

EAA CHAPTER 648

NEWSLETTER

JANUARY 2006

HAPPY NEW YEAR

EAA 648 Chapter Meeting
Vance Brand Airport (2V2)
Colorado Classic Aircraft Bldg
7:00pm

Officers:

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Treasurer: Earl Bolton	(303) 499-1214	ecb72bgb@comcast.net

NEXT MEETING: Monday January 9, 2006 7:00 PM, Colorado Classic Aircraft, Hangar 17, Vance Brand Airport.

Program: Vince Lawrence from Denver Soaring Society with a presentation on Soaring in this area.

Denver soaring is providing introductory rides to EAA members. Cost is \$30 for a 2500 ft. tow and introductory ground school with an instructor. Time can be logged as glider instruction. We will try to set a weekend date for any who are interested to come for their intro ride and briefing. They can handle 6-8 in a day. This would make a great chapter outing or two.

PREVIOUS MEETING(S):

DECEMBER: We had a great Christmas Party at the Community Bldg in Gale Biggs' housing complex. Thanks to Gale and his wife who hosted us. The turn out and food were great and fun was had by all.

NOVEMBER: Our speaker in Nov. was Cleon Biter who spoke on Aircraft Icing. He discussed the problems with "tail plane icing" and was asked why the Boeing jets had the deicing equipment removed from the horizontal tail surfaces. Cleon did some research and found that in an actual test where they attached 2x4 boards to the tail surfaces, there was no effect on the flying characteristics of the aircraft. It seems the tails are so large they are

not affected by icing.

President's Letter

Hi All. I'm writing this from Michigan's snowy Upper Peninsula. I drove here to spend the holidays with family, and am glad I didn't fly. I haven't seen the sun for over a week, and with daily snow/rain and freezing temperatures flying would not have been an option most days. This kind of weather makes me appreciate Colorado and the large number of sunny, flyable days we have.

I have a hard time fitting in a decent amount of flying time during the winter months, with the shortened days, cold weather and schedule conflicts. I imagine it is the same for many of you. I try to compensate by continuing involvement in other aviation-related activities, even if it is only reading aviation books or watching that type of movie. I think this is a time when the EAA Chapter meetings can be a great help in keeping the interest going also.

For those of you who missed it, we had a great Holiday Celebration in Boulder this year. Thank You Gale Biggs for arranging the use of your clubhouse. Food was good and plentiful, and I hope a good time was had by all.

I hope to see more participation in chapter activities this year by our members. Carol Leyner's idea to have members write a short piece for each newsletter was a great one, and will introduce us to activities, projects, etc of our different members. A big Thank You to Carol for taking on the Vice President role, and to Ken Snow for taking on the secretary role once again.

Hope to see you at the next meeting.

Cheryle Sullivan

Bob's Shop Tips:

Particularly on production A/C it can be a contortionist routine to add brake fluid to the reservoir. I have found that woman's hair tint comes in a roughly 3 oz squeeze bottle with a convenient closable cap with a short snout that makes it easy to hit the fill hole and re-closes for clean storage.

A short time ago we had what appeared to be a main wheel imbalance. When I finally got around to jacking up the 182 and checking I found that the balance was not too bad but that the tire was out of round. Both MLG tires were out of round! They were both out of round the same amount! I checked for flat spots and found none (no one we know would land with the brakes applied) but found that the tires were out of round for about 1/3 of their

circumference and that the bottom of the tire groove was out of round the same as the tread! That meant that the tires were molded out of round --- with about .20" radial variation. I then found an Aviation Consumer [June 2004] tire test of about six different tire lines. They found the McCreary Air Hawks to have the same .21" out of round – as purchased and before any other tests!!! By comparison the Michelin had only .06" difference in the diameters! The article had other tests to evaluate weight, tread wear and value—look it up.

NEXT MONTH'S FEATURED ARTICLE: "Trip East" BU Gene Francis.