monday, December 12<sup>th</sup>, Instead we will have our annual Christmas Party on Saturday December 18<sup>th</sup> at the home of Dick and Dickie Socash.

**Address: 3805 Darley Avenue, Boulder 80305. Northeast corner of Darley and Gillaspie, Telephone: (303) 499-3169**

**Time: 6:00 PM until ???**

**Parking: Plenty of on-street parking**

Party is Pot Luck so please bring a covered dish. The Chapter will provide a main course of Turkey and Ham, Coffee and Soft drinks. To limit Chapter liability, if you wish to have alcoholic beverages, please bring your own. If you wish to participate in the gift exchange, please bring a wrapped gift not to exceed \$15 in value. (Home Depot and Harbor Freight considerations) This is a good time to enjoy a social get-together and an opportunity for spouses and special guests to meet and greet the membership. If you have questions, you can contact any of the Chapter officers or call the number listed above. These Christmas Parties are always a lot of fun and we look forward to seeing you on the 18<sup>th</sup> of December.

# Should You Fill Out a NASA Form?

Featuring [John Krug](#)

## Subscriber question:

*"I recently flew through the edge of Class Bravo airspace without a clearance. My Instructor told me to fill out a NASA form. What is that? He said it can keep me from FAA enforcement. Is that true?" – Pat R.*

## John:

"Your instructor is talking about the Aviation Safety and Reporting System (ASRS) form. Because this system is maintained by NASA, rather than the FAA, it's commonly called the NASA form.

The program's goal is to identify any safety issues in the aviation system—which is why it's administered by NASA. The FAA *does not, I repeat, does not* have access to any information submitted through ASRS. If you voluntarily submit a report that, for example, describes an airspace violation, FAA can not use that to find and violate you. (Although with ADS-B so common, FAA hardly needs a NASA form to track a violator.)

Basically, anytime that you see or experience any issue that you think may have an adverse effect on system safety it should be reported. The form is only for safety issues. It should not be used to report aviation accidents.

To encourage submissions, the program comes with an incentive: Submitting a NASA report protects you from a penalty or certificate suspension if the violation was inadvertent (that is, not deliberate), there was no criminal offense, you had no prior FAA enforcement actions for the five years prior to the date of occurrence, and you submit the report within 10 days.

While not quite a 'Get Out of Jail Free' card, the FAA considers the filing of a report with NASA to be indicative of a constructive attitude. They believe making a report will tend to prevent future violations.

The form may be submitted online or by mail. Doing it online gives immediate verification it was accepted into the system. Each ASRS Report has an ID strip that NASA will time stamp and return as a receipt. That's your proof you submitted the report and what you'd show the FAA if they pursued the matter of your airspace violation.

Let's clear up another misconception: The FAA can still put a violation on your record even if you file the ASRS report. The protection is only against a penalty if the conditions I already mentioned are met. While you can file as many ASRS reports as you want, the immunity doesn't apply if you have another violation in the previous five years.

So, you should file the report, but you should also talk to your instructor about how your Class B incursion happened and figure out how to avoid that issue in the future.

ASRS reports aren't just for pilots. Air traffic controllers, dispatchers, flight attendants, maintenance technicians, and even drone pilots have submitted reports on hazardous situations. Examples of incidents that are commonly

reported include airspace violations, busting an IFR altitude, or close-calls with other aircraft.

Common safety issues that have been reported are confusing taxiway or runway markings, ATC radio interference, similar sounding call signs, defective navigation aid, an aircraft system anomaly, or a confusing ATC procedure. Several real improvements in aviation safety have come as a result.

The [ASRS website](#) and Advisory Circular 00-46F have more information. You can also subscribe to the *Callback* newsletter to get some of the 'greatest hits' from recently filed reports."

# For Sale



**STOL CH 801 HD/SD Complete Advanced Airframe Kit (AAK)**

My CH801 is fully assembled with a 6 Cyl., 230 HP Subaru engine and was flown for a few hours but sustained some damage in one of our violent spring storms, tearing loose from the tiedowns. There was some damage to the warp drive prop (three of the four blades need to be replaced), spinner, the leading wing STOL slats and the windshield.

I will sell the complete aircraft  
for **best offer**.

**If interested call me (Haiko)**

**at 970-344-4599**



**Looking for a hangar!**

Greyson is 16 years old and just purchased a Quicksilver 6400 ultralight looking for hangar space to rent. If you are interested, please call 720-487-6473 or 303-898-5158

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