

# EAA Chapter 648

Longmont, Colorado 80503

Our Next Meeting will be May 12th at 7pm in the Colorado Classic Aircraft Building at Vance Brand Airport.

**May**

2014

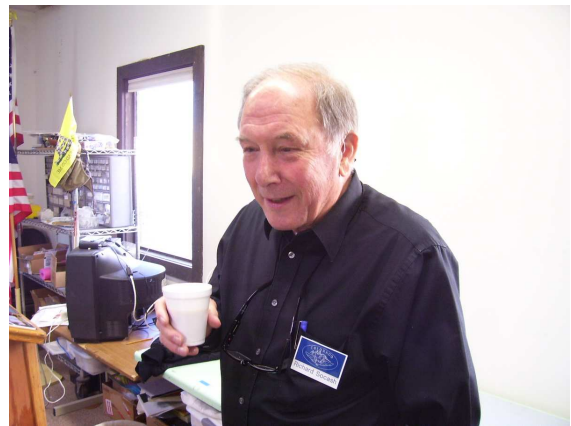
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## April Meeting Photos



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## May Program

The May meeting will feature....: **RAF** (Not Spitfires and Lancasters, but Back Country Airstrips) a presentation by Peter Romano, a member of the Recreational Aviation Foundation. The Recreational Aviation Foundation (RAF) was founded by a group of Montana pilots who realized the threat of recreational airstrip closure was of national concern. They also recognized that there was the need for a unified effort by pilots everywhere to protect public recreational opportunities. The RAF is dedicated to preserving existing airstrips and actually creating new public-use recreational airstrips throughout the United States. As a special treat for this meeting, Peter is a manager of Domino's Pizza and said there will be a pizza delivery to our meeting site around 6:00 PM. Come early and enjoy a bit of "Pizza Socializing" with other members and guests of the Chapter.

## A Message from the President

During a recent TV interview, I was asked about the safety of experimental airplanes. Published reports show a disproportionate number of accidents involving experimental airplanes and the majority of the accidents are attributed to equipment failure. I'm sure those opposed to any relaxation of rules governing experimentals will cite those statistics in support of their position. However, it's not quite as "black and white" as the numbers indicate. For both commercially manufactured and amateur built aircraft, the goal, whether intentional or accidental, is to design an airplane to be stable such that any deviation from a "straight and level" configuration is automatically corrected with a hands-off action. At some point, the amount of deviation exceeds all self-correction action and a hands-off approach leads to an increasing non-stable configuration. This rate of increase can vary significantly from plane to plane. Commercially manufactured airplanes are put through a rigorous and fairly complete set of tests to determine instability limits. Pilot handbooks, instructor warnings, and hands-on experience provide a measure of understanding these limits for the pilot now flying the plane. Experimental airplanes run the gamut of stable flight characteristics and self-correction tendencies. There are examples at either end, and some original design planes are inherently unstable in all configurations. Testing of experimental planes is left to the builder and the completeness of many testing programs is probably suspect at best. There are pilots who know the limits, pilots who think they know the limits and pilots who don't know the limits of the experimental they are flying. And I expect when piloting an experimental, especially one that the pilot built himself, there may be a tendency to push the limits a bit or to assume they are similar to other planes one has flown. A sudden entry into an unstable configuration can quickly lead to a condition where limits are exceeded and something breaks or fails to perform, as for example excessive control forces when attempting to get out of a dangerous attitude or spin state. Crash site investigators will discover a damaged or broken item that led to the crash and will rule equipment failure. But in reality, it was pilot error that caused the problem. Equipment failure was a consequence and not the initial cause of the accident.

Safely experiencing extremely unstable configurations may not be easy for some. How many instructors allow their students to completely stall out and only then begin to take corrective action to experience a real stall from straight and level flight and from steep turns? My first instructor had me do a lot of slow flight and figure eights

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around pylons. When I reported "the plane seems to fly funny" at the slow flight limit, he said, "Let's go up and see what you're talking about." With the plane in a slow flight state, he said, "I see what you mean, try pulling back on the stick and kick left rudder." One second, straight and level, though a bit slow, and the next, in a vertical dive rotating counter-clockwise. You all know how Luscombes spin! That was my introduction to (a) recognizing my limited experience, (b) exceeding limits, (c) spins, (d) completely stalling out, and (e) appreciating how fast things can go from good to bad. I often wonder what testing and practice Jimmy Doolittle did with the Gee Bee Racer before racing it at low level. Know the plane's limits, know your own limits, and appreciate how they couple together. Remember, "Safe flying is no accident."

Dick Socash

President, EAA Chapter 648

## Meeting Minutes for April 14, 2014

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.

**April Question:** General radio communications include two different distress calls, "Pan Pan" and "Mayday." Under what conditions would or should you use "Pan Pan" and when should you use "Mayday?"

**April Answer:** FAR/AIM differentiates between Distress and Urgency. "Mayday" is used to communicate distress. Issuing a Mayday call on any communication channel automatically gives radio preference to the aircraft or agency issuing it and all other communication on that channel should be minimized or delayed until the situation is resolved or switched to another frequency such as 121.5 MHz (Emergency Channel). "Pan-Pan" is used to communicate an urgency situation. Only an existing distress action (Mayday) has radio preference over Pan-Pan.

It is at the discretion of the pilot or other person involved to determine if the situation is classed as a distress or urgency. Common sense says if there is any doubt, issue a Mayday call.

**May Question:** At what engine rpm does the tip of a 74" diameter propeller moving through the air go supersonic?

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## AIRPLANE PICTURE OF THE MONTH (#11) — Owner/Member: Bill Mitchell

### Favorites of Bill Mitchell



While I've only actually built 2 experimental aircraft, I've owned far too many airplanes & gliders. The T-18 with Mary & Me in front of it was my absolute favorite in the 2 place category. I also enjoyed the Acroport, but it was so small that it was difficult to have a passenger in the front cockpit. That being said, I guess I've really enjoyed every one that I owned!

Bill & Mary Mitchell

## TOOL LOAN LIST

We've talked about putting together a list of tools available for loan by Chapter members. Some good suggestions were made at the last meeting and via email to me over the past few weeks. We'll discuss this at our meeting in May. Our aim should be to assist members needing a one-time usage tool or an infrequently used tool. Rather than purchasing it, one may be available on a short term loan basis. The main guideline will be, "Return it as soon as you are finished with it and in better shape than when you borrowed it."

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## **A Call For Newsletter Items:**

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, and aviation slanted "fish stories."

## **Other Items of Interest....**

### **APRIL MEETING**

The April meeting featured a talk by Tracy Perry on "Humor in Aviation," a collection of anecdotes from 19 years as an Air Traffic Controller, as a CFI, as a cockpit observer on air carriers, and stories passed down through the years by controllers and pilots. Tracy Perry spent 19 years as an Enroute Controller at Denver ARTCC, is a CFIAI, a USAF vet and has flying time logged in a Ford Tri-Motor and KC135 tankers. This was an interesting program and provided a good opportunity for invites guests to see what 648 is all about. Remember, wives and friends are always welcome. My apologies to Tracy for referring to him as Tracy Porter. Too much time watching the Broncos, I guess!

By Dick Socash

### **The Travelling Trophy Gets a New Home for 2014**

The Charlie Hornbeck Travelling Trophy was awarded to our ever impressive newsletter editor, Ed Spengler. This award is given to a Chapter member who has contributed in a major way to the Chapter and its activities over the past year. Pictured below is Ed, trophy, and Doug Sykes who volunteered to get the trophy engraved with Ed's name and then made the presentation at our April meeting. I think we all appreciate the importance of a well composed and timely newsletter and it's obvious Ed had more than lived up to that task. If you've wondered where the majority of pictures in the newsletter come from, they come from Ed, and thanks to his ideas and encouragement, we'll be adding a timely monthly meeting summary notice to our mailing list to provide information on Chapter happenings at the last meeting for those who were unable to attend.



**Well done Ed, and Thanks**

**For All of Your Work**



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## Another "Beautiful Plane"



The 1930's were obviously the "Golden Age of Aviation." Can anybody properly identify the make and model of this beauty? The picture was sandwiched between a number of planes identified as Waco's and Great Lakes.

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