



EAA Chapter 478

# COCKPIT CHATTER

Lexington Park, MD

May 2003

## Next Chapter Meeting:

20 May 2003, 7:00 PM  
St. Mary's Airport (2W6)

In this issue of *Cockpit Chatter*:

From the Top, Bernie Wilder reviews the plans with Chapter 1362, expanded governing board meeting, the latest fly-out, Air Expo, and Young Eagles.

Governing Board Meeting Minutes, routine business is handled at the once-a-month governing board. Meetings are planned for the second Thursday of each month at the St. Mary's Airport Terminal Building. Discussion included Camp Scholarship Program, July picnic, Young Eagles Day, and Community Aviation Day.

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

Treasure's Report, Lois lists the current balance.

Young Eagles, Bernie Wunder shares the plans and is looking for help for Young Eagles Day, June 14<sup>th</sup>.

Curtis A1 Triad, Dave Z. provided a progress report.

2003 Patuxent River Air Expo - 24-25 May 2003

Member's Forum, look here for contributions from your fellow chapter members.

EAA Network, Young Eagles exceed 900,000, Fly Baby designer passes away, X-prize sweepstakes, Mackay Trophy, local Sportair Workshop.

From the Web, X-31 local experimental test aircraft, Lasik, Chambersburg Airport, First flight facility, AOPA Fly-in, Kent County airport.

In the Chocks, travels over for now with my return from the Australia.

Flying Destinations put together from EAA website, any additions?

Calendar of Events roughed out this year, any additions or details?

## **FROM THE TOP**

*Bernie Wilder, Chapter 478 President*

We had a great general meeting on April 15. Good discussions with wide participation. The program was one of the best we have had. Right up there with the visit to the Kimbles Yak stable. This months promises to be as good as Bernie Wunder shows us his presentation on the KR 2 in general and his specific project. Bernie spoke to us a few months ago but this is not the same presentation and anyway, that night it had snowed and we only had

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### Chapter Officers

President: *Bernard Wilder*

Vice President: *Tom Weiss*

Secretary: *Open*

Treasurer: *Lois Rose*

### Committee Chairs and Chapter Advisors

Social Chairman: *Bernie Wunder*

Membership Chairman: *Lois Rose*

Program Coordinators: *Open*

Librarian: *Paul Gambacorta*

Flight Advisors: Tom Macdonald, Steve Grohsmeyer

Technical Counselors: *Ed Stewart, Nate Frank, Bernie Wilder,*

*Bob Andrews*

Newsletter Editor: *Paul Gambacorta*

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

seven or eight in attendance so most of you were not there.

Discussions with the leaders of Chapter 1362 have resulted in an agreement that presents a win/win situation for both their chapter and ours.

We have agreed to jointly sponsor Young Eagles Days and Fly-Ins. This year, due to the restraints the ADIZ places on activities in their home field, the activities will likely be only at 2W6, including the Young Eagles Day planned for June 14 and the fall fly-in planned for September 20. However in the future they will become home and home events. That is, we will co-sponsor events at their field (2W5) and they will co-sponsor events at 2W6. This will apply to their planned spring fly-ins in the future and our fall fly-ins and the sponsorship of Young Eagles Days not held on International Young Eagles Days.

The arrangement as approved at our last meeting will be that the home chapter will be the main organizer and will provide the "Chairman", will manage the finances and benefit from any profit. Other than that it is intended that both memberships will pitch in and work together to make the events as successful as possible. As I said above, it is a win/win situation for both our memberships.

Three members of their chapter participated in our first expanded Governing Board meeting that included team leaders for the YE day and the fall fly-in. Minutes of this meeting are reported separately.

We had a successful Fly-Out on April 27. The number of participating Pilots tripled. Paul Gambacorta with his RV, Sid Wood in a C-152 and B. Wilder in his Pulsar. Dave Zorychta rode in the right seat in my Pulsar on the way to Chesterfield, southeast of Richmond, and in the rear seat of Paul's RV on the way back. The restaurant serves a very good breakfast buffet. Also in the buffet were the lunch dishes. So I have one plate of breakfast, went back for a second plate of lunch and a third for desert. I'll let the others confess for themselves. I had to fast for the next two days to get back to my pre-fly-out weight.

There were two empty seats so I urge those who don't

have planes and want to participate in a fly-out to cast around amongst the members for a seat. It is a shame to let any go to waste. I already have a passenger for the June 22 Fly-Out.

We are coming into the flying season now and activities are piling up. The Air Expo at the Pax River base is the 24th and 25th of May. Bernie Wunder can still use some more help and is looking for a project to display. June 14 is International Young Eagles Day. Bernie Wunder has things pretty well organized but is looking for more hands. June 22 is the next Fly-Out. Our annual picnic will be held in July - we will discuss dates at the May meeting. There also will be a Fly-Out on July 20 and Oshkosh starts the 29th of July and goes to August 4. Another Fly-Out is planned for August 24. And in September the summer activities culminate in the Fall Fly-in on September 20 with another Fly-out planned for the next day. ((Maybe we should postpone that a week ! )

So get ready, we need all your help. Your local Chapter is like a piggy bank - you don't get anything out of it that you don't put in ! But unlike your piggy bank, participation in your chapter's activities pays you dividends.

- Bernie W.

## **GOVERNING BOARD MEETING MINUTES**

May 8,2003

Meeting time and date was changed to the second Thursday and to 7:00 pm at the terminal at 2W6. Subsequent meetings will be the same time and location until after the fall fly-in. This will make it more practical for members of Chapter 1362 to attend. The next meeting will be the SECOND Thursday of June rather than the first. That is June 12. ((Your President will be in Scotland until the 6th of June.)) Don't cry for me... Etc.

Three members of Chapter 1362 attended; Doug White, Pres. of 1362, Jared Schott and Chip Lock. Bernie Wunder, Lois Rose, Dave Zorychta, Frand Drefs and Bernie Wilder were present from 478.

## GENERAL BUSINESS

Brief report on the April Fly-Out presented.

Frank Drefs represented the three who volunteered to develop guidelines for the Adventure Summer Camp Scholarship Program. ((Bob Andrews and John Nelson being the other two.)) It was decided that the three should pick their own "Chairman". It was felt that this committee would be the most logical group to also lead the fund raising effort to support the program.

Ray Stinchcomb has again graciously offered up his yard and hanger as the site for the July picnic. Bernie Wunder will be making the arrangements as soon as he gets the Air Expo and YE Day out of his hair.

## YOUNG EAGLES DAY

Bernie Wunder led the discussion on preparations for the YE Day. He distributed checklists and organization charts that will be used to ensure a smooth functioning event. Examples will be brought to the general meeting on May17. Chapter 1362 participation will be coordinated with Bernie by Jared Schott. See Bernie Wunder's report for more details.

## ST. MARY'S COMMUNITY AVIATION DAY

Note the name of the September 20 event. It is still a "fly-in" and it will be advertised in the usual aviation publications and all fliers-in will be welcomed. But it was decided that the time, work and expense that has gone into aircraft judging and plaques has not been worth the effort. We will try to place more emphasis on educating the public on the role of 2W6 in the community. Not least of which are our own fun and games. As many airplanes based at 2W6 as possible will be brought out and businesses based on the field will be urged to display. Any ideas as to how we can effectively build community support for 2W6 at the event will be more than welcome.

Chapter 1362 will be co-sponsors and will work with us on the various implementation teams.

Hours will be advertised as 8:00am to 3:00 pm. We

will try to serve some lunch type foods. Hot dogs hamburgers and possibly chili were discussed.

It is hoped that we can emphasize member's projects. I will bring the "boat" section of my Glass Goose. It would be great if we could get three or four (or more) builders projects there to show the public what we are doing.

Discussion then followed the organization of the "Fly-In Implementation Group - Fall 2003 Fly-In", inserted here.

General Chairman - Bernard Wilder,  
Chapter 478  
Co-Chairman for Chapter 1362 - Chip Lock

Team Leaders for:

Young Eagles - Bernard Wunder  
Pancake Breakfast/lunch - Tom Weiss  
Publicity - Lois Rose  
Finance - Lois Rose  
Ground - We still need a Team Leader for Ground Control - Someone who is also a part of CAP ? ? Responsible for crowd control-barriers, vehicle parking, admission, etc. ((Everything having to do with the people who come by surface.))

Aircraft - Flying - Kevin Riley  
Responsible for moving aircraft - those flying in, Aircraft parking, greeting, Ramp control, etc. movement of Young Eagles planes on the ramp ((In general everything to do with planes and pilots that fly.))

Aircraft, static displays - Paul Gambacorta - Police, military, 2W6 based certified and homebuilts and ultralight aircraft, Air Park Twins and radar plane if they come out, etc.

Displays/education - Sid Wood  
Arranging for/coordinating/setup of displays

by commercial or government organizations and other ground activities. These will be the main mechanism to illustrate the role of 2W6 in the community business and commercial activities.

Young Peoples Activities - Frank Drefs  
 - - - Some activity geared to the young - glider making and contest - Cheap Balsa plane making and gliding ? ? ? ? ? ((Not sure what we can/should do here.))

Air Adventure Summer Camp Scholarship Activities - Bob Andrews, John Nelson or Frank Drefs - Publicity for ? ? Fund raising for ? ? Hand outs on ? ?

**WHAT IS MISSING ? ? ? ? ? ? ?**

Set-up/Tear-down - All team leaders noted above. Team leaders and their teams for each aspect will be responsible for the set-up and tear down relating to their activities. Will be coordinated through the committee composed of the team leaders.

The items that were thought to be missing were:

1. We should try to get the fire department and/or the rescue squad to participate - hopefully and bring some equipment.
2. We need to appoint a "safety Officer" to look at our plans and be at the YE Day and Community Aviation Day to have no other responsibility than to make sure we are not inadvertently doing anything unsafe.
3. Make sure we do not need a "food permit" and if we do to get one.
4. Because of the pinching off of our airspace by the DC ADIZ, Pax River restricted area and the Dahlgren range and the fact that we will have pilots

who don't fly out of 2W6 regularly, we need to establish a route that all YE pilots will follow.

5. Get in writing that the County approves our use of 2W6 for the YE Day and the Aviation Day.

- B. Wilder, Pres.

**CHAPTER MEETING MINUTES**

**501c(3) Status**

EAA Chapter 478 received notification from the donation off their income tax as a charitable deduction. This was not a minor undertaking and I would like to thank all those who provided input and assistance.

- B. Wunder

**TREASURER'S REPORT**

<u>ACCOUNT BALANCE (as of 5/14/2003)</u>	
<b>ASSETS</b>	
Cash and Bank Accounts	
Checking	\$512.19
Savings	\$911.60
Petty Cash	<u>\$112.50</u>
<b>TOTAL</b>	<b>\$1536.29</b>
<b>TOTAL ASSETS</b>	<b>\$1536.29</b>
<b>LIABILITIES</b>	<b><u>\$0.00</u></b>
<b>OVERALL TOTAL</b>	<b>\$1536.29</b>

-Lois Rose, Treasurer

**YOUNG EAGLES INTERNATIONAL DAY**

We are in the final stages of planning. There are now 12.65 pilots who have indicated they will fly. There are still ground crew jobs open (see list in attached Word Document). We will need to publicize this event to get kids to fly to keep all these pilots happy. Anyone want to volunteer, please contact B. Wunder at [bwunder@mris.com](mailto:bwunder@mris.com) Thanks.

-Bernie "KR" Wunder

**CURTISS A1 TRIAD Status since (6 Mar 03):**

**Wing Struts.** Kevin Riley (EAA Chapter 478): The wood is all milled — I just have to start gluing up the blanks.

**Rudder.** Paul Gambacorta (EAA Chapter 478): No change. The wood frame is completed, minus the brass joint supports.

**Main Float / Pontoon.** Bill McMurry (EAA Chapter 478): Bill still in process of cutting all the wooden parts prior to beginning any assembly of the main float. He will pre-fit all the parts prior to final assembly. We are having problems finding the specific size wood screws that will hold the float's outside sheeting down while the epoxy sets (then removed).

**Engine (Model "O" V-8; 75 HP).** Ray Stinchcomb (EAA Chapter 478): Because we have not been able to find any Model O engine nor data/photos of same, Ray has suggested purchasing an actual Curtiss OX-5 engine. We planned to make a replica Curtiss "Model O" V-8 engine if we could take dimensions or could satisfy ourselves we had the actual engine or reasonable specifications.

**Propeller.** Bernie Wunder (EAA Chapter 478): Eight 1/2 inch boards have been laminated into a monolithic block of wood over 8 feet long, 4 inches thick and 13 inches wide. I have not weighed it, but it ain't lite! This required using 17 wooden clamps formed from 1x3s and threaded rods on each side for a six inch spacing between clamps. Each clamp had a threaded rod at each end with 2 nuts and since the boards needed to be glued and clamped one at a time to ensure a flat laminate, that meant taking off and putting on 34 nuts and washers each time. This number of nuts times 7 laminate joints equals 238 nut and washer removals and tightening. It took exactly one hour to perform this operation per laminate so a total of 7 hours were spent on the lamination stage and 1 1/2 gallons of glue. Next step is to draw the outline of the propeller on the laminated blank and start shaping it into the full-scale Curtiss propeller.

**Wing Panels (2 + 8 = 10).**

Sid Wood (EAA Chapter 478):

I have completed two coats of epoxy varnish on my two wing panels. The finish was a little rough, so I will scuff sand again and put on a third coat of epoxy varnish. Expect to finish the above by 5/18/03.

My last conversation with Jon Goldenbaum, Polyfiber GM, at Oshkosh last July, indicated he wanted to make only one trip to perform all the Curtiss A-1 fabric covering as required.

Dave Zorychta (EAA Chapter 478):

Since last report, using the wing jig constructed by Sid Wood, I framed the FINAL two wing panels. Figure 3 is an intermediate or outer wing panel, while Figure 4 is a center wing panel. Figures 5 through 11 give you an idea of what only one wing approximates (28 feet). Of course, with ailerons, the width is over 37 feet.

All ten wing panels have now been framed to date. I next have to sand and epoxy varnish my wing panels, prior to adding brass stiffener plating (.010 inch) over most of the joints.

**Total Expenditure of NAVAIRSYSCOM funds To DATE for this project:** \$1,174.18

-Dave Z.

**2003 PATUXENT RIVER AIR EXPO**

(repeated from previous newsletter)

Air Expo at the Patuxent Naval Air Station is on for 24-25 May 2003. We have been assigned a 15'x35' space with electrical power. This is our chance to showcase the Experimental Aircraft Association and our chapter. I plan on having three areas dedicated to the following: Young Eagles, EAA, and the A-1 project. But we will still have room to show off some projects. If you have an exhibit or idea, please let me know at the next chapter meeting. I also need some manpower /womanpower to man the booth for a couple of days. If several of us pitch in, we can run 4 hr shifts

and that will not place a big burden on anyone. If you plan on helping out and you do not have a base decal, I will need your name and SSN to get an advance pass. These names need to be submitted by 9 May. Here is your chance to meet the public, recruit a few new members and advance our cause in sport aviation. Please send me an e-mail or let me know if you can help us.

- Bernie "KR" Wunder

### MEMBER's FORUM

Look for member inputs in future newsletters.

- [Ed.]

### EAA NETWORK

EAA e-HOT LINE-Text, Vol. 3, No. 21

EAA YOUNG EAGLES PASSES 900,000 MILESTONE --- On Thursday morning, May 15, EAA's Young Eagles office announced that Young Eagle No. 900,000 had been officially entered into the world's largest logbook. He is Michael Baker of Paden, Oklahoma, and he received his flight May 3 during an EAA Chapter flight rally at Prague Municipal Airport (OK19) in Prague, Oklahoma. The pilot was David Ames, EAA 439967, Young Eagle Coordinator for Chapter 1098, Shawnee, Oklahoma. "I'm thrilled to death about that," Ames said when informed of the milestone. Coincidentally, Ames had just sent a packet off to the EAA Young Eagles office containing the names of 27 more new Young Eagles. "900,000! Well, we're over that hump, we just need another 100,000 and we'll reach the goal of 1 million."

EAA e-HOT LINE-Text, Vol. 3, No. 19

PETE BOWERS, FLY BABY DESIGNER, PASSES AWAY --- EAA was saddened to learn that Peter M. Bowers, EAA 777, passed away Sunday, April 27, in Seattle, Washington, at the age of 85. Pete was well known for his popular aircraft design, the Fly Baby, winner of the 1962 Experimental Aircraft Association (EAA) Design Contest. The easy-to-build and fly, low-cost, folding-wing airplane could be towed or trailered. Its design remains popular to this day.

EAA e-HOT LINE-Text, Vol. 3, No. 18

SCALED COMPOSITES REVEALS ENTRY INTO X-PRIZE SWEEPSTAKES --- Burt Rutan's innovative aircraft design company, Scaled Composites LLC, Mojave, California, unveiled on Friday, April 18 a secret manned space program first conceptualized in 1996 and in full development since May 2001. Scaled showed off its two new aircraft, the White Knight, an airborne launcher; and suborbital space ship, SpaceShipOne (SS1), along with rocket propulsion, avionics, simulator and ground support elements it hopes will propel the project into space by the end of 2004 to win the X-Prize Foundation's \$10 million award.

EAA e-HOT LINE-Text Vol. 3, No. 17

NAA ANNOUNCES 2002 MACKAY TROPHY RECIPIENTS --- The National Aeronautic Association (NAA) announced it awarded the 2002 Clarence Mackay Trophy to the Spectre team of the Air Force's 16th Special Operations Squadron, based in Hurlburt Field at Florida. Nicknamed Grim 31 after their call sign, this special 14-crewmen unit of an Air Force AC-130 Spectre received the award for their help in rescuing 82 U.S. Army soldiers. The soldiers, part of Operation Enduring Freedom, were trapped in a rugged valley in Afghanistan by Taliban and Al-Qaeda forces on March 2, 2002. During the rescue mission, Grim 31 engaged the enemy overhead at night, while two Black Hawk helicopters picked up the trapped soldiers, including 28 wounded, and brought them to safety. Each year the NAA and the U.S. Air Force present the trophy annually for the meritorious flight of the year, as well as for gallantry, intrepidity, and resourcefulness in either combat or noncombat conditions. The fourteen members of Grim 31 will receive the Mackay Trophy at the NAA's Fall Awards Banquet.

EAA Chapter E-Gram, Vol. 5 No. 5

Upcoming SportAir Workshops  
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June 21 - 22, 2003 Frederick, MD  
Topics: Sheet Metal Basics, Composite Construction, Fabric Covering, Electrical Systems and Avionics,

## Gas Welding and What's Involved in Kitbuilding?

For detailed information on SportAir Workshops, including cost, course descriptions and how to register: <http://www.sportair.org/schedule.html> or call 1-800-967-5746.

### **FROM THE WEB**

Avflash 9.20a

### **X-31A CAPS SHORT LANDING TESTS**

Forget about X-Men, just look what the X-plane can do -- and this is no comic book tale. Boeing's X-31A VECTOR recently completed three years of testing in which it used vectored thrust to shorten (and soften) landings. On April 29, test pilots (with lavish assistance from a complicated flight-control system) successfully put the VECTOR on the runway at Patuxent River Naval Air Station at a 24-degree angle of attack and 121 knots. That's twice the nose-up attitude as normal and 30 percent slower than the 175 knots at which some airplanes like this tend to stop flying. A GPS navigation system coupled to an autothrottle and autopilot control the X-Plane throughout the descent, using vectored exhaust to keep the aircraft flying.

Avflash 9.19b

### **NEW LASIK TECHNOLOGY PROMISES BETTER RESULTS...**

Pilots, even more than most folks, tend to obsess over the limitations imposed by poor eyesight, and the inconvenience of glasses and contact lenses. Well, there's a new twist to the most common form of vision-correction surgery, Lasik. The new procedure, which uses wavefront-guided technology that was developed at NASA, was approved by the U.S. Food and Drug Administration in August 2002. It's becoming more widely available as doctors acquire the equipment, and it got lots of attention at an eye surgeons' conference in San Francisco late last month. The system reportedly sharpens vision better than traditional Lasik, while avoiding side effects such as poor night vision or light sensitivity. **...BUT (THERE IS ALWAYS A BUT)** Because the new technique requires expensive equipment, says the Post, the wavefront procedure will cost patients as much as \$1,000 more than

standard Lasik, which averages about \$3,200 nationally. Results from clinical trials, the Post reported, showed that six months after surgery, 99 percent of 136 eyes saw 20/40 or better without glasses, while 80 percent were 20/20 or better, and 53 percent of patients said the sharpness of their vision without glasses had stayed the same or improved. The Post raised questions about the risks of a bad result, and whether all surgeons properly screen patients to ensure they are good candidates for the procedure.

Avflash 9.16b

### **SUPPORTERS FIGHT TO SAVE CHAMBERSBURG AIRPORT**

Supporters are trying to save the Chambersburg Municipal Airport in Pennsylvania. Borough council members seem intent on selling the 93-acre airport this year to land developers. Airport supporters are considering several options to keep the airport open for the foreseeable future. One option is to educate the local government on the field's economic value and its ability to run profitably, like Chambersburg's electric and gas utilities. Other ideas include the possibility of creating a municipal authority to buy the airport or finding a group of investors who might be willing to purchase the facility from the borough.

AOPA ePilot -- Vol. 5, Issue 20

**AOPA PILOT FACILITY OPENS AT FIRST FLIGHT** An all-new Pilot Facility, sponsored by AOPA on behalf of its members, is now open to assist the nation's pilots who visit the birthplace of powered flight during its centennial year and thereafter. AOPA donated the funds to construct the 900-square-foot Pilot Facility at the Wright Brothers National Memorial in Kill Devil Hills, North Carolina. Despite threatening weather to the north and south of First Flight Airport, several hundred pilots and visitors from as far away as California came to the park and nearby Dare County Regional Airport at Manteo to attend the grand opening ceremonies Saturday. Speeches, hot dogs, and tours of the Pilot Facility and historical park were the highlights of the day. "As a 64-year-old

organization, AOPA was looking for something that was lasting, that serves our members, and sends us into the next century of powered flight," AOPA President Phil Boyer told the crowd of more than 200 pilots. "Let's have a round of applause for the nearly 400,000 AOPA members who have made this first-class facility possible."

AOPA ePilot -- Vol. 5, Issue 19

**AOPA FLY-IN JUST FOUR WEEKS AWAY**  
 On Saturday, June 7, AOPA will host its thirteenth annual Fly-In and Open House ( <http://www.aopa.org/special/fly-in/2003/> ), the largest one-day event of its kind in the nation. Last year 895 aircraft jammed the infield at Frederick Municipal Airport (FDK) in Frederick, Maryland, home of AOPA's headquarters. An estimated 8,000 people attended. The AOPA Centennial of Flight Sweepstakes aircraft, a fully restored 1940 Waco UPF-7, will headline an aircraft static display. Visitors will have the opportunity to tour the AOPA headquarters building, browse through displays from dozens of vendors, and attend a variety of seminars, including one hosted by AOPA President Phil Boyer on the changing airspace environment. Activities begin at 8:30 a.m. Arrival procedures ( <http://www.aopa.org/special/fly-in/2003/procedures.html> ) and driving directions ( <http://www.aopa.org/special/fly-in/2003/drive.html> ) are available on AOPA Online.

AOPA ePilot -- Vol. 5, Issue 18

**LEND YOUR SUPPORT FOR PROPOSED EASTERN MARYLAND AIRPORT** AOPA is supporting ongoing efforts to develop a new general aviation airport in Kent County, Maryland, and now county officials want to hear from pilots interested in using the airport. The need for a new airport in Kent County increased dramatically when nearby Scheeler Field closed in 1996. The 4,200-foot paved runway (6/24) is planned to be located along State Route 297 between Worton and Chestertown, Maryland. The airport would offer general aviation services, fuel, hangars, and tie-downs. County officials, who still have yet to agree on moving forward with construction of the new airport, are now interested in hearing from pilots who have an interest in basing

their aircraft at the proposed airport. If approved, construction would take three to five years. Or if you would like to lend support for the new airport, write Kent County Commissioners, 400 High Street, Chestertown, MD 21620, fax 410/778-7482, or e-mail ([kentcounty@kentgov.org](mailto:kentcounty@kentgov.org) ).

**IN THE CHOCKS**

I made the April 27<sup>th</sup> fly-out to Chesterfield Co. Virginia. I didn't realize how much I depended on my Loran until it wasn't working. Brushed off the old IFR skills (I Follow Roads/Rivers). On the return trip with Dave Z. we were able to get some air-to-air shots of Bernie's Pulsar. I'd put it in the newsletter but it makes the file too large. I added a table for the fly-out dates.

Notice that I have convinced a couple of people to be flight advisor's for the chapter. Please use them as a source to answer your flying questions and first flight preparations. Both are very experienced test pilots, and knowledgeable in experimental and general aviation.

Finally, the joint ventures with Chapter 1362 will definitely benefit both our organizations.

*-Paul Gambacorta, Editor*

***FLYING DESTINATIONS***

<b>Event</b>	<b>Date</b>	<b>Location</b>
EAA Chapter 540 21 <sup>st</sup> Annual Fly-In	24-25 May	Smoketown PA
EAA Chapter 518 Fly-In/Breakfast	1 Jun	Reedsville PA
EAA Chapter 216 Fly-In	7 Jun	Pennsville NJ
New Cumberland Air Show	14 Jun	New Cumberland PA (CXY)
Tail Draggers Invitational	3-6 Jul	Wellsville PA
Last Chance Fly-In	30 Aug-1 Sep	Wellsville PA
Virginia State EAA Fly-In	6-7 Sep	Petersburg VA (PTB)
EAA East Coast Fly-In	13-14 Sep	New Garden PA (N5)
Danville Airshow	4-5 Nov	Danville VA

**CHAPTER FLY-OUT DATE / RAIN DATE**

<b>Fly-out Date</b>	<b>Rain Date</b>
18 May	25 May
22 June	29 Jun
20 July	27 July
24 August	31 August
21 September	28 September
19 October	26 October
13 November	30 November

**CALENDAR OF EVENTS**

<b>Event</b>	<b>Date</b>	<b>Location</b>
Chapter Meeting	20 May	St. Mary's Airport
Business Meeting	12 Jun	St. Mary's Airport
International Young I Day	14 Jun	St. Mary's Airport
Chapter Meeting	17 Jun	St. Mary's Airport
Business Meeting	10 Jul	St. Mary's Airport
Chapter Meeting	15 Jul	St. Mary's Airport
Business Meeting	14 Aug	St. Mary's Airport
Chapter Meeting	19 Aug	St. Mary's Airport
EAA Mid-Eastern Fly	22-24 Aug	Marion OH (MNN)
EAA AirVenture	29 Aug-4 Se	Oshkosh WI (OSH)
EAA East Coast Fly-l	13-14 Sep	Toughkennemon PA (N
Business Meeting	11 Sep	St. Mary's Airport
Chapter Meeting	16 Sep	St. Mary's Airport
Business Meeting	9 Oct	St. Mary's Airport
Chapter Meeting	21 Oct	St. Mary's Airport
Business Meeting	13 Nov	St. Mary's Airport
Chapter Meeting	18 Nov	St. Mary's Airport
Business Meeting	11 Dec	St. Mary's Airport
Holiday Dinner and C Exchange	17 Dec	St. Mary's Airport