



# EAA Chapter 478 Cockpit Chatter



September 2011

Cockpit Chatter is published periodically 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.

If you are having trouble viewing this e-mail, click [here](#). This will take you to the EAA478 website where you can download a .pdf version of the newsletter.

## Inside This Issue

(Click on the item to go directly to the story)

[Chapter Calendar & Upcoming Events](#)

[President's Corner](#)

[Board Meeting Minutes](#)

[September Young Eagles Event](#)

[Maryland Aviation Conference](#)

[How Does One Weight a KR-2?](#)

[RV-9a Update](#)

[A Little Humor](#)

[Chapter Contacts](#)

## 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.

### September 2011

|                 |                                |      |  |
|-----------------|--------------------------------|------|--|
| Chapter Meeting | Tuesday, Sep. 20 <sup>th</sup> | 1900 | Patuxent River Naval Air Museum<br>(Flyer Below, Free Hot Dogs !!) |
|-----------------|--------------------------------|------|--|

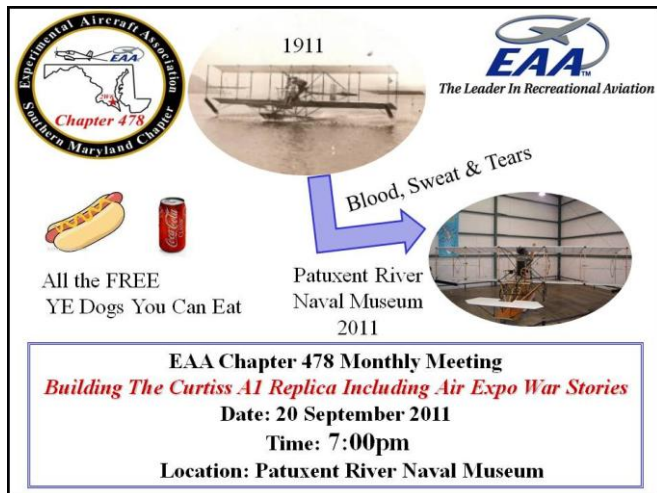
### October 2011

|                 |                                |      |                                 |
|-----------------|--------------------------------|------|---------------------------------|
| Board Meeting   | Tuesday, Oct. 4 <sup>th</sup>  | 1900 | Nicolette's Restaurant          |
| Chapter Meeting | Tuesday, Oct. 18 <sup>th</sup> | 1900 | Patuxent River Naval Air Museum |


### November 2011

|                 |                                |      |                                 |
|-----------------|--------------------------------|------|---------------------------------|
| Board Meeting   | Tuesday, Nov. 1 <sup>st</sup>  | 1900 | Nicolette's Restaurant          |
| Chapter Meeting | Tuesday, Nov. 15 <sup>th</sup> | 1900 | Patuxent River Naval Air Museum |

Nicolette's Restaurant 22741 Three Notch Rd, California, MD 20619 301.863.2233; [Directions](#) to Patuxent River Naval Air Museum; Chapter meetings are generally held the third Tuesday of each month. Board meetings are generally held the first Tuesday of each month and are open to all Chapter 478 members.



The poster features the EAA logo with the tagline 'The Leader In Recreational Aviation' and 'EAA Chapter 478 Southern Maryland Chapter'. It includes a photo of a 1911 biplane and a photo of a Curtiss A1 replica with the text 'Blood, Sweat & Tears'. Below the photos are images of a hot dog and a soda can with the text 'All the FREE YE Dogs You Can Eat'. The event details are: 'EAA Chapter 478 Monthly Meeting', 'Building The Curtiss A1 Replica Including Air Expo War Stories', 'Date: 20 September 2011', 'Time: 7:00pm', and 'Location: Patuxent River Naval Museum 2011'.



**Hold the Date !**  
**Christmas Party**

**Date:** Tuesday, December 6<sup>th</sup>  
**Place:** TBD  
**Time:** TBD

[Return to top](#)

## President's Corner (Jeff Test)

---

Neither earthquakes, tornados, hurricanes, flooding, falling trees, nor loss of electrical could stop Chapter 478 members from their appointed tasks. What a finish to the summer!

I would be very remiss if I didn't send a special thanks to all the builders that did such a wonderful job on the A-1. I stood in amazement looking at the wonderful replica at the air show over the Labor Day weekend and was amazed. Each member that took part should be proud of the effort. I do hope all members take a few minutes when they look at it in the museum to be amazed at the work. It is no less amazing than the Blue Angles!

Then to follow up I must also thank everybody that helped with the Young Eagles. The rain stopped and the skies cleared after a week of rain; the kids showed up and the planes arrived. The tables were all ready the snacks were bubbling. Pilots and kids then took to the sky. It was a wonderful day for everybody. Again I want to thank everybody that took part.

Well I do want to say “I am proud of all the great work from all the members that joined in building the A-1, helping at the air show, and for all that took part with the Young Eagles this year!”

Thank you again for being part of Chapter 478!

Jeff

[Return to top](#)

## Board Minutes (Bill Englehart)

---

---

EAA Chapter 478 Board Meeting

Date: 6 September, 2011 (1900)

Location: Nicoletti's

1. Jeff Test is heading for Australia and will not be back until October.
2. Oct 18 is our regular Chapter meeting at the museum. This will be a special occasion as it will also mark the official turnover of the A-1 to the museum.
3. The September chapter meeting will have a slide show of A-1 build pictures. Dan Hammer may give a presentation on the Me262. Bill Posnet will give a short 15 minute brief on safety.
4. We are looking at another gathering in Art Noll's hanger in Nov or the Spring.
5. We discussed a date for the Chapter Christmas party. Last year, it was felt the date was too close to Christmas. This year it will be held on Tuesday, 6 Dec, the normal Board meeting night. This will be considered the Chapter meeting for this month. We are checking the availability of the Museum for the Christmas Party.
6. Young Eagles is scheduled for Saturday, 10 Sept. (It was a roaring success...!!)

[Return to top](#)

## September Young Eagles Event (Joe Spells)

---

A huge thank you for an excellent, safe Young Eagles Rally last Saturday September 11<sup>th</sup>. Our ground and pilot volunteers did an amazing job at making everyone feel welcome and flying 93 happy youth. We also need to be exceedingly thankful for the beautiful weather (not that there was any doubt how it would turn out) – clouds, sunshine, and winds couldn't have been better for flying and picture taking. I know you provided an aviation direction to several of the young people that were flown. It's always a privilege and humbling to work with such kind, helpful, competent folks.



I would like to recognize the following for their capable and stalwart support -- forgive me if I did not identify all the volunteers or all the help you provided:

**Sylvia:** For capturing the excitement of the kids on camera and for preparing all the beautiful publicity boards for the airshow and YE Rally.



**Shirley Wood:** For chairing the food concession (loved them hotdogs). Also for setup/takedown.

**Ada Spelz** (my better half): For bringing order out of chaos at the Registration table, helping with setup/takedown, and putting up with me.

**Bob Curran:** For giving up flying to help at the Flight Coordination table and for advertising our event to his pilot friends.

**Tom Weiss:** For his patience at the Out Processing table, especially after years, months, and day of intense activity with the A-1. Also for take down after the Rally.



**Joe Carbonaro:** For his perennial help at the Out Processing table (after years of faithful service at pancake breakfast events).

**Bill Englehart:** For competent Ground Marshalling that kept our flight line safe and efficient.

**CAP Cadets:** For their attention to safety by maintaining access control to

the flight line.

**CAP Adult Leaders Jim Toscono and Larry Trick:** For supporting our Chapter and the Cadets under them.

**Matt and Heather Jackson:** For registration and flight line support.

**Mary Ann Eiff:** For helping with food logistics, good ideas for efficient operations, and especially for pre-flight briefings for the Young Eagles. This allowed pilots to cycle Young Eagles more timely. Also for take down after the Rally.

**Frank Drefs:** For in-depth pre-flight briefings for the Young Eagles. Frank truly loves this service.

**John Attebury:** Senior Veteran YE pilot who also gave Sarah Miller, our "County Times" newspaper reporter, an orientation ride.

**Don Byrne:** For performing unexpected Air Boss duties and also Veteran YE pilot. Our capable, veteran Air Boss, Dan



Hammer, was miserably sick at home. Also for take down after the Rally.

**Buddy Denham:** For risking his beautiful RV-4 in his first venture as a 478 YE pilot.

**Egon Frech:** Veteran YE pilot and for setting a good leadership example for his CAP cadets.

**Al Griffin:** For risking his beautiful Grumman Traveller in his first venture as a 478 YE pilot.

**Ed Harvey:** Veteran YE pilot and Sylvia's other half.

**Mike L'Heureux:** For risking his beautiful Piper Comanche in his first venture as a 478 YE pilot. He loved it.



**Chris Moody:** Veteran YE pilot and for borrowing Kevin Warren's 150/150 to support the event – also thanks to Kevin for loaning the aircraft.

**Jack Pappas:** Veteran YE pilot having too much fun in his beautiful Piper Arrow.

**Jeff Test:** Veteran YE pilot and our Chapter president.

**Bernie Wilder:** Veteran and Senior, perhaps most senior, YE pilot with his hotrod Pulsar that he claims is LSA-compliant.

**Alan Wirth:** For risking his beautiful Piper Cherokee 140 in his first venture as a 478 YE pilot.

**Sid Wood:** Veteran YE pilot and teacher extraordinaire. Also, Shirley's other half and never failing Chapter supporter – thanks for the great PA system and setup/takedown.

**Bernie Wunder:** Veteran YE pilot who flew 1 YE before a starter problem stopped him. For all the support you provided before, afterwards, and always.

**Tom Zucal:** Veteran YE pilot in the most beautiful little aircraft on the field (in my humble, unbiased opinion)

A special thanks to the other pilots who offered to fly, but were prevented at the last minute by weather, aircraft problems, or circumstances beyond their control: Dan Hammer, Steve Bolinski, Joe Federico, Steve Jones, Glen Coombs, Mike Meyers, and Mike Buckingham

I also want to thank Chapter members who stopped by to add to the spirit of the Rally and those that wanted to participate, but were prevented by previous engagements. I received many favorable comments from kids and parents about how great this outreach program is.

[Return to top](#)

## Maryland Aviation Conference (Ed Harvey)

---

---

Last winter, Sylvia my partner, found a notice about the 16th Annual Maryland Regional Aviation Conference being held at Easton Airport in May. As this was a great excuse to visit Bruce and Jane Clendaniel, old friends and fellow EAA types on the Eastern Shore, we decided to check it out.

This conference was sponsored by the Maryland Aviation Administration, Maryland Airport Managers Association (MAMA) and Easton Airport. It was free if you registered early. They also had breakfast and lunch catered in the hangar. Quite nice!

The agenda was kicked off with a welcome followed by a discussion from Carmine Gallo, FAA Regional Administrator on NextGen. Gary Prock, FAA, and Jonathan Herman of Lockheed Martin talked about AIM Notams and eNotam systems.

A Wildlife Hazard Mitigation discussion by various experts was given. This included an update on Safety Management Systems at airports with special lighting at dangerous "Hot Spots", etc.

Lunch was followed by Vince Cimino of the FAA, talking about runway safety, wing clearances and other issues. An interesting video link from the middle of

the U.S. featured Jonathan Ziulkowski of Swift Enterprises. He spoke of his firms fuel certification regarding their alternative fuels for 100LL AvGas.

James Feldman, Legislative Assistant for Senator Mark Begich (D-AK) spoke about getting our legislators in the GA caucus. None from MD are in the GA caucus. Henry Ogrodzinski, a lobbyist, and Ernest Baynard from Alliance for Aviation Across America (AAAA) addressed national aviation issues, funding, etc.

After dinner, the keynote speaker was Joe F. Edwards, Jr. (Commander, USN, Ret.) NASA Astronaut (former). His speech was very fascinating as he has a very multi-faceted background of flying and business.

Saturday began the 1st Annual Maryland Regional Festival of Flight. An interesting discussion about understanding Field Approvals, STC, and 337 Forms was given by Gary Prock from the BAL FSDO. This was followed by a talk on "Approach and Landing" then "The New Notams".

"Explore Maryland by Air Program" (EMAP) was officially rolled out at noon. Sylvia and I signed up for and have received our packets. EMAP emphasized and specifically designed this program for the whole family to participate. This is fun!

FAASTeam and WINGS was explained followed by discussions on Pilot Fatigue and Experimental and Light Sport - A How to Guide.

We took an eye opening tour of Easton's Tower and concluded a very nice two days. This event was informative for anybody interested in MD Aviation. Look for it next year!

[Return to top](#)

## How Does One Weight a KR-2? (Sid Wood)

---

---

On July 9, 2011, Bernie Wunder, Tom Weis and his son helped me weigh my KR-2, N6242, as part of an air worthiness checkout. I had asked around if there were any scales available. The closest was Easton; might as well be on the moon. So we tried using bathroom scales. I had one digital and two mechanical bathroom scales. Tom brought a mechanical bathroom scale. We tried calibrating the mechanical scales by comparing the same weight using the digital scale. Tom's scale was off by 5 pounds at the 200 pound mark. My two mechanical scales would not consistently return to zero. We bent the platform edge of one of my scales when the nose tire rolled off the scale onto the floor. Note to self: Chock the tires on the scale.

Another problem we found was the scales only went to 300 pounds. A 600 pound capacity per wheel was needed to measure pilot, passenger and fuel moments. Our solution was to make a bridge using two scales as the foundation and setting the tire directly in the middle of the bridge. We simply added the scale reading to get a total for the wheel. We had to move our bridge scale rig from tire to tire and transfer the leveling blocks for each reading.

Passenger and pilot and were Bernie and me. For fuel we substituted the equivalent weight with water. Yep, poured gallon upon gallon of water into the tanks for half fuel and then full fuel. Using those numbers I was able to calculate the moments for pilot, passenger and fuel. Further calculation revealed the CG would be  $\frac{1}{2}$  inch aft of the allowed design maximum for full gross weight. More calculation indicated 30 pounds of ballast would be needed in the nose for the CG to be safe for all loadings. If I moved my engine 2 inches forward, that would do the same thing. Or if I had a Corvair instead of a VW, that would balance also. None of those possibilities were desirable considering all the rework factors. So, putting lead weights in the nose became the lesser of the evils.

I bought 30 pounds of number 8 lead shot from the Tackle Box. Re-loaders normally use the lead shot for shot gun shells. I made 4 fiberglass molds of various sizes and shapes to fit the available space in the nose bowl portion of the upper and lower cowl. The molds were filled with a mixture of cotton floc, epoxy and lead shot. Counting the lead, epoxy and molds, the resultant lead

bricks were a little overweight, but some trimming and fitting would be needed. The trimming and trial fitting went on for several weeks.

At last on September 13, 2011, the final lead weight configuration was installed in the cowl and the cowl finally fits! There is about 1/2 inch vertical and horizontal clearance between the cowl weights and any engine component. There is 3/16 to 4/16 inch between the spinner and the cowl front. I am amazed how solid the cowl feels with all the screws up tight.

Jeff Test loaned me his commercial shipping scales. I used those to confirm the original measurements from July. They were within 1 percent. With 3 scales in operation there was no need to shift stuff around. This really simplifies the weighing process.

I already had all the needed moments. With the added weight in the nose the mains lost total of 7 pounds while the nose wheel added 30 pounds. The measured CG is now within the design limits for all loading conditions. Only took two months to get 'r done.

[Return to top](#)

## Jerry's RV-9a Update (Jerry Szalc)

---

---

Well until I start getting more content for the newsletter, I'm just going to go ahead and bore you with updates on my RV-9a project. For me at least, the past few months have been fairly exciting as I've seen the fuselage come together to point where I am now able to sit in it and make "airplane noises."

In the spring of this year, I began the process of attaching the aft fuselage to the center and forward sections using longerons and the center section side skins to align and hold everything in place. The process began with my son and I riveting the center section bottom skin and ribs together.

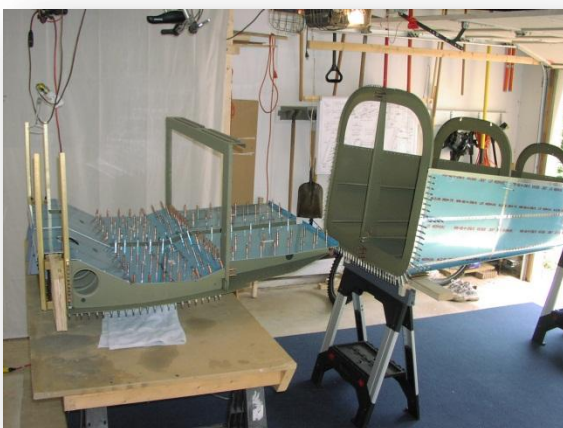
This was followed by turning over the aft section of the fuselage, aligning it with the center section, and using the longerons and side skins to hold the two assemblies together. This resulted in what most people believe is an upside down "canoe."

I wish I had a dime for each time I crawled under the side of the fuselage to work on all of the brackets and other components that get fitted in the forward section of the fuselage. The process was generally as follows; 1) Measure and rough cut a part, 2) Crawl under the fuselage, 3) Test fit said part, 4) Crawl out from under the fuselage, 5) Trim said part, repeat process starting at step 2). Over and over it went. I also managed to collect a few good scares along the way. The scares are from me hitting my head on the 1.5" plywood blocks that stick out of the wing spar box. Have I told you how much fun it is to build an airplane? Eventually, I finished the work under the fuselage and was able to turn it over. Hey look Ma, it really is an airplane !!

I made good progress this summer, largely because I've been making it a point to work on the plane nearly every night after diner. Now if I can only remember how to fly them! Yes, I do need to spend more time with John Attebury getting my flying skills back in order.



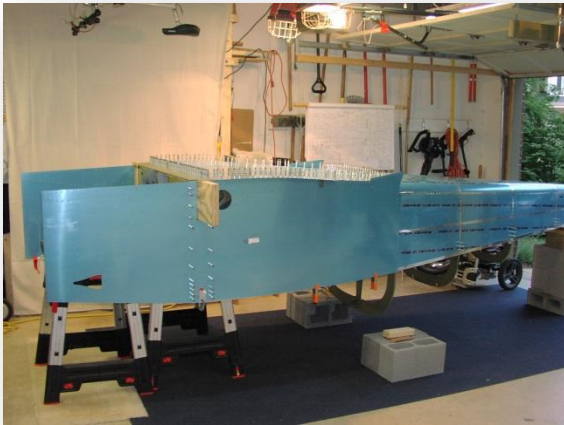
**1.** Riveting the bottom center section skin to the ribs with my son. I had already riveted the ribs to one half of the spar box.



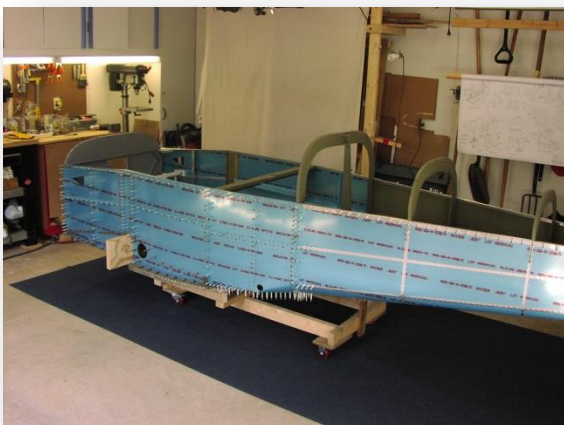
**2.** Here I was checking to see how the aft section and center section line up.



**3.** There are longerons that run the length of the fuselage. They add strength and support the junction with the top skins.



**4.** The side skins are used to align and hold things together.



**5.** After a lot of detailed work in the forward section, I was able to turn over the “canoe.” Hey it’s starting to look like an airplane!



6. Sitting inside and testing the rudder pedal location. OK, I was making airplane noises too.

[Return to top](#)

## A Little Humor

---

---

Hope y'all haven't heard this one yet.

*An airliner is coming into land at an airport obscured by fog. Visibility is practically nil, the ILS system is on the blink, so the pilot has to land on wits alone. "Flaps, check," he says to the copilot, "Landing Gear, check. Altitude, check. Right, we're going in. Hold on." The plane lands and comes to a screeching, grinding halt; just short of the edge of the runway. "Holy Cow!" exclaims the pilot, "This must be the shortest runway I've ever landed on!" The copilot looks left and right and says "Yeah, and about the widest, too ..."*

[Return to top](#)

## EAA Chapter 478 Contacts ([www.eeachapter478.org](http://www.eeachapter478.org))

---

---

|                       |               |              |  |
|-----------------------|---------------|--------------|--|
| Chapter President:    | Jeff Test     | 443.773.1745 | ( <a href="mailto:jeffrey.test@hotmail.com">jeffrey.test@hotmail.com</a> ) |
| Young Eagles Program: | Joe Spelz     | 301.872.4129 | ( <a href="mailto:joseph.spelz@navy.mil">joseph.spelz@navy.mil</a> )       |
| EAA 478 Web Master:   | Bernie Wunder | 410.326-0073 | ( <a href="mailto:wunderb@comcast.net">wunderb@comcast.net</a> )           |
| Newsletter Editor:    | Jerry Szelc   | 703.963.5889 | ( <a href="mailto:jszelc@gmail.com">jszelc@gmail.com</a> )                 |

[Return to top](#)