



EAA Chapter 478 Cockpit Chatter



July 10, 2010

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Chapter Calendar

Note: There may be events that are scheduled or anticipated but that I am either not aware of, or for which the date(s) has not been finalized. Therefore, the calendar may not reflect all events.

July 2010				
Chapter Meeting	Tuesday, July 20 th	1900	St. Mary's Airport Terminal - See Below	
EAA AirVenture 2010	Mon July 26 - Sun Aug 1	Daily	Oshkosh, Wisconsin	
August 2010				
Board Meeting	Thursday, August 5 th	1900	Lenny's Restaurant	
Summer Picnic & Chapter Meeting	Thursday, August 17 th	1800	Chesapeake Ranch (MD50) - See Below	
September 2010				
Board Meeting	Thursday, September 5 th	1900	Lenny's Restaurant	
Chapter Meeting	Tuesday, September 17 th	1900	Patuxent River Navel Air Museum	

[Directions](#) to Lenny's Restaurant; [Directions](#) to Patuxent River Navel Air Museum

Chapter meetings are generally held the third Tuesday of each month. Board meetings are generally held the first Thursday of each month and are open to all Chapter 478 members.

July Chapter Meeting



FREEEEEEEE
Hot dogs and drinks

Chapter Members:
Fly in or tow your aircraft to the 2W6 terminal building

If you have a project or aircraft in a hangar, let others see it

EAA Chapter 478 Meeting
Chapter Member Projects/Fly-in/Hot Dog Eating
By
Chapter Members

Date: 20 July 2010 Time: 6:00pm
Location: St Mary's Airport Terminal Building

August Summer Picnic



Flying contests

EAA Chapter 478 Summer Picnic/Fly-in:
Date: Tuesday, 17 August 2010
Time: 5:00pm-Social Hour/Set-up
6:00pm-Picnic starts
Location: Chesapeake Ranch Estates (MD50)

Directions: Highway 2/4 N, right on 497 (Cove Point) to right on Little Cove Point Rd, 1.8 mi to back gate, left on Crystal Rock at stop, right on Bunkhouse Road, right on Side Saddle, straight into airport.

Bring dish/salad/chips&dips/dessert/something to share –
Chapter provides drinks & hotdogs/hamburgers!
Bring a camping chair if you have one

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President's Corner (by Jeff Test)

Wow, it has been hot at my end of the Hanger! If I haven't been building the Long EZ, I have been planning for a trip to Oshkosh this year. Oh, if you want to reserve a campsite it isn't too late (See Oshkosh Planning below). I will finalize the reserved site request the week of July 16. I already have four spaces to reserve and a possible fifth. If you would like to hang out with us at night and maybe during the day please contact me and let me know! The cost is the same, but the space will be reserved...and that will reduce your hunting for a campsite space!!

We are planning a Cook out this month at the St. Mary's airport.... Hot dogs and sodas we just ask that if you aren't a member (and some of our members have forgotten to pay) that you please become a member.

It looks like my last wing layup is starting to cure and I need to put on another layer of glass. I hope to see you at the next meeting and at Oshkosh soon.

Cheers!
Jeff

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Oshkosh Planning (from Jeff Test)

Here is a repeat of the text included in Jeff's email from July 2nd.

I know many of you may not be able to make it to OSH this year, but for those that are planning on making the trip... Please let me know if you are interested in camping as a group. If we get 10 sites we get a common area. The current plan is that I will take my 32' RV. I have a few members that will be riding along with tents. If you are going and want to join the Chapter members then please let me know **no later than JULY 12.**

Here is the web site with some information.

http://www.eaa.org/chapters/resources/stake_out.asp

If you want to join the chapter I will need some information because I am not going to pay your camping fees.... Sorry,

Hope you can make it.

Cheers!

Jeff

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What A Treat - Harrier (by Bill Englehart)

“World’s first and only civilian-owned, flyable HARRIER”

Art Nalls (LtCol Ret) was kind enough to invite the Chapter to his hanger to view some films and discuss his Sea Harrier. Talk about the envy of your block...how many have a military jet in their hanger. Of course, how many can afford to pay an entire years worth of mortgage payments for one flight?! Art mentioned that sponsors are required....



We were treated to a fantastic brief on the ups-and-downs of obtaining the Harrier from England, what it took to make it air-worthy, and the FAA inspecting and approving it.

You can find out more at www.nallsaviation.com.

Great time! Thanks Art for letting us come and drool on your Harrier :)

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Chapter BOD Minutes (by Bill Englehart)

June 2010 Minutes

Meeting convened Tuesday evening, 3 June, 1900 at Lenny's restaurant.

Coffee cups finally came in. Jeff Test bought the first cup. Board decided to sell them for \$15.00. That will also come close to covering the cups we give away to guest speakers.

June Chapter meeting speaker was CarolAnn Garratt. She wrote a book about her flight around the world in a Mooney. See excerpt from Newspaper below:

TWO PILOTS CIRCUMNAVIGATE THE GLOBE SHATTERING WORLD RECORD TO FIND CURE FOR ALS

Pilots Set New World Record to Raise Money and Awareness for Lou Gehrig's Disease

Orlando, Florida—April 2, 2009 CarolAnn Garratt and Carol Foy have shattered the world record for flying around the world westbound in a single engine, piston plane by circling the globe in only eight and a half days. The duo completed the trip to raise money and awareness for ALS, amyotrophic lateral sclerosis, a neurodegenerative disease which attacks the motor neurons in the brain and spinal cord resulting in

progressive paralysis and is considered fatal.

Crossing over 20,780 nautical miles (nearly 24,000 miles) at an average speed of 115.35 mph, Garratt and Foy broke the old world record of 54.6 mph, certified by the Fédération Aéronautique Internationale, which has been held for 20 years. Stopping only eight times for refueling, the two women spent 204 hours together in a cockpit. The National Aeronautic Association, the U.S. governing body, is naming the duo's flight as one of the most memorable aviation and space records of 2008.



More info on www.earthrounders.com & www.alsworldflight.com

There was discussion on the A-1 project. Tom Weiss is getting close to delivering the center section to the museum. Need people to step up and complete their projects. There was lots of discussion on how best to organize the work to be done. Also, where to do the work since the proper equipment has to be available. More to follow.

Discussion on suggestions for July. Maybe a mini-chapter fly in at 2W6? July Chapter meeting (20 July) is a week prior to Oshkosh. Anyone have suggestions for a July activity?

Discussion on a picnic in August...open hanger night, RV-12 brief and display....

Jeff Test wants to keep the Dulles Museum trip in February. Wants to ensure there is more warning and advertizing for next year's trip.

Sid Wood mentioned that there was a Popjoy 75hp radial engine available to a good home (flying potential). The board discussed options for the Chapter to build a suitable vintage aircraft that could use the engine. First priority is to get the engine. Then, we will discuss ideas for a Chapter project to utilize the engine.

[Douglas Rudolf Pobjoy](#) started in the engine business working with [Roy Fedden](#) at [Cosmos Engineering](#) just after the end of [World War I](#). Cosmos went bankrupt shortly after the war, and its assets were picked up by the [Bristol Aeroplane Company](#), where Fedden would go on to produce a line of extremely successful engines.

Pobjoy also spent time in the [RAF](#) as an education officer. Here he met Flt. Lt. [Nicholas Comper](#) who went on to design the [Comper Swift](#), that would later fly from London to Australia in 9 days 2 hours. Pobjoy partnered with [Parnall](#) to develop an engine for the Swift. Although they felt that a cast-block inline engine like the ones being produced by [Cirrus](#) and [de Havilland](#) would always be less expensive, they nevertheless selected the [radial](#) layout for their design, feeling that the cost would be more than offset by the lighter weight and higher performance his designs would offer. Douglas Pobjoy later took over the design, and started a company of his own to produce it at [Hooton Park](#) in the [Wirral](#).

The Parnall/Pobjoy design, the 7-cylinder 67 hp [Pobjoy P](#), received its 50-hour type rating in 1928. This was followed in 1929 by the 75/80 hp [Pobjoy R](#), that became very successful, notably on the [General Aircraft Monospar](#). Later designs included the 85/90 hp [Pobjoy Cataract](#), replacing the Pobjoy R, and the 130 hp [Pobjoy Niagara](#) of 1934. The Niagara was used on a number of designs by Shorts designers, notably the [Short Scion Senior](#) and the original half-scale prototype for the [Short Stirling](#), the S.31. The Niagara's compact size and excellent performance led to it being used on the [Air Ministry's S.23/27](#) extremely long-endurance prototypes, the [General Aircraft GAL.38](#) and [Airspeed AS.39](#) Fleet Shadowers.^[1]

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Young Eagles

One Saturday June 20th 15 pilots from flew 83 kids as part of EAA Chapter 478's annual Young Eagle day. The weather was beautiful and a lot of the kids really enjoyed the rides. Sodas and hot dogs topped off the day's activities. To see several photos of the day's event, go the EAA 478 website's home page (www.eachapter478.org). Thanks to all of you who helped to make the day a success.



For more information on the 478 Young Eagles program contact:

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Builder Reports (by Bernie Wunder)

As I traveled around the local area recently and I saw a lot of airplane building activity going on (funny what you do when you retire and have time on your hands)

Jim Dayton has installed a Rotec engine in his breezy that he keeps at St Mary's Airport. The photo shows the engine installation. It would be neat to hear how it sounds. Rotec Engineering Pty Ltd has methodically researched the radial engine concept for the home-built enthusiast for several years. Check out <http://www.rotecradialengines.com/>

I stopped in to check on Sid Wood's progress on his KR2. He is really coming along and the engine shown in the photo looks like it is ready to go! He hopes to turn it up in July. Now if he can just finish that pesky paint job and get on with the next phase of the program - test flying!! But I really have doubts about that propeller he has mounted on the front. ☐

Finally, I stopped at the hangar where Jeff Test is building his Long EZ. The project is really coming along now. You can see the landing gear is now mounted. That yellow "thingy" between the rear legs is a level. Guess this is the view when he starts his aerobatic training ☐

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iPhone Apps (by Bernie Wunder)

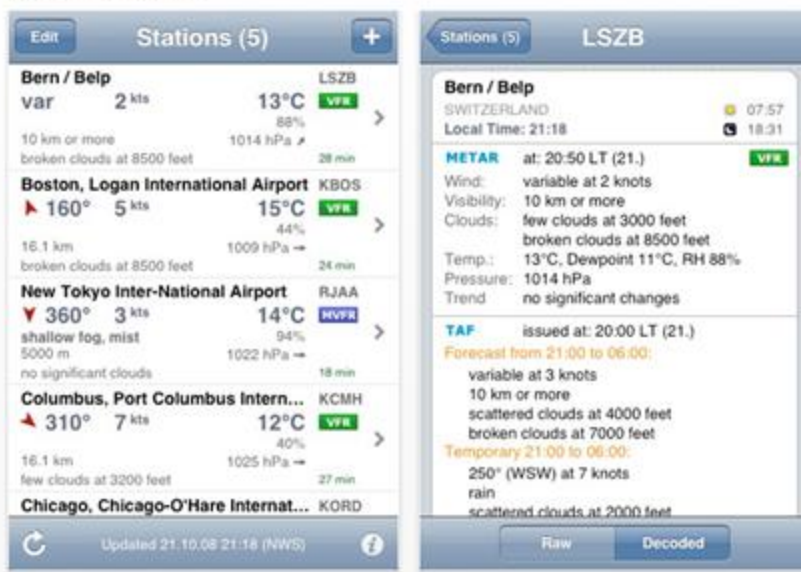
TECHNOLOGY TOOLS FOR PLANNING YOUR FLIGHTS by Bernie Wunder

I recently bought the My E6B calculator application for the iPhone (\$8.99). It sure beats that old spinning wheel. It has all the functions of the E6B but several other nice features. It has an aviation weather button that will bring up weather and google maps of any airport. One of the things I wish it did was covert the METAR to plain English. Now, if I can afford some gas to go somewhere, I might be able to see how well this app works overall!

iPhone Screenshots



iPhone Screenshots



Dan Hammer also recommended a free iPhone weather application called AeroWeather. Now this one converts the METAR and Forecasts to plain old English. So if you want to practice reading METAR code, this is the way to go. It has links to navmonster.com and AirNav.com that will give you google maps for birds eye views, airport diagrams and all the typical comm/nav information. The technology and information is mind boggling (numbing). It sure makes preflight planning easier than in the old days of digging through airport directories, charts and maps and all the other painful way of planning a flight.

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Local Sport Air Racing

This information was also sent out via email on June 29th. I realize that the event is going on today, but you may be interested in contacting Ben for future air races.

From Ben Armen (Chapter 839)

Dear Mr. Wunder,

My name is Ben Armen of EAA Chapter 839. George Fisher of EAA Chapter 240 and I are putting on a Sport Air Racing League called The Top of the Chesapeake 150, July 10, 2010. Currently we have RV's, F1 Evo Rockets, Long Ez's, and a Factory Cirrus registered to participate with many more commitments.

Would you please spread the word at your chapter about the event July 10, 2010 at Cecil County, MD K58M. It is the weekend after July 4th and two weeks before OSK. If anyone is interested in learning more about the event all the contact info is at the follow link:

<http://www.sportairrace.org/id337.html>

Info can also be found on the Vans Airforce web site with a search for Top of the Chesapeake 150. Thanks and we hope to see you and your chapter members at Cecil County, MD K58M July 10, 2010.

I can be contacted directly at benamyava@mac.com or at my home number of 570-421-5876.

Thanks
Ben

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FAA Announcement (from John Attebury)

ADS-B Equipment Required in Next Decade

Notice Number: NOTC2314

New Automatic Dependent Surveillance – Broadcast (ADS-B) Rule

On May 27, 2010, the FAA published new rules (contained in 14 CFR §92.225 and §91.227) mandating airspace and avionics performance requirements after January 1, 2020. The avionics perform a function that is generally known as “ADS-B Out” which transmits precise location and other information about the aircraft to ground stations and other ADS-B equipped aircraft.

The ADS-B rule mandates ADS-B Out avionics performance when operating within the designated airspace, giving aircraft owners approximately 10 years to equip.

The ADS-B rule, like current transponder operating requirements, requires operators to have ADS-B Out avionics installed and operating in order to fly their aircraft in the busiest airspace, as described below:

- Class A, B, and C airspace.
- All airspace at and above 10,000 feet MSL (mean sea level) over the 48 contiguous United States and the District of Columbia.
- Within 30 nautical miles of airports listed in 14 CFR §91.225, from the surface up to 10,000 feet MSL.
- Class E airspace over the Gulf of Mexico from the coastline of the United States out to 12 nautical miles, at and above 3,000 feet MSL.

FAA Technical Service Orders (TSOs) describe the equipment approved for ADS-B operations. The ADS-B rule states that avionics must meet the standards of either TSO-C166b (for 1090ES link equipment) or TSO-C154c (for UAT link equipment). TSO-C166b is required in Class A airspace and either link can be used in all other airspace.

For more information about the FAA's ADS-B program, visit www.adsb.gov.

Questions?

Contact the FAA Flight Standards ADS-B Office at: <mailto:9-AWA-AVS-ADS-Programs-AFS@faa.gov>.

Contact the FAA Aircraft Certification ADS-B Office at: <mailto:9-AWA-AVS-ADS-Programs-AIR@faa.gov>.

New Runway Crossing Procedure Notice Number: NOTC2372 Runway Crossing Procedure Change

Beginning June 30, 2010, controllers will be required to issue explicit instructions to cross or hold short of each runway that intersects a taxi route. "Taxi to" will no longer be used when issuing taxi instructions to an assigned take-off runway. Instructions to cross a runway will be issued one at a time. Instructions to cross multiple runways will not be issued. An aircraft or vehicle must have crossed the previous runway before another runway crossing is issued. This applies to any runway, including inactive or closed runways. Changes will also be made to the Aeronautical Information Manual (AIM) and AIP to reflect the new procedures. Never cross a hold line without explicit ATC instructions. If in doubt ASK!

Reminder: You may not enter a runway unless you have been:

1. Instructed to cross that specific runway;
2. cleared to take off from that runway; or
3. instructed to position and hold on that specific runway.

See:

https://www.faa.gov/files/notices/2010/Jun/Runway_Crossing_Procedural_Change_FA_AST_Blast.pdf for the Runway Safety notice. Click this next link for a video of the change.

http://www.faa.gov/airports/runway_safety/news/current_events/taxi_to/media/TaxiTo_V3_3wPreloader.swf (You may have to copy and paste the links into your browser.)

For additional information, go to <http://www.faa.gov/go/runwaysafety>

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