

EAA Chapter 648

Longmont, Colorado 80503

Our next meeting on April 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.

April

2016

www.648.eaachapter.org

Contents

- . March Meeting Photos
- . April Meeting Info
- . A Message from the Chapter President
- . Newsletter Quiz
- . March Meeting
- . Airplane Picture of the Month
- . Other Items of Interest
- . List of Officers for Chapter 648

Editor

Doug Sykes

720-684-8699

taildraggers4cd@hotmail.com



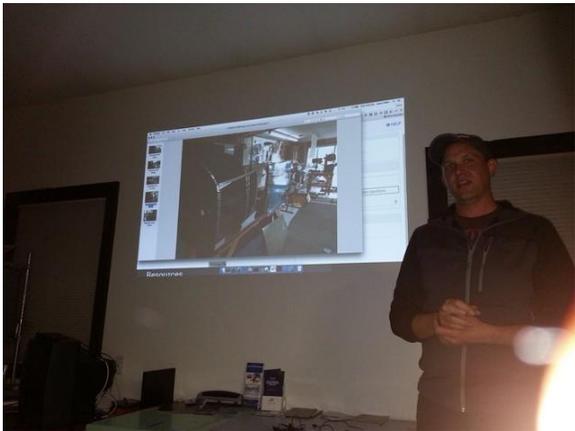
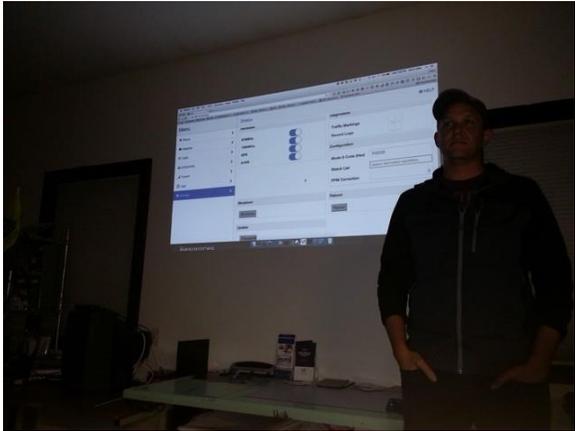
March Meeting Photos:



EAA Chapter 648

Longmont, Colorado 80503

Our next meeting on April 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.



EAA Chapter 648

Longmont, Colorado 80503

Our next meeting on April 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.



April Program

We have a two-part program planned for April. The first half will be a presentation by Dan Berry on the upcoming Longmont Airport Day in June. The second part will start with a video on Engine-out procedures and continue with a “lively discussion” by members. This is not something one should learn by experience before learning from experienced others.

EAA Chapter 648

Longmont, Colorado 80503

Our next meeting on April 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.

A Message from the President



EXPERIMENTAL AIRCRAFT ASSOCIATION Chapter 648 Longmont, Colorado

What is EAA and Chapter 648? EAA, the Experimental Aircraft Association, is an international aviation membership association founded in 1953 and headquartered in Oshkosh, Wisconsin. More than 170,000 people currently belong to EAA with Chapters located in all 50 states and many countries. Members are aviation enthusiasts of every age group who enjoy all types of airplanes, ranging from ultralights, homebuilts, and commercially manufactured to warbirds and vintage classics.

Each month over 1000 local EAA Chapters around the world get together to enjoy the camaraderie of a group of people that share their enthusiasm for aviation. Monthly meetings and activities contain a variety of programs that focus on sharing ideas to make aviation safer and more fun. Chapters are about people. They bring together a group of individuals who enjoy the friendship of others and who are interested in learning more about aviation as well as sharing their own knowledge. Chapters are involved in a large variety of social and educational activities. There is something for everyone! Monthly meetings provide forums for guest speakers and presentations on important aviation issues.

What about Chapter 648 in Longmont? We're a group of men and women, young and old, pilots and non-pilots who share a common interest in general aviation. Our chapter was founded in 1987 and to date, has built or restored over thirty airplanes and has flying and building experience numbering in the tens of thousands of hours.

EAA Chapter 648

Longmont, Colorado 80503

Our next meeting on April 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.

Our meetings are at 7:00 PM on the second Monday of the month at the Colorado Classic Aircraft hangar at the Longmont Colorado Airport, KLMO. Programs include technical discussions, guest speakers, vendor presentations, an annual picnic in the mountains, and a Christmas Party. We've had presentations by aviation world record holders, WW2 pilots and ground troops, aviation historians, meteorologists, and an array of experts covering a range of topics of interest to our members.

You are invited to visit us and get to know our members. Be a guest at one or more of our meetings and see if joining our Chapter meets your needs and interest in aviation. For more information, contact us at:

(303) 499-3169

Rege.So@Gmail.Com.

www.648.EAAChapter.org

The above information is a draft of one side of a handout for the Chapter. The other side will contain a collage of pictures from our "Plane of the Month" feature. Any suggestions, contributions or improvements are most welcome.

Dick Socash
President, EAA Chapter 648

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.

March Question: Why does ashless dispersant oil darken faster than pure mineral oil?

March Answer: Carbon particle residue is suspended in the oil rather than collecting on the surfaces of the areas bathed in oil. This provides two benefits. The first is a reduction in sludge buildup and the second is an increase in the lubricating action of the oil. Dirty looking oil is not necessarily a bad thing.

April Question: How many seconds does it take for a wind gust to move from tail to tip? Assume gust speed of 15 knots and direction from back to front is parallel to the longitudinal axis of the airplane.

EAA Chapter 648

Longmont, Colorado 80503

Our next meeting on April 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.

March Program

Our program featured a presentation on ADS-B technology by one of our Chapter members, Aaron Miller. It was interesting to see what can be put together for a relatively modest cost to receive ADS-B input. The devices many carry around like phones and tablets can serve as receiving and display components when coupled with some front end electronics. Comments by attendees also added to the presentation. Well done and worthwhile. Thanks, Aaron!

Other Items of Interest

AIRPLANE PICTURE(S) OF THE MONTH

Holding at #22

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.



EAA Chapter 648

Longmont, Colorado 80503

Our next meeting on April 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.

Thinking about the event for Dan Murray later this month, I thought it might be appropriate to show some of his handiwork, on the bottom of the previous page. During one of our discussions he showed me the books of photos cataloging progress on building a P-26A Boeing fighter for the Air Force Museum in Dayton, Ohio. I believe this is the actual plane he built. Please correct me if I'm in error on this. Boeing required that the finished plane would not be airworthy. Question for members... How did Dan honor this restriction?

Once again, I may owe an apology to one of our members. I can't locate the information Howard Morgan gave me and am thinking I may have once more left it at our meeting site. If anyone knows its whereabouts, please let me know.

Dick

=====

Special Request, revisited...

Don't forget to bring items for our London Policeman. Our Chapter received an email from a retired London policeman whose hobby is collecting patches, badges, or similar memorabilia from aviation-related clubs and organizations. I've exchanged emails with him and said I'd ask our membership for any items they'd be willing to give to him. I will take care of delivery. If you have any items you are willing to donate, please bring them to the meeting and I will see that he receives them. Patches, pins, badges, certificates, etc., are of interest.

The **Chapter Tool Loan Program** is kicking off with an emailing to all paid chapter members of the form to fill out and email back to the newsletter editor for collation. Expect your form via email soon. Anyone who doesn't have email or doesn't care to use it may contact me and I will get you a paper copy. Doug Sykes

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

EAA Chapter 648

Longmont, Colorado 80503

Our next meeting on April 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.

The following article submitted by *Haiko Eichler*:

Some philosophical excerpts from the book "A Gift of Wings" by Richard Bach

Words

I was just up there flying along, thinking about semantics, without the faintest premonition of what was to happen in four and a half minutes. Looking around at the mountains and the high desert and the altitude and the oil pressure and the ammeter and the first few scattered clouds of the day, I was thinking about some of the words of aviation and what they mean to the rest of the world.

About **flight plan**, for instance.

To thinking people a flight plan obviously is a plan for a flight. A flight plan is a certain order, a discipline, a responsibility to move with purpose through the sky. Flying without a flight plan, to any rational person, is flying without order, discipline, responsibility, or purpose.

But to the Federal Aviation Administration, I thought, a flight plan isn't a plan for flying at all. It is an FAA Form 7233-1. A flight plan is a five-by-eight-inch piece of paper which is filed to alert search and rescue when an airplane is overdue at its destination. To those who know, a flight plan is a piece of paper. Those who do not know believe that a flight plan is a plan for a flight.

I considered that, cruising west of Cheyenne, I remembered the news reports that I had read: "Today an airline jet transport taxied over a light Cessna training plane, parked and tied down at the airport. The Cessna, which was squashed flat, had not filed a flight plan.

" **Had not filed a flight plan**", in news parlance means **Guilty**. Cause of accident, deserved everything he got. Why has the FAA never defined flight plan for news reporters? Is it because the Administration wants them to believe that anyone who has not requested search and rescue service on Form 7233-1 is guilty and the cause of any accident? Strange how convenient it is at the moment of any incident to mention to reporters that the light aircraft **was not on a flight plan**. Or better, when they ask, "Did the little plane have a flight plan?" to reply reluctantly and with pain, "Well, gentlemen, no. Much as we hate to say it, the light aircraft had not filed a flight plan". But I kept thinking about words. There are so many of them, so many labels and terms so carefully chosen by officials that suspicious pilots might almost think they were cunningly-set snares for the private citizen who has learned to fly.

EAA Chapter 648

Longmont, Colorado 80503

Our next meeting on April 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.

Control tower and Air traffic controller. Where did those names come from? They control nothing at all. The people in that tower talk to airplane pilots, advising them of conditions. The pilots do every bit of controlling that's done. How many times have you heard non fliers say, "Your airport has no control tower? Isn't that dangerous?" Imagine how they feel, when they find that the official terminology for a non-tower field is **uncontrolled airport!** Try explaining that to a news reporter! The words alone show an accident waiting to happen, airplanes trembling to fall out of the sky onto schools and orphanages.

Here is a description of millions and millions of takeoffs, the kind of takeoff made every day, every minute: **"The light aircraft took off from an uncontrolled airport, without radio control, without a flight plan."** Wow!

Airway sounds like highway, a smooth place on the ground where automobiles move swiftly and efficiently. In fact, an airway is a channel forcing airplanes to fly as closely to each other as possible in what would otherwise be a limitless sky.

Quadrantal altitude. A very technical, authorized term to describe a system that, at its very best, assures that every mid-air collision will occur at an angle of less than 179 degrees. Look around for other airplanes? It's just too simple. In any society that refuses to trust a human being, in any civilization that requires guaranteed safety from infallible tin boxes instead of individual care, **'look around'** is embarrassingly undignified. Why? It's unsophisticated, that's what it is.

My time was up. I flew at exactly 12,470 feet, thirty feet below the prescribed **quadrantal altitude** for westbound flights. I was on Victor 138, the airway from Cheyenne to Medicine Bow, Wyoming. The other airplane was also on Victor 18, also at 12,470 feet, but it flew in a direction that would take it head on through the spinner of my little aircraft, through the cockpit and aft fuselage, thence through to the rudderpost and the clear air beyond. The other aircraft was thirty feet below what was exactly the wrong altitude. I had the right of way, but he had a C-124, which was at one time the largest four engine transport in the world.

I decided not to argue about rights and turned gently out of the way. The C-124 we saw was actually a very large airplane indeed.

I was astonished.

EAA Chapter 648

Longmont, Colorado 80503

Our next meeting on April 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.

Why, that man is a professional pilot, an Air Force pilot! And he's at MY altitude. He's at the wrong altitude! He's eastbound at the westbound altitude. How can a professional pilot, how can he possibly be so wrong in such a gigantic airplane?

It wasn't a near miss. The 124 is a sufficiently monstrous chunk of iron to be seen long before near-miss time. But still, there it was, dead on my altitude, tons of aluminum and steel going the wrong direction. Had I been involved in an overlong session with my map, and had the giant in fact vaporized my small personal airplane, no doubt exists as to the report that would appear in the news. After explaining that my airplane had been smashed to powder against a minor wing fairing of the transport, and perhaps showing the small dent that we would have made there, the news would have concluded like this: "FAA spokesperson expressed regret over the incident, but did admit under questioning that the light airplane had not filed a flight plan."

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!!**

EAA Chapter 648

Longmont, Colorado 80503

Our next meeting on April 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.

Chapter Officers:

- **President:**
 - Richard Socash 303-499-3169 rege.so@gmail.com
- **V. President:**
 - Bill Mitchell 303 882 8843 billyav8r@yahoo.com
- **Secretary:**
 - Connie Socash 720-890-7763 csocash@hotmail.com
- **Treasurer:**
 - Haiko Eichler 970-344-4599 heritmail@aol.com
- **Tech Counselors:**
 - Bill Hannahan 303-618-7921 wfhannahan@yahoo.com
 - Doug Sykes 720-684-8699 taildraggers4cd@hotmail.com
- **Newsletter Editor:**
 - Doug Sykes 720-684-8699 taildraggers4cd@hotmail.com
- **Flight Advisor**
 - Bill Mitchell 303 882 8843 billyav8r@yahoo.com

Disclaimer: Be aware that as always, in past, present, and future, any communications issued by Experimental Aircraft Association Chapter 648, regardless of format, and/or media used, which includes, but is not limited to, this newsletter and audio/visual recordings, is presented only in the context of a clearing house of ideas, opinion and personal experience accounts. Anyone using ideas, opinions, information, etc., does so at their own risk. Therefore, no liability is expressed or implied by the Experimental Aircraft Association Chapter 648, or any of its members. Any event announced and/or listed herein, except as noted, is done as a matter of information and does not constitute approval, sponsorship, control, or endorsement of said event.

This newsletter is published by Chapter 648 of the Experimental Aircraft Association for the use, education, and enjoyment of the members and others to whom it is provided. No claim is made for technical accuracy of material presented. Editorial content is the opinion of the contributor and does not reflect the position of Chapter 648 or the Experimental Aircraft Association. Submission of articles, comments, or inquiries for publication in the newsletter are encouraged. Meetings are normally held on the second Monday of each month at 7:00 P.M. The place is determined each month.