

EAA Chapter 648

Longmont, Colorado 80503

Our next meeting is on Monday, July 10th, 2017, at 7pm. The meeting will be held at our usual venue, the Colorado Classic Aircraft office of Carol & Bob Leyner, located on the north side of the Longmont Airport.

July

2017

www.648.eaachapter.org

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Editor

Doug Sykes

720-684-8699

taildraggers4cd@hotmail.com



June Meeting Photos: A few slides of the June presentation on airspace are found on the subsequent pages...

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Air Space

AN OVERVIEW AND REVIEW OF
U.S. AIRSPACE DEFINITIONS

Other Airspace Areas

Local Airport Advisory
Military Training Routes
Temporary Flight Restrictions
Parachute Jump Aircraft Operations
Published VFR Routes
Terminal Radar Service Areas
National Security Areas

Special Use Airspace

Prohibited Areas
Restricted Area
Warning Areas
Military Operation Areas (MOA's)
Alert Areas
Military Firing Areas

The Two Major Categories

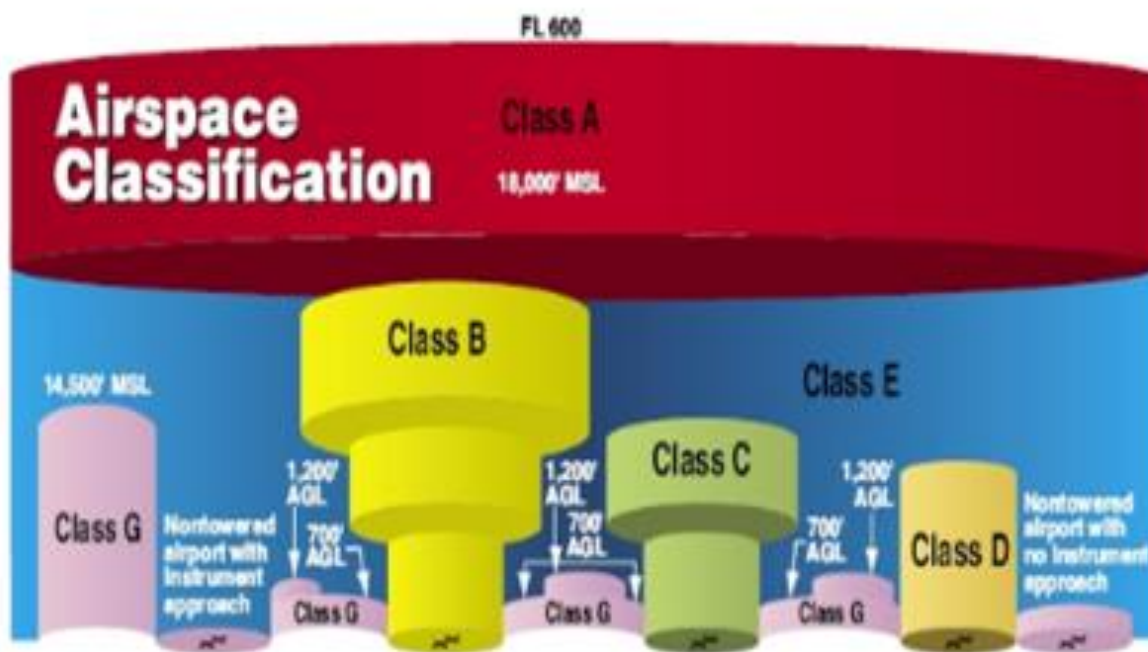
Controlled Airspace
Classes A through E
Uncontrolled Airspace
Class G

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Vertical Configuration



June Program:

Barry Barnow, who as I recall when asked how many hours he has, said, “I have about eighteen logbooks,” gave an overview of airspace talking about standard classes, special use, and uncontrolled. It’s easy to forget the details as the time from the FAA exams to the present increases. An accompanying PowerPoint presentation showed examples of the different airspace types and general locations. In our immediate area, one can encounter most of the types and it’s good to be familiar with the associated rules, restrictions and regulations. A

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hundred miles to the east, it's mostly a mix of Class E and Class G. We had a good discussion and exchange of ideas and opinions on this topic.

A Message from the President

For many of us who had to meet the FAA Class 3 medical requirements for regular recreational flying, we're now officially under BasicMed which eliminates the requirement for medical exams by a FAA designated Aviation Medical Examiner. A driver's license, a physical by a State certified physician, and a brief on-line medical course and test are now the primary requirements to be pilot in command of most small experimental and commercially manufactured airplanes. EAA, AOPA and the FAA all have detailed information on websites. As we complete the new procedures, it would be helpful to pass along any information from personal experiences which might help others to complete this process.

July is, of course, AirVenture month and I'm sure Chapter 648 will have a number of members making the trip. Photos, trip reports, and interesting stories and unique experiences would be a welcome addition to this newsletter. What are your thoughts on having our August program be an open discussion by AirVenture attendees?

*Dick Socash
President, 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 others not so much.

June Question: A sample of automobile engine oil and a sample of airplane engine oil at oil change time both look dark (black-brown). What is the major difference, aside from the oil type?

June Answer: Most of the operating time for an airplane engine is at altitude where the air is reasonably free of particulates such as dust, dirt, and suspended contaminants. For an automobile engine, there's no time away from dirty surface air. The discoloration in automobile oil is mostly due to dirt and surface contamination particles. Ashless dispersant oil is formulated to hold carbon residue particles from the fuel burn in suspension. The airplane

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engine oil darkens primarily due to suspended carbon particles which actually improve the lubricating property of the oil.

July Question: WW2 fighter wing guns were boresighted to converge at a certain distance ahead of the airplane. What was this distance for the Spitfire and Hurricane during the Battle of Britain?

July Program: We are hoping to have a presentation by Ken Gross who flew the dual in-line engine Cessna in Vietnam. This should be an interesting program. Also learned one of our guests at the last meeting flew B-47's and also had a number of combat missions in F-4 Phantoms in Vietnam. Hope to arrange a program on these experiences in the near future.

Chapter Tool Loan Program: Almost completely without fanfare, the Chapter Tool Loan Program was formally launched a couple of weeks ago. A form was emailed to paid Chapter members that could be downloaded, printed, filled in, and emailed back to the newsletter editor for inclusion in the database. So far, the response to this program has been nil, other than an email alleging that the chapter's aircraft weighing scales should be included, even though those scales were, in fact, included. That person knows who he/she is and will remain nameless, though I will always remember the grievous error. It is interesting to note that this person's aircraft has the training wheel on the incorrect end of the aircraft. I am mainly interested to know if there are any problems with the administration of this program by me. I tested the download feature and am hoping that folks aren't having any problems with the format. Any comments or suggestions are always welcome. Doug

New Idea for our Meetings

Phil Brown came up with an excellent idea for a regular item in our usual meeting agenda. His suggestion: add a spot in the evening agenda for members to voice a question or thought. Two minutes max, even one minute, would suffice. But open the meeting to the floor, formally, at some point. Thanks for listening!

Program Request

Every time I ask someone or go to the internet to get clarification on carrying a firearm in an airplane, I get a different or slightly modified opinion. Anyone willing to research and present to the Chapter information on this topic, or who knows a trustworthy individual willing to give us a program, please contact a Chapter officer and we'll set up a program. Also, any other ideas on programs are most welcome. Dick

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Other Items of Interest

AIRPLANE PICTURE(S) OF THE MONTH (#37)

NOTE: Even if your airplane was included in an earlier newsletter, don't hesitate sending in another/different picture. We'll keep showing these classics, but I don't want to squeeze out member photos. Dick

Here's another of Bill and Mary's Pictures of Classic Airplanes. We need to have Mary talk about this one.



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

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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To members, friends and aspiring authors. Get published! Send in Your Newsletter

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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!!**

Chapter Officers:

- **President:**
 - Richard Socash 303-499-3169 rege.so@gmail.com
- **Vice President:**
 - Bill Mitchell 303-427-4025 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 taildragers4cd@hotmail.com
- **Newsletter Editor:**
 - Doug Sykes 720-684-8699 taildragers4cd@hotmail.com
- **Flight Advisor**
 - Bill Mitchell 303-427-4025 billyav8r@yahoo.com

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