

EAA Chapter 648

Longmont, Colorado 80503

Our Next Meeting will be August 12th at 7pm at the Erie Airport, Bill Mitchell's hangar... on the North West corner of the three rows of hangars at Elk, Erie Air Park. (Directions: On Colo Hwy 7 take the 1st road east of E County Line Road into Erie Air Park. There is a road off the left side of the airport road that enters the three rows of hangars.) ([Bring a chair if you want to sit down...](#))

August 2013

www.648.eaachapter.org



July Meeting Photos



Contents

- . July Meeting Photos
- . August Program
- . A Message from the Chapter President
- . Minutes of the July Meeting
- . Newsletter Quiz
- . Other Items of Interest
- . List of Officers for Chapter 648
- .
- .

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LAST MONTH'S PROGRAM

The Chapter met at Scott Deluise's hangar at the Erie Airport to view his conversion project that turned a twin-engine Beachcraft into a single turbine engine experimental. The end result is shown below. An absolutely beautiful airplane. *"Sort of like an unpainted RV-7A"*



On completing the conversion which was done on the East Coast, the plane was re-certified as a six place, pressurized, turbine-powered experimental.

I can only guess at the reaction of passengers entering the plane and seeing this plaque.



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A

good shot of our host along with pictures of attendees. We had a good turnout for this visit. By my count, there were over twenty-two attendees.



Coming from a hangar with a gravel floor, this looks like a dream to me. The beer signs above the kitchenette were not lit and I did question Scott on the absence of an "Iron City" sign. That's what we drink in Pittsburgh, the official brew of "Steeler Nation." Now I'll have to say, "Go Broncos."

Need to put my IRON CITY sign up in our hangar.

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More shots of the hangar and attendees



How many guys can boast of having a palm tree in their hangar?

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It's interesting to see how they met the 51% rule allowing this plane to be certified as experimental. From top to bottom, things were changed, added, and/or modified resulting in a beautifully crafted, high performance machine.

Thanks Scott for a great visit and presentation on your project.

August Program

Our next meeting on August 12th will again be at the Erie Airport. We'll be meeting at Bill Mitchell's hangar to view a rather interesting, "Fake Antique"; a copy of the McDowall. Please don't expect a fancy hangar. According to Bill, "Our hangar is a Casa **Notso** Grande" so we can expect it to be a bit different from Scott's.

The hangar is located on the North West corner of the three rows of hangars at Elk, Erie Air Park.

On Colo Hwy 7 take the 1st road east of E County Line Road into Erie Air Park. There is a road off the left side of the airport road that enters the three rows of hangars.

A Message from the President

Don't know what to do? Then do Something

When individuals, government entities, committees, etc., believe they know better, become frustrated or get in over their heads, they often resort to an action that more often than not does more harm than good. It's the "do something" syndrome. An overwhelming percentage of people in government, in our lives, or in positions of power are good people who are well intentioned. Faced with the situation of not knowing what to do, they often, with the best of intentions, decide to "do something." This provides a justification for their position and since it was well intentioned, it must be OK, Right? **Wrong!** Good intentions are not enough and in many instances are

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over-rated and can lead to more harm than good. In aviation, how many rules and regulations fall into this category? As an example, I wonder how many lives were saved or bad situations avoided by requiring ELT batteries to be changed every two years regardless of battery condition, as opposed to recommendations and instructions for testing battery condition and then taking appropriate actions. The argument goes something like this, *"We have to protect you from yourself since we know better than you and we don't trust you to make good decisions regarding your own safety, etc."* Zero tolerance policies in our schools, hate speech ordinances, and certain gun laws are all examples of "do something, feel good" actions that often have unintended negative consequences. I'm always favorably impressed when I see the challenges raised by AOPA, EAA and other aviation-related organizations to the proposed rules and regulations that lack measurable goals and have an attendant cost or other burden for general aviation. Support these organizations and make your voice heard.

Dick Socash

President, EAA Chapter 648

Meeting Minutes for July, 2013:

None Reported

SEPTEMBER PICNIC

Our September meeting will be our annual picnic at Earl Bolton's Eldora mountain home. The picnic is scheduled for Saturday, September 7th. Details and directions will be provided in our September newsletter. Make plans to attend. These events provide a good opportunity to meet informally and get to know fellow members. Let's shoot for a record turnout!

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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.

July Question: How much reduction in kinetic energy occurs when reducing landing approach speed from 70 (knots or miles per hour) to 65? (A 7% reduction)

July Answer: Kinetic energy is what bends metal and tears things apart in a crash. It is proportional to the square of an object's speed. As an example, if one doubles the speed, the kinetic energy is now four times as great. If we calculate the difference in kinetic energy between a speed of 70 and 65, we get:

$$(70 \times 70 - 65 \times 65) / (70 \times 70) \text{ which equals about } 13.8\%$$

So we see that a reduction of 5 mph or knots from 70 to 65 will give a 14% reduction in kinetic energy. This reduction in kinetic energy is independent of the mass of the object and the units (Knots or MPH) we are using, and it's relative to a frame of reference, usually a point on the ground. It's obvious that landing into the wind, holding the plane off the runway, and touching down at stall speed results in reduced kinetic energy and will save wear and tear on the tires, brakes and airframe.

August Question: Even as engine and propeller technology advanced during WW2, a limiting speed for piston engine aircraft was encountered. What caused this limit?

Other Items of Interest....

AIRPLANE PICTURE OF THE MONTH

Our second "Plane of the Month" is the newest addition to planes built by Chapter members. Pictured is Steve Croft's Glasair Sportsman. The picture was taken the day of its first flight on June 6, 2013 at the Longmont Airport. The plane is in hangar number 25 (the one with the orange and white windsock).

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This project was started in May, 2006 from a basic kit (no quick build components used). Lycoming IO-390, 210 hp engine with Hartzell Scimitar Propeller. Odyssey EFIS (glass panel) with built-in GPS, autopilot, and interface with Garmin SL-30 Nav-Com radio. ICOM A-210 Com, Garmin XPDR, and 406 mhz ELT.

Personal modifications done by Steve include:

All metal parts either aluminiprepped, alodined, and/or etch-primed then painted for corrosion protection. Flush riveted flying surfaces, airtex interior laid up on hand-made interior panels. All LED Nav/Landing lights, interior electroluminescent strip lighting. Very low amperage circuitry.

This plane has a 300 lb cargo compartment large enough to accommodate a second pair of seats, mountain bikes, or camping gear. The aft bulkhead has a kevlar-lined (hopefully) bear-proof door which can hold full length fishing rods. 8.00X8 tires for off-airport landings, camping lights built into the underside of the wings, and is a pretty good STOL aircraft with huge fowler flaps but still offers a healthy 160 mph cruise. 50 gal. fuel tanks, foldable wings, and easily convertible to tricycle gear or floats. By now you can see what my wife and I have planned!

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With all these modifications, it was a 3500 hour project. I enjoyed every minute of it except for the painting process.

A Quick Trip to Greeley

Here are some pictures of a quick trip to Greeley for breakfast on 06-30-13. Jim Douglas in the Jodel, Steve Croft in his beautiful Sportsman, Dan Berry in his beautiful RV, Dave Shenk and Pete in the RV and myself with Joe in the Mooney.



The main mission was to get the twins, Pete and Joe, up for a flight before they head back to West Point for their Junior year.

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We had a total of five planes that went, or should I say met up there, and all belong to 648.



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There is nothing like a nice morning of flying combined with a little food!

Webinars

You can view EAA Webinars at: www.eaavideo.org. You can find the webinars featuring Mike Busch such as "Leaning Basics" and "All about Spark Plugs". Check it out....

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