

EAA Chapter 648

Longmont, Colorado 80503

Our next meeting on July 11th, 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.

July

2016

www.648.eeachapter.org

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Editor

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July Meeting Photos:



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June Program

Gregg Waligroski, along with Mark Brian who was of invaluable assistance, did the June 648 program and then we went to Gregg's hangar to see the airplane. This was one of our better programs which was well done by Gregg, both in presentation and in subject matter. Those of us who have assembled kits with the metal already bent and the holes already drilled get to feeling pretty good about our accomplishments. Imagine starting from scratch designing, building, and then flying a real airplane. Adventurous spirit, expertise, competence, workmanship, skills, courage, etc., are words that come to mind thinking about a project of this nature.

A Message from the President

A special note of thanks and appreciation to all who helped at KLMO's Airport Day and assisted at our 648 booth. Judging from the comments of the attendees, it was a big success. Got to thinking about how much effort is contributed by pilots and airport users, and how counterproductive it is to mistreat this group by establishing rules that go against their honest interests. An interesting email was sent out recently talking about a sensible rethinking of rules governing the use of hangars at airports receiving Federal funding. Apparently sensible reform is in the works and a true "spirit of the law" will be replacing an outdated and foolish "letter of the law" approach to hangar use and associated activities.

Dick Socash

President, EAA Chapter 648

NEWSLETTER QUIZ

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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.

June Question: An aircraft desires to make a round-trip flight between LMO and CYS, and the pilot is wondering if the flight will be faster, slower, or the same duration if there is a wind blowing parallel to the route (an exact headwind and tailwind) as opposed to a day with zero wind. Also, assume no time is lost in making the turn at the halfway point. Which wind condition makes for the fastest flight?

June Answer: In still air, the total times for both legs is $d/v + d/v$ or $2d/v$ where d is the distance between the airports and v is the airspeed.

For equal tailwind and headwind legs, the times for both legs is $d/(v+h) + d/(v-h)$ which equals $2vd/(v^2-h^2)$.

You lose with a headwind flying at a constant airspeed. Stop and think, if the tailwind is equal to your airspeed, you cover the distance in half the time but if the headwind equals your airspeed, you never get there.

Editor's note: Normally, the monthly question is posed by folks other than myself, but the June question fell into my hands and here is my take on the answer...

The above math, posed by one of our chapter engineers, while likely correct (I haven't run the equations yet) is but one way to look at the answer. Considering any wind at all, my answer is that the aircraft spends more time battling the headwind than enjoying the tailwind, (distance = rate x time) so the upwind and downwind legs don't ever equal out. The fastest flight is one with zero wind, regardless of speed or direction.

July Question: What is meant by the term "Aircraft-Grade Aluminum?"

July Program: Bill Hug will show a video and talk about his RV First Flight experiences. This is also a time for others to add their experiences during first flights. Lessons learned, amusing stories, etc., are wanted. If all goes well, we'll have another "first flight" to report in the near future.

Other Items of Interest

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AIRPLANE PICTURE(S) OF THE MONTH #23

Special thanks to Bill and Mary Mitchell for loaning me a set of pictures that were scanned and can now be put into our newsletter. I thought I'd begin with a special one which qualifies for our Plane of the Month; built, restored, or maintained by a 648 member. Below is a classic! Bill and Earl Bolton in front of the Kit Fox that Earl built.



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

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Many thanks to Ken Buckspan for some great “on-the-job” pictures. How many can claim a Dreamliner as their workplace?

The Boeing 787 Dreamliner is a long-range, mid-size wide-body, twin-engine jet airliner developed by Boeing Commercial Airplanes. Its variants seat 242 to 335 passengers in typical 3-class

seating configurations.



Range: 9,438.6 mi
Top speed: 593 mph
Wingspan: 197' 0"
Cruise speed: 567 mph
Introduced: October 26, 2011
First flight: December 15, 2009
Engine types: General Electric GEnx, Rolls-Royce Trent 1000

Singapore Marina Bay Sands Hotel with a pool, bar and restaurants on the flat-top deck. According to

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Ken, a draft beer there is \$25. The air crews don't stay there, they lay-over across the street at the Carlton.



Mount Fujiyama from 41,000 feet

Convergence Zone 0 deg latitude on the way to Melbourne, AUS



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A **Convergence zone** in meteorology is a region in the atmosphere where two prevailing flows meet and interact, usually resulting in distinctive weather conditions. This creates a mass accumulation that eventually leads to a vertical movement and the formation of clouds and precipitation.

Youth Group Visitors

A special group of kids, parents, and teachers visited for few hours to learn about experimental airplanes and to get some hands-on experience putting in rivets. Each got to sit in the plane and learn about instruments and controls and then drill, deburr, dimple, and squeeze a flush head rivet and then buck and shoot a round head rivet. Can you believe during the entire time there was not one cell phone or hand-held device in sight? These are “home schooled” kids who restored my faith in the upcoming generations. Public education needs major reform.



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Another Editor's Note: To all in our chapter who continue to send in articles, trip reports, photos, etc., they will all be published as space becomes available. I save all of these items for future use and we are limited monthly as to how much data we can send out, so keep the stuff coming and it will make the newsletter pages. There are stories waiting that describe trips to the Bahamas, Canada, and even an accounting of an experimental constructed and flown in Europe. Also, it was pointed out to me that there was no 'form' included in my recent solicitation for data for the Chapter Tool Loan Program. I will correct that issue in the coming near future.

Regarding the recent Longmont Airport Expo mentioned earlier, Dan Berry did an excellent job in the planning and execution of this event, which hadn't been held in years, and it was done with only a fraction of the usual time allowed for planning an event of this nature. The event was safe, entertaining, and well laid out. Thanks, Dan.

Doug

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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!!**

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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