



EAA Chapter 478
COCKPIT CHATTER
Lexington Park, MD **July 2002**

FROM THE EDITOR

Next Chapter Meeting:
16 July 2002, 7:00 PM
Air Terminal Building
St. Mary's Airport (2W6)

In this issue of *Cockpit Chatter*:

From the Top, Bernie pumps up this month's chapter program, recognizes our Major Achievement Winner, calls for volunteers, reviews the Airport Advisory meeting, and reviews the board meeting.

Chapter Meeting Minutes, one way to increase communication in the chapter is to pass on the minutes from meetings using this newsletter.

Governing Board Meeting Minutes, routine business is handled at the once-a-month governing board. Meetings are usually held at the NAS Patuxent River Test and Evaluation Museum conference room.

Treasure's Report, Lois lists the current balance and yearly cash flow.

July Program, This month we will have a demonstration of a radio simulator for your personal computer.

Young Eagles: Looking for a coordinator and some pilots.
Curtis Al Triad, Dave Zorychta provides an update of the

work in progress.

Member's Forum, President's progress on his KR-2S (wood is a composite material), B-17G flight report, and Chapter 478 Web Page.

EAA Network, describes events sponsored by the EAA and its chapters: TFR incursions, 800,000 Young eagles, and a new Hartzell prop.

From the Web, Flying tiger records, rocket-powered Long-EZ touch-and-goes, synthetic vision system, proposed TCM AD, Lycoming AD, VFR waypoints, Slick Mag/Air tractor AD expanded, and Ag pilot rescue.

In the Chocks, The airplane advantage.

Calendar of Events has been included to help us all plan and support chapter activities. Initial draft.

FROM THE TOP

Bernie Wunder, Chapter 478 President

Another great meeting last month and we all really appreciate those who either flew or brought in their flying projects. It was neat to walk around the parking ramp (and parking lot) to see what folks were building or flying. This month we have another great program. Do you get a little tense talking on your radio to the air traffic controllers??? There is a company in Frederick, Maryland that builds a radio simulator for your personal computer (PC). They are coming down to give us a presentation and demonstration of their product. You can go through VFR and IFR scenarios and the computer records what you say and then you can play it back. Please pass the word on to others about this and let's have a good turn out at the meeting..... maybe CFIs would be interested in this as a tool to help their students.

We got some great news from headquarters this month. Our nominee for Major Achievement Award was chosen....our very own energetic and tireless EAA volunteer Sid Wood. Sid will receive his award at 7pm on the 24th of July at the Theater in the Woods. If you are at Oshkosh this year, please try to stop by and see Sid receive his award. We all know how much he deserves this. Our nominees for Web Editor and Newsletter Editor did not win, but we got a nice thank you letter recognizing their contributions. If you have not been on our web site, you are missing an opportunity to see a first class web page. Ray Rose has done a fantastic job and if you have a web page, he can put a link on the chapter page to it. Paul Gambacorta has done an equally fine job as Newsletter editor. Every month Paul

Cockpit Chatter is published monthly by EAA Chapter 478 solely for the dissemination of information and ideas to the membership. Any opinions expressed herein are strictly those of the author and do not necessarily reflect the opinions of the chapter or the Experimental Aircraft Association.

Chapter Officers
President: *Bernie Wunder*
Vice President: *Tom Weiss*
Secretary: *Bernie Wilder*
Treasurer: *Lois Rose*

Committee Chairs and Chapter Advisors
Social Chairman: *Open*
Program Coordinators: *Open*
Librarian: *Paul Gambacorta*
Flight Advisor: *Vacant*

Technical Counselors: *Ed Stewart, Nate Frank, Bob Andrews, Bernie Wilder and Rich Gill*
Newsletter Editor: *Paul Gambacorta*

Internet Address
<http://eaa478.tripod.com/>

compiles a great newsletter. Thanks Ray and Paul for a job well done.....you both are winners in our chapter!!!

In August we have our chapter picnic and in September our fly-in/Young Eagles/pancake breakfast. We started sign-up sheets at last month's meeting and got several volunteers. But we need more!!! As we learned in June at the Young Eagle's fly-in, if we don't have the volunteers to adequately staff the event, we need to cancel. Hopefully we won't have to do that, so *please volunteer* to help us out at these events.

I also went to the Airport Advisory Meeting last month. They hold their meeting on the 4th Monday of the month at 6pm in the terminal building. The public is invited to attend and comment at the end of the meeting. A lot of good information is put out at the meeting. Security and topics such as re-location of tie-downs were major topics. Just this week the FAA put out a notice to small airports and private pilots to secure their aircraft as best as they can. Things like putting locks on the controls, not leaving your keys in the aircraft, locking hangar doors, etc. need to be done by all pilots to prevent someone from taking your aircraft and causing a national security incident. So if you have issues you want discussed concerning the airport, the opportunity is there by attending the Airport Advisory Meeting.

At the Board meeting we held a couple of weeks ago, we formed our nomination committee this year for election of officers. The board recommended that the nomination committee be composed of those board members who are not up for election, which means that the VP, Secretary and Past President would be the committee for this year. Since we only elect the President and Treasurer this year, along with a couple of directors, it should be easy for the nomination committee :o) I personally would like to see the Program and Social Committee Chairperson jobs filled and one of them is where I would like to go after my tour as President. So if you are inclined to serve as an officer or fill one of our critical committee chairs, please let the nomination committee know you are interested. Our chapter "gas" is really all those who volunteer to pitch in and help out.

It has been a busy month, but I did manage to finish the "boat" stage of my KR-2S. I wrote up a progress report and sent it out on the KR Net. I also gave a copy to our newsletter editor, so hopefully he has room to publish it. It has been awfully hot lately, so take it easy whether you are building or flying. We would like to see you at our next meeting!!

- *Bernie*

CHAPTER MEETING MINUTES

Editor's recollection for 18 June 2002

Meeting opened by the president at 7:00.

Minutes of last meeting and the Treasurer's report were approved as submitted in the newsletter.

Committee Reports: The following committees reported.

web page: eaa478.tripod.com

A-1 Construction — Dave Zorychta - Dave brought in a wing panel. He will meet with interested parties after the meeting to discuss work packages.

Young Eagles - With Greg Stevens working over on the eastern shore we need someone to pick-up Young Eagles coordination.

Air Expo - Eric Chase - Plans in work. [Check the business meeting Update - *Ed.*]

Membership Committee - Dave Zorychta provided an update and he's getting a few interested EAA members.

Correspondence: Membership agreed to send in nominations Major Achievement Award, Newsletter Award, and Web Editor Award. President had e-mail correspondence with HQ recognition chairman.

Old Business: New chapter patches were available for \$5.

New Business:

President made a request for someone to volunteer to coordinate Young Eagles. Anyone interested in acquiring books or videos from the EAA annual 50% sale were to provide the information to Paul Gambacorta. He would complete the order.

Flying activities - Bob Andrews put his Coot in the water. He completed water taxi and got it up on the step.

Program: Hangar talk and fly-in aircraft displayed.

Meeting adjourned at 9pm.

- *Ed.*

GOVERNING BOARD MEETING MINUTES

Minutes of Meeting of 28 June, 2002

Minutes of last board meeting were distributed in last month's newsletter and were not discussed.

Treasurer's report to be distributed via email.

Committee Reports:

A-1 Progress report hard copy submitted by Dave Zorychta which will also be available on the Web site.

Membership Chairman, Dave Zorychta noted that besides recruiting new members there is an equal problem of retaining existing members and getting them to come to meetings. To be discussed at general meeting.

Fly-In, Eric Chase, Everything is on track.

Air Expo - Unofficial word has it that it has been canceled.

Young Eagles - A coordinator is needed - Volunteers ? ? ?
 Some problems with the last event were discussed. County complained that they were not notified. Too many YE's were registered for the number of planes available. Need cut-off criteria so people don't go away angry over having waited all morning and then still not get to fly.

Old Business:

Programs:

- July - ATC Communications simulator demonstration by manufacturer.
- August - Annual Picnic - Chesapeake Ranch.
- September - Fly-In Re-hash ? ?
- October - Presentation by the a National Weather Service representative
- November - Election of officers.
- December - Christmas Party.

New Business:

Airport Advisory Committee - Meets the 4th Monday of each month at 6:00 pm at the terminal building at 2W6 - Members are urged to attend. President will review discussions at July meeting. One disturbing action was a decision to use the ramp in front of the new terminal building for additional tie down spaces. Half of the space is being used for that now. When the rest becomes tie downs, there will be no area where the Young Eagles flights can be conducted nor where visiting planes during the Fly-In can park. If arrangements can not be made the Chapter will have to consider moving our airport based operations to another airport. ((The Washington Area Chapter holds one of its successful fly-ins way out at the Winchester airport.))

Nominations for President and Treasurer for the coming year will be called for at the July meeting. A nominating committee was formed consisting of the present officers not up for election and the Governing Board members. Nominations for Life Chapter Member and representation from the general membership on the board will also be called for at the July meeting.

On July 17 there will be a program on Air Space Operations a 2W6. More details will be presented at the general meeting.

The need for a trailer to store Chapter "stuff" and to hold a grill for our b'fast events was discussed.
 -B. Wilder, Secretary

TREASURER'S REPORT

<u>ACCOUNT BALANCE (as of 6/28/02)</u>	
ASSETS	
Cash and Bank Accounts	
Checking	\$497.12
Savings	\$838.36
Fly-Ins	\$0.00
Pancake Breakfasts	\$0.00
Petty Cash	<u>\$109.00</u>

web page: eaa478.tripod.com

TOTAL	\$1,444.48
TOTAL ASSETS	\$1,444.48
LIABILITIES	<u>\$0.00</u>
OVERALL TOTAL	\$1,444.48
 <u>CASH FLOW REPORT (1/1/02 - 6/28/02)</u>	
INFLOWS	
Calendar Sales	\$6.00
Chapter Patch Sales	\$75.00
Dues	\$348.00
Gift Received	\$8.00
Interest Inc	\$3.21
Other Inc	\$10.00
Pancake Sales	<u>\$37.00</u>
TOTAL INFLOWS	\$487.21
OUTFLOWS	
Chapter Patches	\$173.25
Name Tags	\$119.00
Postage	<u>\$66.40</u>
TOTAL OUTFLOWS	\$358.65
OVERALL TOTAL	\$128.56

Reminder - If your 2002 Chapter Dues are due, send a \$12 check payable to EAA Chapter 478 to Lois Rose.

- Lois Rose, Treasurer

JULY PROGRAM

Do you get a little tense talking on your radio to the air traffic controllers??? There is a company in Frederick, Maryland that builds a radio simulator for your personal computer (PC). They are coming down to give us a presentation and demonstration of their product. You can go through VFR and IFR scenarios and the computer records what you say and then you can play it back.

-Bernie [Ed.]

YOUNG EAGLES

You can be the next Young Eagles coordinator. Along with the prestige of helping Chuck Yeager, this is the easiest chapter activity to run. Young Eagle pilot's are more than willing to provide airtime to the YE Chairman as a safety demonstration.

Paul Gambacorta has the package of Young Eagles that need to be completed from the last fly-in. He plans to begin these flights the last week of July after the summer basketball league ends. If you are available to fly, he will coordinate a Young Eagle for you. Contact Paul at (301) 373-5790.

- Ed.

CURTISS A1 TRIAD

At the last EAA Chapter 478 Meeting on June 18, Kevin Riley volunteered to fabricate all the Curtiss A-1 wing struts.

Last night I provided Kevin with a full copy of the wing strut drawings and he will be making a total of twelve Curtiss A-1 Interplane Wing Struts.

These wooden struts are similar to boat masts and Kevin has experience in that area. All the wing struts require complex tapers from the center to each end and six different symmetrical radii to overcome. He will make one prototype using low-grade wood and then produce the finished twelve wing struts soon thereafter.

Paul Gambacorta has glued and sanded the the wooden rudder assembly. The next phase is the metal support brackets which should complete the basic Curtiss A-1 rudder structure.

Bill McMurry continues to convert and renovate one of the buildings on his property into a workshop to accommodate the building of the main float.

Engine (Model "O" V-8; 75 HP). Due to personal travel, Ray Stinchcomb reports he has not been able to work on the replica engine since last month's report.

Bernie Wunder reports he has not been able to work on the replica propeller since last month's report due to starting a new job and travel.

Sid Wood and I cut all the wood acquired last month (via the Navy) into the hundreds of various pieces I required to laminate all the remaining ribs, spars, diagonals, and intercostals. Each of the ribs, spars, diagonals, and intercostals requires four layers of epoxy lamination and at least ten hours to cure. Using the wing jig constructed by Sid Wood, I laminated all of the ribs (39) and spars (14) needed to complete the remaining seven wing panels. In the next couple of days, I will use the base woodshop planer to plane all these ribs and spars down to their final dimensions. In the process of laminating the intercostals (36) and the diagonals (64) in the wing jig for the remaining seven wing panels.

I decided to make all the wing panel components prior to constructing any more of the wing panels; do not have much choice since I need the wing jig to make everything. Three wing panels completed...and seven panels to go!

Making of a Curtiss A-1. As construction proceeds, I am continuing to make the color video recording (Digital-8) of the replica Curtiss A-1.

- Dave Zorychta

MEMBER'S FORUM

KR2s Progress Report by Bernie "Sawdust" Wunder:

I have been a long time reader/lurker of the KR Net (the e-mail list of about 600 KR builders and enthusiasts) and so about 6 months ago I started the fabrication of my KR 2S. On July 2nd I reached my first milestone, the birth of the KR-2S "boat". I can now go on to something else, like wing pieces and spars.

I ordered my wood kit from Wicks last October and have been happy with the results so far. One thing I did do was to ask them if they had a list of what all the wood pieces were. The Spruce wood for the fuselage arrives in a 14ft long box. Their shipping invoice left something to be desired. Wicks faxed me a KR-2 Spruce Wood kit description that had some kind of a KR part number along with a description of what the piece of wood was to become (i.e., firewall, rear spar, etc.). Turned out this sheet was very helpful to sort out the lumber.

I also ordered the Kitlog Pro software for keeping a builder's log. The good news is that it is good at keeping track of daily building efforts, along with expenses, weight & balance, etc. It has the capability of putting 3 digital photos on each page/entry. The bad news is that it takes the place of putting all the info into a file that could be shared via a web site. So I have put very little effort into maintaining a web site. The one I have has a few pictures at <http://mywebpage.netscape.com/n2w6/index.html/>.

I have spent a little over 200 hours to reach this point. I have in my possession the TET Wing Attach Fittings and the wing templates for the new AS5048 wing. I have benefited greatly from the KR folks who have contributed via the KR Net and the many web pages out there. Without this help, it would take much, much longer to build a KR-2!!!!

- Bernie Wunder

B-17G FLIGHT REPORT

June 29, 2002

Ever since watching the television series *Twelve O'clock High* some 37 years ago, I have had a fascination with the B-17 bomber. The producers thoroughly romanticized the life and death struggles of the brave and sometimes not so brave B-17 crews of WWII. These pilots and crews in their late teens and early twenties flew, and fought with, one of the heaviest and most powerful tail-dragger aircraft the US Army Air Corps could muster.

The B-17 did not win the war, but it would have been much more difficult and costly without it. EAA and other organizations are keeping alive the memories of this historical aircraft. The B-17G *Aluminum Overcast* is operated today to fulfill that mission. Each spring, summer and fall *Aluminum Overcast* is flown on tour around the country by volunteer EAA crews for the American public to see and fly in this magnificent machine.

Aluminum Overcast got its name during a check flight after major restoration by the EAA. A P-51 was flying chase during the flight. After observing one side of the B-17, the P-51 pilot moved under the B-17 to look for oil leaks, things falling off, etc. When asked, "What does it look like under there?" He replied, "Looks like an aluminum overcast." The name stuck and that's what went on the nose.

I signed up in March for the flight tour at Manassas, VA for Saturday, June 29. Shirley and I drove up to Manassas that morning for the 9:30 AM scheduled flight. The weather was blue sky clear with a slight west breeze. Temperature was mid seventies. We arrived about an hour early due to the light road traffic. The crew was just starting their preflight inspection. Shirley chatted with the pilots while I walked around the aircraft taking pictures. When the crowds start to show up everyone gets herded behind the barrier line.

The flight crew consists of pilot, copilot and crew chief. There are jump seats to be occupied during takeoff and landing for the seven passengers permitted by the FAA. Our pre-boarding brief consisted of a minute or so on where the sick sacks and ear plugs were stashed, don't grab any wires, here's how the military two-point seat belt works, and the ball turret and tail cone were off limits – you might get stuck. Boarding was a single file march out to the airplane, through the crew door at the right waist and find a seat. There were three at the waist gunner's area, three at the radio operator's station just aft of the bomb bay and another just behind the pilot's seat. There are no parachutes on this aircraft. The top turret had been removed, so there was plenty of room to observe the flight deck.

The instrument panel has modern gyros, VHF radios and moving map displays driven by GPS. The pilot, copilot and crew chief use David Clark headsets. The throttle quadrant and all controls are stock 1944. All of the old HF radio gear is in place, but never powered up.

Starting the 1200 horsepower radial engines one by one produced the familiar clouds of smoke and that beautiful rumbling roar. Inside the aluminum fuselage with engines and props a few feet away was indeed noisy. Taxi out to the run-up ramp produced all manner of screeching brakes, flap motor and hydraulic noises. Hydraulic boost pressure is steady at 900 PSI that I could observe on the accumulator gauge.

After cycling the props four at a time, the engines are run-up individually. The throttles each have a fist sized handle, but are arranged with double handles so the pilot or copilot can move each individually, two on a side as one or all four together without changing hand positions.

We taxied on to the active, lined up and the copilot locked the tail wheel. Full throttle produced more noise than can be described. In a few seconds we were at flying speed and lifted off in a three-point attitude. As soon as positive climb was established, the crew chief gave us the up sign to move about.

To get to the nose you have to crawl through a tunnel under the flight deck. This opens up to the navigator station. You can't stand upright but it's fairly roomy. Past the left and right gunners stations is the bombardier position. There is a little swivel stool for a seat at a fish bowl Plexiglas nose dome. You can see 180 degrees plus up, down, left and right. What a magnificent view!

Between my legs is the fabled Norden bombsight. This device was classified top secret during the war.

Looking through the deceptively simple view of the Virginia countryside sliding under the nose I wonder how this little device could have brought the Third Reich to its knees. Oh, they fought back. Tactics were everything here. The early B-17's did not have the chin turret. A favorite fighter attack method was to get ahead of the bombers then turn in for a head-on run. This maximized the impact of the machine gun rounds, provided minimum exposure for the fighter to the guns on the bombers and took advantage of the bombers limited ability to fire forward.

With the addition of the chin turret there were now two additional 50-caliber machine guns available to defend the bomber from fighter attack from the front. The bombardier operated the chin turret using a two-handed sight and controls mounted on a stowable arm. The turret was electrically slaved to the gun sight and control held by the bombardier. Aiming the turrets and guns was partially by the sights provided and also by watching the tracer rounds.

All too soon it was another person's turn in the nose, so I headed back to the tail to check out the waist gunner positions. Here were picture window views of the sky and countryside. It's windy back here. The top hatch is wide open. Our crew chief had cautioned us about sticking our heads out for a clear view. The 150 MPH breeze would "instantly take off any thing you were not born with, including hats, glasses, hearing aids, false teeth and maybe an eyeball or two."

The guns have two handles and double thumb levers for the triggers. Swinging these machine guns around a bit takes some effort. They are swivel mounted at the base of the barrel, but are still heavy to hold. I guess they weighed about 75 to 100 pounds apiece. A cutout cam at the swivel mount prevents the gunners from shooting off the engines, wings and tail. I assume the other guns have similar cutouts.

The tail wheel housing is a massive affair with a very large hydraulic cylinder sticking out towards the front. It nearly plugs the steadily narrowing tail cone. Had to be a skinny dude to get back to the tail gunner position. The ball turret is definitely not for tall or heavy weights either. You would have to be quite tiny to get in there between the twin machine guns.

The radio operator compartment is forward of the ball turret and aft of the bomb bay. The antenna lead wire for the HF radios runs around on ceramic insulators. A huge double-bladed double-throw knife switch connects the antenna to banks of tuners. Here and there are cracks in the shelving from all the vibration from thousands of flight hours. The resilient shock isolators on all the radio gear has long ago hardened to a stone-like feel. That is likely causing the cracks in the metal shelving.

The bomb bay is packed with inert 100-pound bombs. There is lots of whistle noise here probably due to the cracks between the bomb bay doors and the hinge areas. I can see the

ground going by looking through the gaps in the doors. The narrow catwalk through the bomb bay gives a couple passengers a hard time. Or maybe it was the gaps in the doors.

Standing behind the pilot and copilot I can see the front of number 2 and 3 engines. The tips of the prop blades are about 3 feet away. I can see engine oil dribbling down the front of number 3. When I point this out to the crew chief, he indicates it does that all the time and not to worry.

Going forward to the nose again I am surprised there is no one up front. I have that glorious view all to myself. The four-inch hatch in the Plexiglas dome is open. The 150 MPH stream of air coming in certainly keeps the green house cool. It also hurts to hold your hand in the stream. I quickly learned to keep my leg out of the air stream too.

In what seems like just a few moments our crew chief is rounding up his charges with the buckle up signal. Our one female passenger has taken my seat behind the pilot, so I content myself with the remaining seat in the radio operator compartment. We are already on short final. Looking back through the open door past the ball turret, I can see three guys. One is holding a sick sack and staring intently out the left waist gunner's window. Another is actively demonstrating the use of a sack.

We arrive back at the terminal ramp packed with a huge crowd. The pilot shuts down the engines on the right wing. We file off the plane and pass seven more for their flight. The door shuts and the engines start up again. Another adventure and memory begins.

- Sid Wood

EAA Chapter 478 Web Page

Hi fellow Chapter 478 members:

Welcome to the updated EAA Chapter 478 Web Page. It is located at <http://eaa478.tripod.com>

The web site no longer has any pages under construction. Recently added pages include a favorite links page, a Young Eagle's page with pictures from the April Young Eagles Day, and a page containing a list of projects being worked on or completed by our members. If you have a project and a web page, please send me your web address and I will place a link to it on this page. Also, should you have any changes or wish to have your name removed from this page, please e-mail me at this address.

We also have a member's only section to our web site. When you click on its navigation button you will be asked for a user name and password.

Right now the members only section only contains the chapters by-laws and articles of incorporation. In the future I hope to add a list of books and videos in our library, tools in our chapter tool shed and other information.

If you have any comments or suggestions, please send them to this email address: eaa478@yahoo.com

Enjoy!

-Ray Rose, Chapter 478 Webmaster

EAA NETWORK

EAA e-HOT LINE Vol. 2, No. 2

ANALYSIS: TFR INCURSIONS DOING DAMAGE TO GA SECURITY NEGOTIATIONS ---The political fallout from the widely reported June 19 incursion into Washington, D.C., restricted airspace was compounded by two additional technical violations of the Temporary Flight Restriction (TFR) over the ensuing weekend by general aviation aircraft. These incursions ignited more urgent discussions among the security, military and aviation arms of the federal government regarding GA's impact on security in the nation's capital and other areas protected by TFRs. EAA has been in continual contact with the various federal agencies (TSA, FAA, U.S. Customs) urging restraint and flexibility in dealing with GA operations and airspace security. Unfortunately, due to the operational errors and indiscretions of a few pilots, pressure is once again mounting for more dramatic GA security measures.

EAA YOUNG EAGLES REACHES 800,000!

--- This just in under the deadline wire...The EAA Young Eagles Office anticipated the Young Eagles total topping 800,000 sometime Friday as registrations are entered from June flights, especially those that occurred during International Young Eagles

Day. The jump from 700,000 to 800,000 was reached in less than a year, despite last September's airspace shutdown that eliminated some prime flying days and weekends. (Once we determine the 800,000th Young Eagle, we'll provide his/her identity and that of the pilot on the EAA website.)

EAA e-HOT LINE-Text Vol. 2 No. 3

HARTZELL ANNOUNCES NEW PROP MANUFACTURING TECHNOLOGY

---Improved accuracy of manufacturing that reduces blade-to-blade weight and aerodynamic variability are the main benefits of a new manufacturing process announced by Hartzell this week. The \$3 million technology investment will result in smoother running propellers and dramatic reductions in set-up and changeover times. Machining propeller blade shanks is now controlled to one ten thousandth of an inch, or 2.5 microns. Recent propeller designs have been made for Cirrus, Lancair, Adam Aircraft, and Bruce Bohannon's Flyin' Tiger. Hartzell Co-President Joe Brown said the blueprinted propeller will cover the entire product line and come at no additional cost to the customer. <http://www.hartzellprop.com>

FROM THE WEB

AOPA ePilot -- Vol. 4, Issue 26

'FLYIN' TIGER' GOES FOR THREE WORLD RECORDS Bruce Bohannon is once again setting his sights high, but this time he will be going after not one, but three world records in the same flight. He plans to establish a time to climb record to 12,000 meters (39,000 feet) in "The Exxon Flyin' Tiger," a first for piston-engine aircraft. In doing so, he will blast through two of the "Tiger's" existing absolute (although the altitude has not yet been certified) and horizontal flight Class C-1.b records that were set at Sun 'n Fun. Bohannon will go for the records at this year's EAA AirVenture at Oshkosh next month.

ROCKET-POWERED LONG-EZ PERFORMS TOUCH-AND-GO Rocket-powered airplanes are not known for making touch-and-go landings. But that's exactly what XCOR Aerospace's EZ-Rocket--basically, a Long-EZ with a kick--did on Monday. After flying over Mojave Airport, test pilot Dick Rutan shut down both liquid-fuel engines and did a dead-stick landing. He then relit the engines and took off for the aircraft's tenth flight to date. The company said that the flight demonstrated its goal of safe and routine rocket operation. The research aircraft is to soon fly for the public at Oshkosh.

COMPANY CERTIFIES SYNTHETIC VISION SYSTEM Universal Avionics Systems Corporation has received FAA approval for its Vision-1 Synthetic Vision System. Company officials said that it's the first terrain-based synthetic vision system to receive certification. It provides the pilot with three-dimensional views of the aircraft with respect to the flight plan and surrounding terrain. Other companies are also

web page: eaa478.tripod.com

working on similar systems that may eventually end up in smaller aircraft.

AOPA ePilot -- Vol. 4, Issue 27

MORE TCM ENGINES PROPOSED FOR AD

Two engine models would be added to an existing airworthiness directive affecting several Teledyne Continental Motors engines under a proposed amendment to the AD. The proposal adds TCM C125- and C145-series engines to an AD issued two years ago regarding magnetos in TCM O-300, IO-360, TSIO-360, and LTSIO-360-AE engines. The AD requires an inspection of magnetos to assure that a stop pin is in place, and if it is not, the engine gear train must be inspected as well. Submit comments in triplicate to the FAA, New England Region, Office of the Regional Counsel, Attention: Rules Docket 2000-NE-19-AD, 12 New England Executive Park, Burlington, Massachusetts 01803-5299. Comments will be received until August 26 from interested parties.

AVflash 8.26a

LYCOMING AD ISSUED: The FAA has finally issued as a final rule an amendment that relieves the requirements of Textron Lycoming's Mandatory Service Bulletin MSB 543A and eliminates the need for oil filter converter plate gasket or converter plate kit replacement every 50 hours TSN, TSO, or time since the last replacement. Lycoming had devised an alternative means of compliance that did away with the frequent replacement of faulty gaskets back in October 2000 by providing a replacement gasket that was up to the task. "Since it was found that immediate corrective action was required," the FAA's rule comes without the standard comment period in the interests of safety and it will go into effect July 3, 2002. Regardless, the FAA would still like to improve on it and is accepting comments through August 19, 2002.

AVflash 8.26b

SECTIONALS GET VFR WAYPOINTS: The FAA announced it would add "VFR waypoints" to sectional and terminal charts, providing navigational data in Airport/Facility Directories to make it easier for transient pilots to pick out visual landmarks habitually used by local air traffic controllers as location reporting points. The new VFR waypoints are identified on the charts by either a flag-and-pole graphic (like existing visual check points) or a four-pointed star. Five-letter strings (each beginning with "VP") will be used as identifiers for the VFR waypoints, which may soon find their way to a GPS database near you.

AVflash 8.27a

SLICK MAGNETO, AIR TRACTOR ADS WIDENED: The FAA will order owners of airplanes with Continental C-125

and C-145 engines with certain Slick Magnetos to have the mags inspected sooner rather than later. Those engines were skipped in an Airworthiness Directive (AD) that went out two years ago. A pin in the mag can come loose and fall into the gear train, sometimes with disastrous results. The AD will be in effect July 12, but why wait. Air Tractor owners also have another AD rerun to contend with. The fix for cracks that formed in the left longeron and the upper diagonal tube of the fuselage frame isn't working and the problem has also been discovered on other Air Tractor Models.

AVflash 8.28a

AG PILOT TO THE RESCUE: AgCat pilot Mike Deck dropped 200 gallons of water on a residential home ... and it was a good thing. Deck noticed smoke rising from the house of Hillsboro, N.D., resident Jason Siegert. Although his initial thoughts concluded that this was a bonfire, as he approached the house it became evident that its deck was on fire. The fire department was called but Deck knew that immediate action was necessary. At the same time, he remembered having filled the AgCat with 200 gallons of water, as he wanted to test out his newly rebuilt spray system. So, he swooped over the house and sprayed the water right on the flames. While this is the first time he has ever done such a thing, Deck doesn't think much of it. "It was kind of being at the right place at the right time," he told the Grand Forks Herald.

IN THE CHOCKS

With the dog days of summer, I was given the opportunity to travel to Greenville NC to deliver some furniture for my daughter's apartment. I've done this trip by airline flying into Pitt-Greenville on many occasions. It's only an hour and ten minutes cruising down in the RV-4 (airplanes are a wonderful thing) and about 5 hours by interstate. Not to mention the traffic backup for the Potomac River's "Nice" bridge on Rte 301 returning on the Sunday following the 4th of July. I just couldn't figure out how to stuff a pull-out couch and a passenger in the airplane. But you know, I'm looking forward to my next trip down to Greenville.... in the RV-4!

-Paul Gambacorta, Editor

FLYING DESTINATIONS

Event	Date	Location
Ch 240 Pancake Breakfast	13 July	Toughkenemon, PA
1941 Aircraft Group Air Show	13-14 July	Geneseo, NY
EAA Summer Fly In	13-14 July	Hagerstown, MD, (HGR)
EAA Airventure	23-29 July	Oshkosh WI (OSH)
Wildewood Museum Annual Airfest / Breakfast	10 August	Cape May, NJ,
Ch 240 Pancake Breakfast	10 August	Toughkenemon, PA
CAF Wings Over Frederick	17-18 August	Frederick, MD
Virginia State Fly In	7-8 September	Petersburg, VA (PTB)
48 th Annual Fly In Breakfast	8 September	Limerick, PA (PTW)
EAA East Coast Fly-In	13-15 September	Toughkenamon, PA
Annual Airfest	21 September	Ocean City, NJ
Fly In Breakfast	21 September	St Mary's, MD
Pax River Airshow	28-29 September	NAS Patuxent River, MD (KNHK)
Fly In Breakfast	12 October	Toughkenamon, PA
Aerobatic competition	26-27 October	Farmville, VA

CALENDAR OF EVENTS

Event	Date	Location
Chapter Meeting	16 July	St Mary's Air Terminal Refreshments - G. Stevens
EAA Air Venture	23-30 Jul	Oshkosh, Wisconsin
Board Meeting	2 Aug	T&E Museum
Chapter Mtg/Picnic	20 Aug	Chesapeake Ranch
Mid Eastern Fly-In	6-8 Sep	Marion, Ohio
Virginia State Fly-In	7-8 Sep	Dinwiddie Cty, VA
East Coast Fly-In	13-15 Sep	Toughkenamon, PA
Chapter Meeting	17 Sep	St Mary's Air Terminal Refreshments - S. Lewis & J. Johnson
Fly-In/Open House	21 Sep	St Mary's Co., MD (2W6) Duke Regional Airport
Air Expo	28-29 Sep	NAS Patuxent River, MD
Board Meeting	11 Oct	T&E Museum
Chapter Meeting	15 Oct	St Mary's Air Terminal Refreshments - P. Gambacorta
Board Meeting	8 Nov	T&E Museum
Chapter Mtg/Election	19 Nov	St Mary's Air Terminal Refreshments - B. Wilder
Board Meeting	6 Dec	T&E Museum
Chapter Meeting & Christmas Party	17 Dec	St Mary's Air Terminal