

EAA Chapter 648

Longmont, Colorado 80503

Our Next Meeting will be October 14th at Dave Copp's Hangar #13 on the North side of the airport.

October

2013

www.648.eaachapter.org

Contents

- . September Picnic Photos
- . More of the Chapter Picnic
- . Our October Meeting
- . A Message from the Chapter President
- . Minutes of the September Meeting
- . Newsletter Quiz
- . Airplane of the Month #4
- . Sometimes things work out...
- . List of Officers for Chapter 648

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Chapter Picnic Photos:

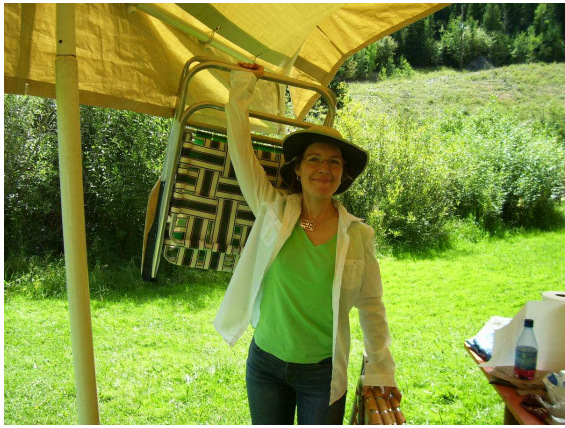
You can find all of the picnic photos taken on our website... www.648.eaachapter.org



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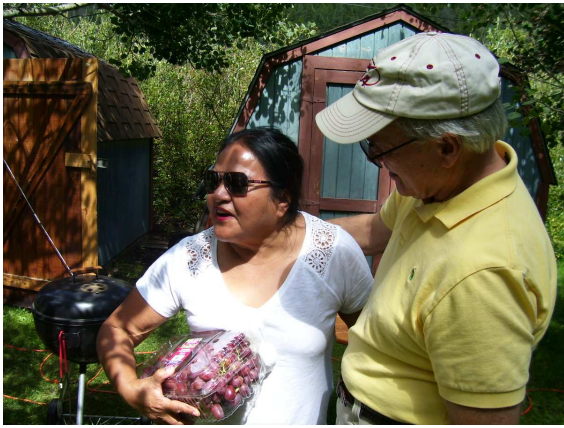
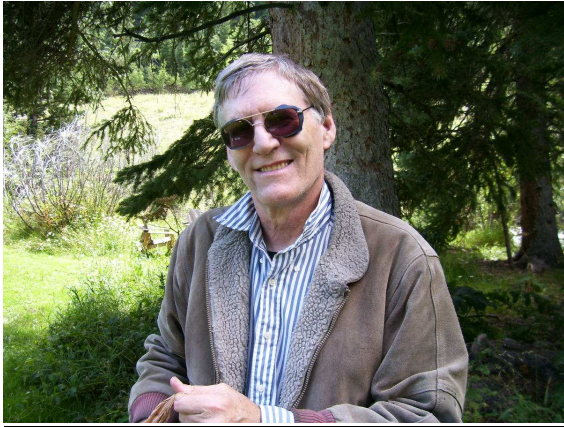
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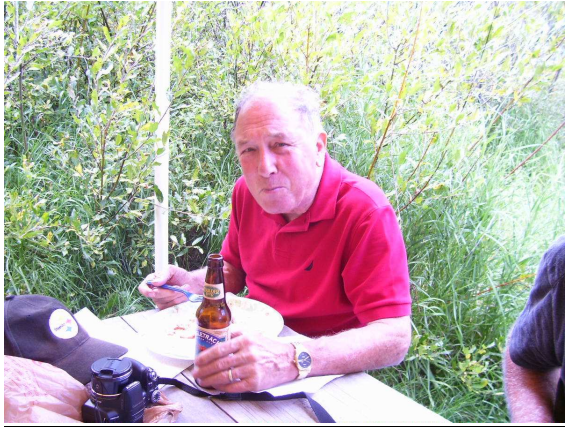
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More on the Annual Picnic by Richard Socash



The banner was out, the weather was good and the food and drink was plentiful and excellent. We didn't have the turn-out we wanted but I think all who showed had a good time and plenty to eat.

A great shot of Ed, caught in the act of taking pictures for the newsletter.



Our host with our secretary. Is Earl hugging Connie out of friendship or for that case of beer she brought? Incidentally, the rest of the beer somehow found its way to Hangar 3317-I at KBDU. If you stop on by, you can have one on Connie and me.



Bill, Dave, Ed, and Steve looking scholarly and serious. Growing up, I always thought short pants were for sissies.

I was wrong but I still can't get over it.

To our new members, these men are part of the "Braintrust of Chapter 648." If they and others in the Chapter can't answer your questions about planes and flying, the answers probably don't exist.

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We had a light shower and the tent provided all the cover we needed. Weather cooled down as the afternoon progressed.



I promised Earl I would include this picture in the newsletter. No, the moose did not show during our picnic. Earl took this picture some days earlier.

See what possibilities exist when you attend the picnic

Special thanks go to Earl and Barbara for graciously welcoming our members to their Eldora home for our annual picnic.

Thank you—thank you – thank you!!!

Our October Meeting

We'll be meeting at Dave Copp's hangar No. 13 on the north side of the airport near the windsock at the Longmont airport. This promises to be another interesting meeting where we'll get to see and hear about both the Glasair and the helicopter. Here's a chance to learn more about the "ins and outs" of building, maintaining, insuring, and flying conventional aircraft and helicopters.

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A Message from the President

The September issue of Sport Aviation magazine contains an interesting article, "*The Cousin Bob Check*" that confirms the idea that, if you think there's something wrong, you're probably right. Furthermore, there's always the chance that there's more than one thing wrong. The details of what was wrong with the plane covered in the article can be found by reading the article in the magazine or on-line. What's more important is the reminder of the importance of a proper "pre-flight check" especially if one suspects something is not right. The problem, however, is that a pre-flight check too often turns into an automatic procedure that can cause subtle problems to be overlooked. It's just like driving from Boulder to Denver and not remembering passing through Broomfield. A half-dozen pre-flight checks and the whole process becomes routine. Here's a simple trick that may help to destroy the routine nature of something that is done repetitively. Pick up a tool like a hammer with your right hand. Now do your pre-flight check with the hammer in your hand, being careful to put it down and then pick it back up only when two hands are required for that part of the check. The earlier model your brain has constructed for the check will be disrupted and you'll be forced to consciously consider the required actions. It's not foolproof but fussing with the tool along with proceeding through the steps usually forces one to refocus attention to what one is doing. Our bodies work in parallel (e.g. two hands) and our brains process information both consciously and unconsciously at the same time. An interesting test I had programming student do was to ask them to write down the steps required to get into a locked car and back it out of a driveway. They'd usually list a half dozen or so steps. After that I'd have them repeat the process, but this time they had to complete the listing limiting their actions to using only one hand. The number of listed steps usually increased by a factor of two or three and after reviewing the process, students usually came up with additional ones. When you force yourself to disrupt a routine and to serialize the steps, you'll increase awareness and attention to detail. I've watched good mechanics and our own Tech Counselors do inspections and am impressed seeing them touch each thing they look at even when tightness is not questioned. These ideas can be extended to other things such as flying from the right seat, wearing a pair of gloves when flying, or simply occasionally touching the instruments when you do a scan in the cockpit. Anything to improve safety and the enjoyment of flying!

Dick Socash

President, EAA Chapter 648

Meeting Minutes for September 2013:

None reported

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.

September Question: We are all familiar with the "shark tooth" design painted on the noses of the P-40's flown by the American Volunteer Group (The Flying Tigers). Where did this design originate?

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September Answer: Before December 1941, America supplied the British with a number of P-40 fighter planes for use in the African campaign. A shark-tooth design was painted on one of the P-40's and a picture of it wound up in a magazine publication. A copy of the magazine found its way to the AVG in China and the design was copied onto one of their P-40's. The design, with gradual refinements, was copied to the remaining planes in the group. The nickname, "Flying Tigers" was given to the group by local Chinese. *(Aside: I had the pleasure of meeting and talking at length with one of the original "Flying Tigers." I asked him what was his most memorable experience while involved with the AVG. He was over 90 years old at the time, and with a sheepish grin he said, "Getting shot down while in a C-47 and spending three days on a life raft with a nurse." You had to love Ralph!)*

October Question: We've all noticed the upturned extensions on the wingtips of commercial jets. Southwest Airlines currently has an ad campaign about these features telling us they save fuel. What do they do and how do they work?

AIRPLANE PICTURE OF THE MONTH (#4)



Here's our fourth "Plane of the Month" built by Chapter members. Pictured is Bill Hannahan's smooth-lined Lancair 360, N888WH. It can take 2 people and bags over 1500 statute miles at over 200 mph while getting over 30 mpg. Maximum cruising speed is about 240 mph, redline is 280 mph, stall is about 68 mph cas with a medium load. My goal was to build a simple, lightweight, efficient VFR cross country airplane. I followed Burt Rutan's advice. Before installing anything in the airplane throw it up in the air. If it stays up, install it. If it comes down leave it out unless you absolutely have to have it. Empty weight is 1,015 pounds, (gross, 1745) lighter than any other Lancair 360 that I know of, in fact lighter than any of the smaller Lancair 235's that I know of. It is the only one without the small windows behind the canopy. That said, I could not resist the temptation to add some additional strength here and there during construction. I tried to visualize each part under load and estimate where it would fail first, and then added a bit of additional strength in that area. So the engine mount hardpoints have a larger footprint than the plans

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call for, the spar to fuselage connection is a bit stronger, the flap pushrod hardpoint and hinges spread the load out over a larger area etc. The three piece spar has the additional reinforcing screws required for tip extensions, though I have never had plans for tip extensions. The plane was built in two years working more or less full time (4,600 hrs). First flight was in 1992, and it has accumulated over 2,600 mostly VFR cross country hours since then. It has made several nonstop flights to Florida (usually Lakeland), 7.5-8 hours, depending on wind, and one nonstop from Lakeland Fl to Platt Valley, 9.7 hrs. I am still impressed by the performance, way beyond what I expected during construction, and it is still fun to fly, like a big high definition computer flight simulator. In fact, some Young Eagles on their first flight fly it better than some high time pilots used to airplanes with heavy controls. For an unbiased opinion talk to Dave Shenk or Dave Copp, both have considerable seat time in the plane. The best way to see the country is from the cockpit of your own homebuilt airplane.

Bill Hannahan

SOMETIMES THINGS WORK OUT by Richard Socash

I am pleased to report I'm back in the air, having received my Class 3 Medical Certificate after the six month mandatory waiting period. It's human nature to more fully appreciate and enjoy something after it's been lost and then regained. That first solo including three take-offs and landings to satisfy currency requirements and a brief flight over North Boulder was, to say the least, something very special. A lot of things are changing in the FAA medical rules and regulations and we'll have a presentation the early part of next year by a FAA Aviation Medical Examiner, Dr. Robert Sancetta. We need to be aware of the current status of things and to make sure our members know and understand their rights and options when it comes to re-gaining and maintaining medical certification.

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