

# EAA Chapter 648

Longmont, Colorado 80503

Our Next Meeting, Saturday, December 12, 2015, the annual Chapter Christmas Party, will be held at the residence of Dick and Dickie Socash in Boulder, starting around 5:30-6:00pm.

Directions and other info contained within this newsletter. See you there!

**December**

2015

[www.648.eaachapter.org](http://www.648.eaachapter.org)

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## Editor

Doug Sykes

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## November Meeting Photos:



Obviously anyone can come to our meetings...



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## December Christmas Party

Our December Program will be our annual Christmas Party which will be held on Saturday, December 12<sup>th</sup> at the Socash residence in Boulder. Plan on attending and having a good time. Remember, guests are always welcome. Let's plan on getting started around 5:30p – 6:00p. Carol Leyner and Doug Sykes volunteered to bring the Turkey and Ham main courses. You are asked to bring a dish or dessert to share with others. Also we will have the 648 Gift Exchange again so bring a wrapped gift (under \$10).

**The address is: 3805 Darley Avenue, Boulder 80305, (303) 499-3169.**

**Directions:** Navigate to the intersection of Broadway and Table Mesa Drive in South Boulder. Head South on Broadway and go through the first traffic light (2 or 3 tenths of a mile). At the next light (tenth of a mile) which is an emergency traffic signal for the nearby fire station, turn right onto Darley and head West for two blocks until you come to a stop sign. The stop sign is on the property. Park anywhere on the side of the streets.

## A Message from the President

I've said it before and I'll say it again, people in Chapter 648 are generous with their time and talent. After flying several Young Eagles, my friend Bob Murphy and I were ready to return to Boulder. Just as we started to enter Runway 11, the nose wheel on the RV went flat. A long walk back to Elite's building got a welcome response from Rick Hall to assist in repairing the wheel and the Elite people to tow the plane back to Rick's hangar. Dave Shenk, Rick Hall, and Steve Beach all helped me in various ways to patch the tube, and remount the tire and wheel on the plane. Taxied out, took off and landed at KBDU with no problems. As Bob and I were pushing the plane back into the hangar, the tire went flat again. Fast forward two weeks. A new tire and tube were purchased, delivered and installed! Gentlemen, your help is very much appreciated. Things like this make it easy to continue being your President, HOWEVER, IF ANYONE WANTS THE JOB, .....

Dick Socash

President, EAA Chapter 648

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Editor's Note: If the above mentioned RV had the training wheel on the correct end of the plane, two flat tires would have been avoided...

## **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.*

**November Question:** The temperature is 70 degrees and the dew point is 60 degrees. Approximately how high above ground will clouds begin to form?

**November Answer:** Since atmospheric pressure decreases with altitude, the volume of an air parcel expands as it rises. Conversely, if a parcel of air sinks from a higher altitude to a lower altitude, its volume is compressed by the higher pressure at the lower altitude. An adiabatic lapse rate is the rate at which the temperature of an air parcel changes in response to the expansion or compression process associated with a change in altitude, under the assumption that the process is adiabatic (meaning that no heat is added or lost during the process). An accepted value for this lapse rate is 5.7 F degrees for each thousand feet of elevation change. Dividing 10 degrees by 5.7 degrees 1000 feet gives 1754 feet above ground for condensation or cloud formation to take place.

**December Question:** Pilots are often told to remember "AAAH" (A feeling of relief) to regain control if they find themselves in white-out conditions and at an unknown attitude. What does AAAH stand for?

**November Program:** For our November Program, Bill Mitchell gave a talk on things to consider before test flying an airplane. This was an interesting talk and participating discussion on experiences and common sense. Who would think someone building or restoring a plane could reverse the linkages to the control surfaces and not notice? How about checking the calibration of the oil dipstick to be sure it's correct? Always liked the Benny Hill saying, "**Don't assume. Because when you do, you make an ASS out of U and ME.**" This certainly applies to any test flight whether the very first flight or the first flight after major maintenance or inspections. Well done Bill.

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## Other Items of Interest

### ***Young Eagles Flight:***

We had another successful Young Eagles Flight Event on Saturday, November 15<sup>th</sup> at the Longmont Airport. The weather was as good as it could get; warm, clear, and calm. Thanks to Copp, Kastenholz, Morgan, & Socash for flying the kids and to Shenk, Beach, and of course Rick, for setting things up and doing the paperwork. (I hope I didn't forget anyone else who showed up and helped.) These kids had an interesting assortment of planes. A helicopter, a Cessna, and a pusher and puller homebuilt. (Cozy and RV)

## **AIRPLANE PICTURE(S) OF THE MONTH (#21)**

### **Steve Alderman's Lancair 360, N25SA**



I haven't made many meetings for a long time, but here is my recently completed Lancair 360. I have about 55 hrs TT so far with only a few problems, mostly fuel contamination which was corrected with 12 micron filters. Flew it to Sun-N-Fun and the plane is still in Florida. I left Longmont and went to 17,500' MSL at 14" & 2,000 rpm, burning 5 gph throttled back (governor won't let me bring the rpms back at altitude so I had to reduce throttle to bring the rpms down). Speeds from 235-280 mph over the ground, enjoying a nice tailwind. Would have gone non-stop but ran into weather in the Florida

panhandle and had to land. She'll do well over 250 mph flat out. N25SA has exceeded all my expectations and I haven't started to tweak yet.

Steve Alderman

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## ***Chapter Roster and Tool Loan Program...***

Expect our Chapter Tool Loan Program to become a reality, though in just the beginning stages, to be reviewed at the January 2016 Chapter meeting.

Doug Sykes

The following two articles are submitted by ***Haiko Eichler***.

## **FAA urges pilots to test headsets**

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November 25, 2015

By Elizabeth A. Tennyson

The FAA is warning pilots that they may be missing important sounds, including cockpit warnings that aren't transmitted over the intercom system, when wearing noise-canceling headsets. In a special airworthiness information bulletin issued Nov. 20, the FAA urges pilots to evaluate their headsets during normal ground and in-flight operations to determine whether alarms and environmental sounds are audible when using noise attenuation.

"Noise-canceling headsets are valuable tools that help reduce pilot fatigue, increase comfort, and deliver clearer communications," said Justin Barkowski, AOPA director of regulatory affairs. "But it's important to know what you may be missing when you're using them. That's why we're encouraging our members to review the advisory information provided by the FAA."

The bulletin, [SAIB CE-16-08](#), advises pilots who cannot hear cockpit alarms or such environmental sounds as wind, vibration, or unusual mechanical or engine noises to find other solutions. Similar information was provided in [Information for Operators 07001](#) issued in

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January 2007. Although the information was directed primarily at commercial operators, general aviation pilots are now being encouraged to review that information as well.

## Hand propping: A legal primer

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By Mike Yodice

There is no specific FAA regulation that applies to hand propping an airplane, either to prohibit it or to direct how it is to be done. It's an action that can be accomplished safely. For many of us who operate airplanes without starters, it is commonplace and of course, necessary in order to go flying.

The FAA contends that hand propping is a two-person operation and has expressed this view in the *Airplane Flying Handbook* ([FAA-H-8083-3A](#)) under the section titled "Hand propping." Of course, this publication is not regulatory, but the NTSB was surely influenced by it in a 1983 legal decision. In that case, the FAA sought to suspend a pilot's certificate for being careless or reckless when, while attempting to start a VariEze experimental aircraft, it "got away" and ran into a parked aircraft. At the initial hearing, the NTSB administrative law judge ruled in favor of the FAA and ordered a 40 day suspension. The pilot appealed the judge's decision to the full board. The pilot testified that he was having trouble starting the engine because it was flooded. He sought the assistance of a non-pilot companion who was instructed to reach inside the cockpit and pull the throttle back when the engine started (yes, the throttle was in the full open position). Well, the engine started, the companion failed to close the throttle and the airplane indeed "got away". The board affirmed the administrative law judge's finding that there had been a Part 91.10 (now 91.13) violation. The board maintained that "The standard procedures set forth in the Federal Aviation Administration's Flight Training Handbook provide that an engine should never be hand-propped unless a qualified individual is seated at the controls and the brake is set. In addition, the Handbook urges that chocks be placed in front of the main wheels and that if this is not possible, the tail should be securely tied down". There have been at least two previously issued NTSB (full board) decisions and one subsequent decision that refer to these generally accepted procedures and precautions for hand propping. The precedent has been set. So, hand-proppers beware; if you fail to follow proper precautions and the airplane gets away, the FAA might pursue action against you for being careless or reckless.

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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".

## Chapter Officers:

- **President:**
  - Richard Socash      303-499-3169      [rege.so@gmail.com](mailto:rege.so@gmail.com)
- **V. President:**
- **Secretary:**
  - Connie Socash      720-890-7763      [csocash@hotmail.com](mailto:csocash@hotmail.com)
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