



EAA Chapter 648

Longmont, Colorado 80503

Our next meeting is scheduled for July 11th 2022 at 7PM

We will meet in Hangar Building 15, Hangar 35 which faces West.

Hangar Building 15 is directly South of the airport manager's office next to Gate 1 at the Longmont Airport.



Thanks 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"

Aircraft Identification:
If it's ugly, it's British.
If it's weird, it's French.
If it's ugly and weird, it's Russian.

Jerre Hill is getting close to completing his RV12 and has volunteered his project with our Technical Counselor, Dan Berry, to learn about the final stages of completion and the Technical Counselor program. We will not get through a final inspection in this meeting, and you will learn about how the inspections are conducted.

We will meet in Hangar Building 15, Hangar 35 which faces West.
Hangar Building 15 is directly South of the airport manager's office next to Gate 1 at the Longmont Airport.

Parking is permitted on the North End of Building 15, and along the fence by the Airport Manager's office. Please do not block access to adjacent hangars or the active taxiway and ramp.

This is July so it will be hot. Bring a chair, an umbrella for shade, water, whatever you need to take care of yourself.

Our July meeting will be a Build Project and Tech Counselor visit on the Longmont Airport.

Our host:

Jerre Hill has spent the last 34 years holding the chalk at the front of the classroom at the University of North Carolina Charlotte before retiring in 2020 and moving, along with his wife and his RV-12 project, to Longmont. He is currently attempting to win the prize for the longest build time for an RV-12 (started in 2011) but anticipates his first flight this summer.

EAA's Technical Counselor program:

The Three objectives of the program are:

1. Increased Airframe and Powerplant Safety
2. Builder/Restorer Education
3. Increased Completion Rate

The Volunteer Technical Counselor program was developed to deal with factors that can present potential issues during your first flight in a homebuilt. No one knows how to do everything, and everyone starts as a beginner. The purpose of the program is to utilize the Counselors in a form of an educational task force which will be ever-ready to answer questions or teach a skill. In this way, the pool of experienced builders and restorers will be continually expanded. Any EAA Member building or restoring a project may request a Technical Counselor visit. Remember it is your responsibility to contact your technical counselor when you are ready for a visit regarding your airplane being restored or built. Do not expect a Tech Counselor to contact you regarding your project or next visit.

The role and responsibility of your Technical Counselor is to answer questions and do inspections looking for anything, large or small, that may affect the safety and airworthiness of the aircraft. This is done while recognizing that it is impossible to inspect every single component of an airplane without having been there through the entire building process.

Because of this, the builder will be asked to sign a waiver on the visit report form which outlines what was found and what was said. The report is forwarded to EAA and kept in your Technical Counselor file for future reference. It is important these forms be completed as they will help maintain continuity and will prevent confusion in the future.

Your Technical Counselor is exactly that, a counselor and advisor. You may reject or accept any and all opinions and inspection items noted.

Questions about plans design changes or helping with riveting, wiring, composite layups becomes a Builder Assist event, completely unrelated to the Technical Counselor role and representing EAA.

Aircraft Inspection

Definition: For the purpose of this inspection guide, "visually accessible" means that a section, area, part, system, etc., of the aircraft, can be viewed by the opening of a hatch/door or the removal of an inspection plate. It does not mean the removal of equipment, components, or the disassembly of any part of the aircraft that cannot be performed by simple means.

Cabin/Cockpit:

- Ensure engine ignition switch(s) is OFF.
- Check that there are no sharp corners or edges to catch hands, shoes, or clothing.
- Check for passenger warning placard (2 seats or more).
- Check that instruments are secure and marked/calibrated as required.
- Ask the builder if quantity readings were checked for fuel/sight gauge (s).
- Check fuel selector operation (shut off and flow, all tanks), and labeling, if applicable.
- Can the pilot reach the fuel selector while strapped in with the shoulder harness locked?
- Check brakes, fluid, and solid feel of pedals/control.
- Check the flight controls at their full range of movement to detect for possible interference with radios, electrical wires, instrument lines, and engine controls. Do the flight control surfaces move in the correct direction?
- Check seat and shoulder harness/seat belt installation. Are they installed in accordance with the plan/drawing as recommended by the manufacturer?
- Check canopy and /or door latching system for proper operation and security.
- Check windshield and other windows for security.
- Check for compass and a correction card, and other instruments/avionics as required for intended 14 CFR part 91 operation. Day VFR-only does not require flight instruments. Night VFR and IFR require compliance with FAR 91.205.
- Check visually accessible items with emphasis on flight and engine controls, for locknuts, cotter pins, safety wire, etc.

Fuselage:

- Check visually accessible wing/strut/landing gear attach points.
- If a battery is installed, check for mounting security and vent system.
- Where accessible, check control cables/rods for binding, clearance, smooth and snag-free operation, and safety of turnbuckles.
- Has the control cable tension been set as recommended by the kit/plans manufacturer?
- Check fuel caps for security and vent system for operation (if applicable).
- Check instrument static ports for blockage (if applicable).

Empennage:

- Horizontal and vertical stabilizers, rudder, and elevator, check for security and travel.
- Check for positive control stops.
- Check control surface hinges, and control mechanism for function and security. Check safety pins/wire, as applicable. Check control counter-weights for security.
- Check for correct direction of travel when controls are operated from the cockpit. The elevator should go up, when the stick/yoke is pulled back. The rudder should move right, when the right pedal is pushed. Are trim tabs installed, and are they correctly marked for control input? They normally travel in a direction opposite the control surface.
- Check the aircraft data plate for builder's name, model designation, and builders serial number.

Wings:

- Visually check wing attach and strut attach points where applicable.
- Check fuel caps for security and vent system for operation (if applicable).
- Check control surface hinges and control mechanism for function and security. Check safety pins/wire, as applicable. Check control counter-weights for security.
- Check ailerons for correct direction of travel when controls are operated from the cockpit. Right aileron should go up and the left one should go down, when the stick/yoke is moved to the right, and the opposite direction when moved left. Are trim tabs installed, and are they correctly marked for control input? (They normally travel in a direction opposite the control surface.)

Landing Gear:

- Visually check attach points, strut extension, and extra allowance for flex brake lines (if applicable), brake system, tires, and wheel fairings.
- Does aircraft have retractable landing gear? Was a gear retract and extension performed with the installed tire/wheel combination? Was an emergency gear extension performed (if applicable)? An entry in the maintenance record of this function by the builder is usually sufficient.
- Was landing gear wheel alignment checked?
- If equipped with conventional gear (a tail wheel), will the aircraft taxi in a straight line?

Engine Compartment:

- Has the engine ground run been performed and recorded in the engine maintenance record?
- Has the engine been installed in accordance with the kit/plans manufacturers recommendations?
- Is the engine and engine mounts secure and grounded with electrical ground straps?
- Are the fuel and oil lines compatible with the fluid. All fluid lines should be of material and installed as recommended by the kit/plans manufacturer.
- Fluid lines and filters should be located away from the exhaust system.
- Is the exhaust system secure, and does it have a heater muff? (Carbon Monoxide in the cabin must be considered).
- Is the firewall fabricated from material recommended by the kit/plans manufacturer?
- Does the engine have carburetor heat or alternate air, and does it work?
- Are the spark plug wires secure to the plugs.
- Ask for a record of the differential compression/cylinder pressure test to determine if it meets specifications of the engine manufacturer. If any cylinders are below specifications, then don't issue the A/W certificate until repairs are made.
- Check engine and propeller controls for operation, security, and routing.
- Check security of fuel and electrical system components and alignment of drive belts where applicable.

Propeller:

- Have the propeller bolts been properly torqued (Builder's Log entry), and are they safe tied?
- Is spinner installed, and is it secure?
- Has prop track been checked?
- Is the propeller damaged or nicked?
- Are the propeller tips painted for visibility?

Miscellaneous items:

- Is the aircraft equipped in accordance with FAR 91.205 for the operations that the owner/operator intends to fly, or for the limitations issued in Phase II. (Night VFR, IFR).
- If a ballistic chute is installed, is it installed I/A/W the manufacturers instructions?
- If the aircraft has 2 seats or more, check for installation and operation of the Emergency Locator Transmitter (ELT).
- Is the pilot static system open?
- Are any of the fluid systems leaking?
- Is there a low point sump drain in the fuel system?
- Is draining the sump listed on the pre-flight checklist?

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



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