



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

FROM THE EDITOR

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

In this issue of *Cockpit Chatter*:

From the Top, Bernie recaps the Chapter life-time member inductee, National Weather Service info, chapter hangar, and this months elections.

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.

Young Eagles; look for the latest events and plans here!

Curtis A1 Triad, look for the latest updates and plans here!

Member's Forum, Members get to share there building and flying experience or just cockpit chatter. Coot flight test report,

Custom Seats, and Private Pilots Enlisted for Security.

EAA Network, FAA approves internet as official source for aviation weather and NOTAMS.

From the Web, Lycoming 540 engines, and EXXON Mobile replacing questionable oil.

In the Chocks, Sorry, I won't be there, but, I'll be fly-in'.

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

FROM THE TOP

Bernie Wunder, Chapter 478 President

Our October meeting had a first for our chapter...we inducted our first chapter life-time member, Mr. Henry Bonner. Ray has put photo's on the web page. Henry did a lot to help our chapter and we will miss him as the museum's director. But we have a new chapter member!! We also had a good weather presentation given by a National Weather Service representative, Ms. Kate Schlachter. Paul Gambacorta outdid himself with refreshments sandwiches, the fixings and dessert - thanks, Paul. This month we will be back to listening about airplanes from one of our own members building a RV.

We have talked about a chapter home and hangar for quite a few years. New hangars are going to be built at the airport and there has been some interest in seeing if the chapter could get one and rent it to members. We will discuss it at the business meeting this month. The Board of Director's recommendation is to proceed if there is someone who will volunteer to lead the effort and it is cash neutral to the chapter. So if you are looking for a hangar space or a place to do final construction of your airplane, this might be of interest to you.

We will have election of officers this month and still no one has volunteered to be president. I would like to give someone else a chance to lead the chapter (fresh blood, new ideas, etc.). It does not take any special qualifications to fill this officer spot, just the ability to delegate and work with a bunch of great chapter members. All of the other officer positions are filled and most of the committee chairs are filled. All of the mundane paperwork (incorporation, by laws, taxes, etc.) has been completed, finalized and on autopilot, so now we can concentrate on moving the chapter onto the next level...things like finding a chapter home, having some fun filled activities, getting airplanes built and flying, etc. So someone please volunteer so I can be Social Chairman!!

Please join us in the fun we expect to have our monthly meeting at 7 pm on the 19th of November. Fly and build'em safely!!

- Bernie

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/>

CHAPTER MEETING MINUTES

General meeting Minutes for 15 October 2002

Meeting opened by the president at 7:00.

Special Presentation

Mr Henry Bonner, long active in the Patuxent Air Museum was presented with a Life Membership in Chapter 478 and an Honorary Membership in EAA by President Bernie Wunder in recognition for his service through the years to our chapter.

Program: Program was presented before the business meeting as the presenter, Ms Kate Schlachter had to drive back to the DC area.

Ms Schlachter, a pilot herself and a long time NOAA specialist, described the features of the updated web site <www.aviationweather.com>. The presentation was well received and member participation active.

Business Meeting followed but was truncated due to the reverse sequence and the hour.

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

Committee Reports:

Nothing of significance was reported.

Correspondence:

None to report.

Old Business:

2001 Income Tax — Form 990EZ and letter of explanation has been sent to the IRS.

New Business:

Sign-up sheet for 2003 calendars was distributed. New for this year is a desk top daily calendar. Wall calendar will again be available. Prices has gone up as has the number one must buy to get a price break. Sign up sheet will be distributed again in the November meeting.

Chapter Home was discussed with no resolution being reached.

Xmas party discussed — No decision.

Upcoming Programs --

November - RV-8 or KR2 project presentations and the election of officers.

- Submitted by B. Wilder, Secretary

GOVERNING BOARD MEETING MINUTES

Minutes of Meeting of 7 November 2002

President, Treasurer, Secretary, and Past President Sid Wood, and Web Master were in attendance.

Committee Reports:

Nominating Committee -

Board Members -

Eric Chase is willing to continue his service as long as he is still in the area.

Frank Drefs - Willing to serve in the other At Large Board position.

Treasurer - Lois Rose is willing to serve another term as Treasurer.

In the absence of a candidate for President, several alternatives were discussed, including disbanding the chapter.

Old Business -

Calendars - It will be proposed that if the number of member orders approaches 25, the Chapter will buy enough to bring the total to 25 to obtain the first price break. ((\$.90 per))

Xmas Party - 17 December. Bernie W. X 2 will cook turkeys and members will bring a dish. There will be a gift exchange. Limit \$10.00 per gift.

Chapter Home - The Board will recommend at the November meeting that the Chapter sponsor the rental of one of the new hangars at 2W6 IF,,,,,IF someone will volunteer to head the effort and IF the enterprise will be no less than cash flow neutral. There may be the possibility of building a mezzanine at the end of the hangar for office/storage/etc.

501c3 Status - The board will recommend that the Chapter spend the \$150.00 necessary to file papers for 501c3 status.

The possibility of changing the emphasis of the annual fly in from "Fly"-In ((We haven't had many planes to fly-in in the past few years anyway.)) to Community-In was discussed. The emphasis would be on community involvement, education, support building, etc. Local aviation and aviation related activities would be emphasized.

AOPA has materials on how to organize such an event. The Secretary was tasked

with obtaining these materials for review and further discussion.

- Submitted by B. Wunder

<u>ACCOUNT BALANCE (as of 11/6/02)</u>	
ASSETS	
Cash and Bank Accounts	
Checking	\$424.39
Savings	\$1015.19
Petty Cash	<u>\$120.50</u>
TOTAL	\$1,560.08
TOTAL ASSETS	\$1,560.08
LIABILITIES	<u>\$0.00</u>
OVERALL TOTAL	\$1,560.08

- Lois Rose, Treasurer

YOUNG EAGLES

Look for updates in future newsletters.

-Ed

CURTISS AI TRIAD

Look for updates in future newsletters.

- Ed.

MEMBER's FORUM

Coot N108D Flight Test Report

Over the weekend of October 23, I completed high-speed taxi testing and logged 1.96 hrs flight time. Friday evening, I trailered the Coot to St. Mary's airport, configured the aircraft for flight, and tied it down in a transit parking space. Saturday morning, weather was not conducive to flying with ground fog and a 300 ft ceiling. Perfect time to use the runway for high speed taxi testing. On the multiple runs down the runway, the Coot's braking and handling proved adequate. During three of the last runs, I popped the Coot up into ground affect, leveled off under full power, reduced power, and landed all with plenty of runway to spare. Post landing roll out resulted in nose wheel shimmy; which definitely needed to get fixed. The thrust lever arm due to the high mounted pusher engine/prop was evident and predictable during power setting changes. A family related activity scheduled for early Saturday afternoon put an end to the taxi testing. Later that afternoon the weather had improved. I returned to the Coot, and prepared the aircraft for my first flight. The takeoff run was short as the Coot got into the air quickly. Climbing out at full power I quickly reached pattern altitude. Pitch, roll, and yaw control was quite predictable. I performed several turns, and set up for both cruise and slow flight to explore the Coots flight envelope before returning to the field with 0.7 hrs flight time. Landing was uneventful as I modified the nose wheel prior to the flight to prevent shimmy. Post flight inspection provided no surprises. Engine pushrod tube seals are still leaking some - seals have arrived; I just need to install them. The new crankshaft seal is doing its job. Sunday afternoon I returned to the Coot and flew it

for 1.2 hours doing several takeoffs and landings at St. Mary's as well as a few at Chesapeake Ranch, where I finished the day's flight. Aside from a few gripes associated with radio reception, the Coot performed well. Overall assessment is that this airplane requires a different discipline then my previous airplane - the Piper Clipper. Performing full stall landings in the Clipper was something that I often did. The Clipper easily accommodated the runway relative nose high attitude required at flare out for near stall landings ... the Coot on the other hand does not. Hence, a near stall landing attempt at CRE resulted in the tie down ring at the water rudder hitting the runway first followed by the mains hitting the runway a lot harder then I would like to ever do again. In short, the Coot needs to be landed flat - at a higher speed. Even with the higher speed on final (85 mph IAS), the Coot lost its energy fast once power was removed using less the 1,000 feet for roll out. When landing the Coot, pitch attitude w/r to the runway and rate of decent are the main parameters to nail while on final approach. The airspeed with these two parameters set is in the 80-85 mph IAS range - well above stall speed (around 50 mph). The objective for the next flight is to calibrate the airspeed indicator against GPS speed. Following is a way cool website that allows the user to enter in the GPS recorded speeds at three cardinal headings for a given IAS reading. The output is the aircraft TAS for the given (flown) IAS. This goes a long way w/r/t knowing your airspeed indicator.

http://www.reacomp.com/index.html?true_airspeed/index.html

Looking forward to future flights and future landings both on land and on water.

- Bob Andrews

Custom Seats

I recently received some info from Jon Johanson (RV-4 round-the-world pilot) on his custom seats he used on his long flights around the world. They are supposed to be some of the most comfortable seats around, especially for long-duration cross-country flights. Unfortunately, shipping from Australia is very expensive, so I'm forwarding this info to find out if anyone else is interested in sharing a bulk order for these seats. They probably work well with various aircraft in addition to RVs. Some additional info and a picture are available at http://www.tabshred.com/moe_/jonsseat.htm. I also have some info on the best cushions to use with these seats (or check out www.oregonaero.com).

Please let me know if you'd be interested in ordering these seats and splitting the shipping costs, and feel free to pass this along to anyone else that might be interested. Thanks.

Hi John.

Please find attached the information sheet for the seats. Shipping, air freight, is door to door and costs approximately \$300. From ordering to shipping is usually six to eight weeks.

If you order seats I can then email you a selection of colours for you to choose from which can be done while the seats themselves are being constructed.

If you have any questions please feel free to contact me.

All the best,

Jon Johanson

- John Nelson

Private Pilots Enlisted for Security

TSA Seeks Reports of Suspicious Activity

By Sara Kehaulani Goo Washington Post Staff Writer
Thursday, October 10, 2002; Page A14

The Transportation Security Administration said yesterday that it is developing a program to encourage pilots who fly small private planes to report suspicious activity at airports.

Organizers of the program, called "Airport Watch," likened it to a neighborhood watch program. Pilots will be encouraged to take note of suspicious people hanging around privately owned aircraft and report them to the TSA using a toll-free number that will be set up in December.

The government and the Aircraft Owners and Pilots Association, a group of 385,000 pilots of small planes, developed the program because of intelligence reports that terrorists might use small aircraft in an attack.

Airport Watch is the latest effort by the government to encourage the public to be vigilant and report suspicious behavior. Earlier, Attorney General John D. Ashcroft urged neighborhood watch programs to report possible terrorist activities.

The Justice Department also began a program, called Operation TIPS, that encouraged mail carriers, utility employees and truckers to tell authorities about suspicious activities. The program was scaled back in August after some members of Congress and the American Civil Liberties Union likened it to a national spy program.

Rachel King, ACLU's legislative counsel, said in a prepared statement that Airport Watch "at first glance . . . does not appear to pose the same threat to basic freedom as Operation TIPS."

Warren Morningstar, spokesman for the pilots group, said pilots have not been sure whether to call local police, the FBI or the TSA to report suspicious activity.

web page: eaa478.tripod.com

The pilots association is producing a video and brochures to tell pilots what to look for -- for instance, people who seem to be loading unusual items on a small plane, making unusual modifications to aircraft or "who don't seem to fit in."

"We're . . . the folks who are the eyes and ears. We know the neighborhood, we know the streets," Morningstar said. "That's why neighborhood watch is so effective. That's why we think Airport Watch will be effective."

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-provided by Lois Rose

EAA NETWORK

EAA e-HOT LINE-Text Vol. 2 No. 28

FAA APPROVES INTERNET AS OFFICIAL SOURCE FOR AVIATION WEATHER AND NOTAMS ---

The FAA is now providing a process for ensuring reliability and accessibility of aviation weather and NOTAMS over the Internet. The announcement for this process appeared in Advisory Circular 00-62, released on November 1. EAA feels this is a good first step in developing the Internet as a pilot resource. After all, EAA has been delivering Flight Planning, TFR's, NOTAMS, and weather to it's members for well over a year with its service provider, www.AeroPlanner.com.

FROM THE WEB

AOPA ePilot -- Vol. 4, Issue 46

MORE BAD NEWS ON LYCOMING 540 ENGINES For the fourth time this year, the FAA has acted on certain 540-series Lycoming engines. Under the new airworthiness directive (AD) http://download.aopa.org/epilot/2002/20022306_ad.pdf, certain owners that replaced defective bolts under the previously issued AD may be required to remove and replace the bolts once again. This time, the agency issued a final AD on Lycoming crankshaft retaining bolts. AD 2002-23-06, applicable to Lycoming AEIO-540, IO-540, LTIO-540, O-540, and TIO-540 engines with part number STD-2209 crankshaft retaining bolts installed, supercedes Emergency AD 2002-20-51 issued in early October. The new AD requires operators of engines that had crankshaft retaining bolts replaced during field overhaul or maintenance between November 27, 1996, and the present--and engines repaired at Lycoming between November 27, 1996, and November 10, 1998--to replace the defective bolt with a new retaining bolt contained in Lycoming kit number 05K19987.

AVflash 8.46a

EXXONMOBIL REPLACING QUESTIONABLE OIL:

An AOPA member last week alerted the association after he noticed metallic sediment at the bottom of a bottle of Exxon Aviation Elite 20W-50 oil. AOPA claims that ExxonMobil in

August discovered that some 1,100 cases of the oil distributed in early summer (lot number 002933K 4132050 and Fill Code P020430B) had been contaminated with fine metal particles from a wearing pump used in the manufacturing process. At that time, the company alerted its distributors and offered to replace unsold oil. According to AOPA, ExxonMobil says the sediment is harmless even if ingested by your engine, but settles during shipment, adhering to the bottom of the bottles even when the oil is poured out. AOPA and ExxonMobil both indicated that they would run independent tests of the questionable oil.

IN THE CHOCKS

I see the construction of the new hangars along the old fence line. Hmmm...is that progress. I walked down the west end grassy area, where they parked the DC area airplanes with my dog, and thought with a little improvement it might be a great location for the annual fly-in, can I call it that? It would definitely be more space and more rustic. Days have grown shorter, Bernie Wilder has put wheel fairings on his +300 mph Pulsar, I think, to make it go faster. See you at the November chapter meeting.

-Paul Gambacorta, Editor

CALENDAR OF EVENTS

Event	Date	Location
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