



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

**FROM THE EDITOR**

**Fly-In:**

14 September 2002, 8:00 AM  
Air Terminal Building  
St. Mary's Airport (2W6)

**Next Chapter Meeting:**

17 September 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 picnic, provides Fly-In info, brags about the KR gathering, and lets us know elections are coming in november.

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.

September Program, With the Fly-In, this month's program is pot-luck.

Young Eagles: Plan for Young eagles at the annual Fly-In.

Curtis A1 Triad, Dave Zorychta provides an update of the work in progress. No update in this earlier than usual edition.

Member's Forum, Members get to share there building and flying experience or just cockpit chatter. No articles in this earlier than usual edition.

EAA Network, describes events sponsored by the EAA and its chapters: 1000<sup>th</sup> RV-7.

From the Web, Avionics pioneer retires, Revised Wash/Balt TAC, Yeager's final sonic boom? Canadian aircraft banned, Aircraft registrations on CD\_rom, Eclipse 500 launches first flight, Flustered amphib owners.

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. Initial draft.

**FROM THE TOP**

*Bernie Wunder, Chapter 478 President*

If you missed the picnic last month, you missed a great time and good food. We need to thank Leah and Ray Stinchcomb for being the outstanding host for the picnic. We even had a few fly-ins and Sid brought his Major Achievement Trophy for all of us to see. Congratulations again, Sid, for all your volunteer efforts.

September is turning out to be my month for fly-ins. Today (9/7/02) I went to the 6<sup>th</sup> annual Virginia EAA fly-in at Dinwiddie Airport. They are getting bigger every year and what a beautiful day. Even got to see and talk to some KR-2 pilots. I heard Bill O' Brian give his Oshkosh lecture on the new Sport Aviation pilot NPRM. That is an interesting "happening" that is coming down the road.

Next week we have our fly-in. Eric Chase has been working hard to get it organized and we all need to support him. He briefed the Board of County Commissioners on the 20<sup>th</sup> of August and I heard that he was a hit on channel 10 television! I still need all the Young Eagle pilots I can get plus we need judges, helpers, etc. If you have a project or can display something, please bring it out. We are having a set up meeting on Friday, the 13<sup>th</sup> of September at the airport. So contact Eric as to what you can do so **he won't lose any more of his hair over this event** :o)

Then the following week I go to Red Oak Iowa for the KR gathering. I have already seen a picture of the airport. This year was the 30<sup>th</sup> anniversary for the KR and Jim Faughn gave a great

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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*

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presentation at Oshkosh. If you are interested in seeing it, go to [http://flyboybob.com/oshkosh2002/oshkosh\\_2002\\_kr\\_forum.htm](http://flyboybob.com/oshkosh2002/oshkosh_2002_kr_forum.htm). He had a picture of the Red Oak airport at the end of the brief.

Finally, we need to hold the election of officers in November. Tom Weiss is the chair of the nomination committee. They are struggling to find a replacement for me. I told them that if someone would volunteer to be Program and Social Chairman, I could run again for President. So if you want a new president, **don't volunteer** to be the Program or Social Chairperson!!

It looks like our heat has broken and we are in for some nice days. Please join us in the fun we expect to have at our fly-in on the 14<sup>th</sup> and our monthly meeting on the 17<sup>th</sup> of September. Fly and build'em safely!!

- Bernie

**CHAPTER MEETING MINUTES**

See - From the Top

**GOVERNING BOARD MEETING MINUTES**

Date/time: 7 September 2002/12:00pm

Place: Navy T&E Museum

Attendees: Sid Wood; VP Tom Weiss; President Bernie Wunder; Treasurer Lois Rose; Web Master Ray Rose

1. There was no Secretary's report since the Secretary was attending his Pulsar gathering in Kansas.
2. Treasurer's report: \$1518.03
3. Committee reports:
  - Fly-in: Eric was on business travel, so no update per se. Bernie and Eric talked with Steve Bilman on 9/5/02 and Steve was going to contact airplane owners on ramp in front of terminal to see if they could move their airplanes for the fly-in. Steve did not want us to stage Young Eagle flights from the area where the MD helo flies. Board recommended that \$5 be charged for adults for breakfast and \$3 for kids. Recommendation made that those attending/working sign up to know who was involved.
  - A-1: Dave Z was on business travel and no report.
  - Nomination committee: Tom reported that there was no one who wanted to run/be president. Bernie stated that if someone would sign up for programs and social chair, that would free him up to run again for president! Ray volunteered for a board member position. Lois volunteered to take over membership committee chair.
4. Old Business:
  - Chapter hangar - some lengthy discussion; need to have more funds in treasury if we want to rent a hangar to sub-lease to members. This brought up a discussion about raising chapter member dues to \$20/year with a \$10/yr for a family member. Board passed recom-mendation and it will be presented to membership.
  - Picnic lessons learned: need to stagger eating or start cooking earlier so everyone can eat at once.
  - Bernie reported that he received comments on the 501c3 application he compiled for tax exempt status from an EAA CPA volunteer. He will incorporate the changes and the package should be ready for submission if we

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want to spend the \$150 to do it. Sid mentioned that he had received a letter from the IRS stating we had not filed 2001 income tax form. Bernie to submit form.

5. New Business:
  - Bernie received a leather jacket from EAA HQ as a result of buying tickets in the annual sweepstakes. He wants to donate it to the chapter to raise money. Recommendation made to raffle the jacket at the fly-in with stipulation that raffle winner will not be drawn until a minimum of 100 tickets sold.
  - Henry Bonner is retiring from the museum. Board recommended that he be given a plaque and an honorary EAA membership.
6. Upcoming programs:
  - September: re-visit the fly-in, talk about the A-1, other fly-ins that members may have attended.
  - October: NOAA Weather Guesser
  - November: RV8/election of officers/board members
7. Meeting adjourned approximately 12:45pm  
- Submitted by B. Wunder

**TREASURER'S REPORT**

<u>ACCOUNT BALANCE (as of 9/6/02)</u>	
<b>ASSETS</b>	
Cash and Bank Accounts	
Checking	\$336.48
Savings	\$1013.91
Fly-Ins	\$0.00
Pancake Breakfasts	\$0.00
Petty Cash	<u>\$107.00</u>
TOTAL	\$1,457.39
<b>TOTAL ASSETS</b>	\$1,457.39
<b>LIABILITIES</b>	<u>\$0.00</u>
<b>OVERALL TOTAL</b>	\$1,457.39

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

- Lois Rose, Treasurer

**YOUNG EAGLES**

[All, At some point or another I think you all indicated (or I hoped) you might be able to fly or help out with young eagles at our fly-in Saturday] Greg has dropped off 3 boxes of "stuff" and I have not had a chance to go thru it all. Here is my plan of attack:

- 1) I'm going out to the airport this Friday at 5pm to help set up. Tonight we briefed the CAP and we will have a couple of them help us out. We hope to be starting off around 8am.
- 2) I plan on having a big white board with the pilot and passenger(s) listed so we can schedule flights for a given time slot. I would like to plan on 2 flights per hr/pilot (but this is definitely negotiable !!)
- 3) **Step 1** is for the kid(s) to file out a registration form; **Step 2** is to turn in the registration form and be assigned a pilot; **Step 3** is when the kid's name is called, the kid(s) and the pilot will go

to the plane; **Step 4** is to do a pre-flight and actual flight of a few minutes. **Step 5** is to have someone meet the plane and take a polaroid picture of the pilot & kid(s)(maybe even some digital photos too);**Step 6** is to have the pilot & kid(s) return to the terminal building and the pilot will sign the YE flight certificate; and **Step 7** is to take a break or repeat the cycle!

4) The planes will be parked in a roped off area out by the little white house next to the taxi way. This way, hopefully, you won't have to taxi with spectators walking around. We plan on having taxi directors out by the area where the terminal ramp meets the taxi way to help direct and if needed, push the planes into position.

5) If anyone things that there is an unsafe situation or something needs to be adjusted, please let me know ASAP.

6) The plan is to only schedule kid(s) that we can fly. That means we will knock off registration as soon as all time slots are filled.

7) I hope to have some kid's activities that I picked up at the VA fly-in last weekend to pass out and keep folks occupied.

8) If you know of any pilots that could fly, please pass the word...we can use all the help we can get.

9) Appreciate all your help and I will have some handouts for pilots Saturday morning to orient you as to what to do if you need it.

Thanks again,

*-Bernie Wunder*

### CURTISS AI TRIAD

Nothing to report on the rudder and no other information for this early edition.

*- Ed.*

### MEMBER's FORUM

Nothing to report for this early edition.

*- Ed.*

### EAA NETWORK

EAA e-HOT LINE-Text Vol. 2 No. 18

**VAN'S MARKS 1000TH RV7 KIT SALE ---**  
On the morning of August 22, Van's Aircraft staff entered the order from Rick and Lori Threet, Winnemucca, Nevada, for the couple's new RV-7 empennage. on the morning The Threet's were issued RV-7 construction number 1000, just 510 days after the sale of the first RV7 kit. Van's staff gathered to celebrate the event and almost everyone in the company signed the shipping box for the Threet's empennage kit. Founder and President Dick (Van) VanGrunsven autographed an RV-7 baseball cap and T-shirt and included them in the shipment. "This is nice milestone," Van said. "We knew we had a good airplane when we flew the RV-7 for the first time, and it is very gratifying to see the discerning kit airplane market place recognize that. We wish Rick and Lori well on their project, and hope they have many fun hours building their new airplane...and many safe hours flying it."

### FROM THE WEB

AOPA ePilot -- Vol. 4, Issue 34

**AVIONICS PIONEER RETIRES** Gary Burrell, a man who helped make GPS a household word, has announced his retirement from Garmin Ltd. The move is effective August 24 when he turns 65. Burrell served as cochairman and co-CEO of the company. Although he will retire from day-to-day duties, Burrell will continue to work on business development projects and serve as cochairman of Garmin's board of directors along with Min Kao. Burrell and Kao founded Garmin in 1989. Burrell is the "Gar" and Kao is the "min" in Garmin.

AOPA ePilot -- Vol. 4, Issue 35

**FAA REVISES WASHINGTON/ BALTIMORE TERMINAL CHART** The FAA has updated the Washington/Baltimore Terminal Area Chart to reflect the P-40 TFR over Camp David in Maryland and Special Federal Aviation Regulation (SFAR) 94 surrounding Washington, D.C. Suggested AOPA enhancements incorporated into the revised chart include a new waypoint for pilots who wish to navigate via the VFR flyway between Baltimore and Washington Class B airspace. Other changes to the revised chart include notations regarding the TFR and SFRA procedures and a discontinuation of the north-south VFR flyway between Dulles International and Ronald Reagan Washington National airports. Pilots transiting the Baltimore/Washington Class B airspace area are strongly advised to obtain the most current chart prior to flight. See AOPA Online for a graphic

AVflash 8.34b

**YEAGER'S FINAL SONIC BOOM?** Brig. Gen. Chuck Yeager has been flying military aircraft since the 1940s, but during a visit last week to Edwards Air Force Base in California, he hinted he might be ready to give it up. "Sixty years is long enough for me to be flying military airplanes," he said. Yeager will break the sound barrier in an F-15 Eagle at Edwards' 2002 Open House and Air Show on October 26. He told the Air Force News he's not planning to give up flying altogether. He'll still fly P-51 Mustangs and various light aircraft.

AVflash 8.35a

**CANADIAN AIRCRAFT BANNED: OWNER-MAINTENANCE RAISES CONCERNS...** For some Canadian pilots, the U.S. is one big TFR. EAA and the Canadian Owners and Pilots Association (COPA) are battling an FAA ruling that banned hundreds of aircraft from flying in the U.S. beginning this past July 26. Canadian pilots who look after their own maintenance previously could obtain Special Flight Authorizations (SFAs) to cross the border, but now certificated aircraft that are operated under the Owner-Maintenance (O-M) category, introduced in 2000, are not granted passage. Under O-M, the owner can perform virtually all normal maintenance and

repairs without an air maintenance engineer signing off on the work. Dozens of aircraft types qualify.

**...SAFETY CONCERNS CITED** David Cairn, manager of the FAA's aircraft maintenance division, initiated the ban with a July 26 letter saying that O-M aircraft can be worked on by unqualified people without supervision and don't have to comply with ADs or use approved parts in repairs. He said that's too far from U.S. standards for certificated aircraft. COPA and EAA claim many of the O-M rules are the same as U.S. rules for homebuilts. The U.S. has allowed Canadian homebuilts to operate under SFAs for 20 years and still does.

**AIRCRAFT REGISTRATIONS ON CD-ROM:** For just \$5, the FAA will burn all the documents pertaining to any U.S.-registered aircraft on a CD in PDF format. The FAA keeps records of applications for registration, evidence of ownership, security agreements, mechanics liens (and their releases) and lease terminations. On the airworthiness side, it keeps track of airworthiness certificates, major repair and alteration reports and the like. It seems the FAA's Aircraft Registration Branch has replaced its antiquated microfiche and hard-copy filing system with a computerized data bank, plus CD burner.

**RENO RISES:** Reno Air Races officials hope ticket sales remain strong for this year's edition after losing \$1.2 million last year when the races were cancelled by the 9/11 aftermath. Entries closed last week with 131 aircraft and 15 former champions registered to go after the \$750,000 purse. Seven of the aircraft are L-39 Albatros jets taking part in demonstration races and thus not racing for money. An Oregon group will also try to beat a 67-year-old speed record in a replica Howard Hughes H-1 racer.

AVflash 8.35b

**ECLIPSE 500 LAUNCHES FIRST FLIGHT...** Eclipse Aviation made it from the drawing board to the desert skies Monday morning, when the company's chief test pilot, Bill Bubb, took the Eclipse 500 jet for its first spin aloft. CEO Vern Raburn couldn't have been happier with the 60-minute flight: "What we accomplished today is now part of aviation history," he said in a statement. "The Eclipse 500 will forever change the landscape of transportation." The flight crew took the Eclipse jet to 9,000 feet in a designated test zone south of Albuquerque, N.M. They evaluated engine handling, aircraft stability and control, general flying qualities and systems performance. Bubb said they completed all planned tasks and he was "very pleased" with the results.

**...A MILESTONE ON A LONG JOURNEY** Eclipse Aviation has come a long way, and still has far to go to realize Raburn's dream of building an air-taxi fleet that would revolutionize air travel for the masses. The Eclipse 500 will undergo 16 months of flight tests, utilizing eight test airframes. The target price for the six-seat jet aircraft is \$837,500 (in June 2000 dollars). The company has struggled to raise more than \$230 million so far, and still needs \$65 million more to complete development ... maybe this latest achievement will boost the

fundraising effort. The target for FAA certification is December 2003, with deliveries to start soon after.

AVflash 8.37a

**FLUSTERED AMPHIB OWNERS: MORE WORRIES ABOUT WINGS...** Canadian and U.S. officials are pondering their next move after a crack was discovered in a wing spar doubler on a modified Lake Amphibian model LA 200 in Western Canada in August. Lake Aircraft President Armand Rivard said he's aware of the Canadian crack, but has not been formally contacted by the FAA. Rivard said he is unsure whether another AD is in the works. Transport Canada spokesman Dick Murray confirmed the crack originated in a bolt hole on the lower wing spar doubler. Murray said that if any further action is planned, it will likely come from the FAA because Lakes are made in the U.S.

**...ISOLATED INCIDENT?...** Rivard said photos he's seen of the affected aircraft show it's been modified, particularly with wingtip fuel tanks. Tip tanks are a factory option on Lakes but Rivard said the tanks he saw in the photos were not from his company. That fits with an assessment by the Lake Amphibian Flyers Club. "It is the opinion of our club's maintenance advisers that the crack found was an anomaly," club president Marc Rodstein wrote in an e-mail to AVweb. Rodstein said the FAA is considering an AD, which would require inspection of potentially affected airplanes. He said many owners have already done the inspection and no more cracks have yet been found.

**...AND PATENT CHALLENGED** It was a similar situation three years ago that led to a nasty spat between some Lake owners, the company and a patent-enforcement company earlier this year. As AVweb reported in March, when a crack was found in an Australian Lake, the FAA issued an AD and Rivard's company produced a reinforcement kit to fix it. At the same time, Airtech, a Canadian company, produced an approved fix at half the cost. Then Lake got a patent on its repair, and patent-enforcement company Enpat bought the patent and began charging owners of the Airtech kit royalties. Rivard said the patent is now being challenged by the Lake Amphibian Flyers Club.

### IN THE CHOCKS

Scheduling. The song goes ... "If it weren't for bad luck... I'd have no luck at all" One of my favorite events has been our Fly-in and flying Young Eagles. So what am I doing this weekend? Driving to Upstate New York!

Next week I'll be on travel and miss the Chapter meeting. I will be flying though; on a jumbo jet to California and back, no fun.

I still haven't found a committed persons to fill in for me to fly Young eagles - sorry. But, good luck and be safe, especially this weekend.

*-Paul Gambacorta, Editor*

***FLYING DESTINATIONS***

<b>Event</b>	<b>Date</b>	<b>Location</b>
EAA East Coast Fly-In	13-15 September	Toughkenamon, PA
Annual Airfest	21 September	Ocean City, NJ
Fly In Breakfast	12 October	Toughkenamon, PA
Aerobatic competition	26-27 October	Farmville, VA

***CALENDAR OF EVENTS***

<b>Event</b>	<b>Date</b>	<b>Location</b>
Fly-In/Open House	14 Sep	St Mary's Co., MD (2W6) Duke Regional Airport
Chapter Meeting	17 Sep	St Mary's Air Terminal Refreshments - S. Lewis & J. Johnson
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