



EAA Chapter 478
COCKPIT CHATTER
Lexington Park, MD January 2009



Monthly Chapter Meeting

Date & Time: Tuesday, January 20th , 2009 at 7pm)

Program: *A-1 & Member Project Reports*

Location: St. Mary's Airport Terminal Building (2W6)

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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: *John Attebury*

Vice President: *Jim Davis*

Secretary: *Tom Weiss*

Treasurer: *Don Byrne*

Committee Chairs and Chapter Advisors

Social Chairman: *vacant*

Membership Chairman: *vacant*

Program Coordinator: *Bob Miller*

Young Eagles: *Joe Spelz*

Librarian: *John Trybus*

A-1 Construction: *Jim Byers*

Flight Advisors: *Steve Grohsmeyer*

Technical Counselors: *Bernie Wilder, Skip Shepherd*

Newsletter Editor: *Dan Hammer*

Board Members at large: *S. Wood, F. Drefs & S. Wood*

Web Editor: *Bernie Wunder*

Chapter Web Address <http://www.eaachapter478.org>

Next Meeting's Program!!!

**"A-1 Project Review"
&
"Builder Show & Tell"**

**Date: 21 January 2009 Time: 7:00pm
Location: St Mary's Airport Terminal Building**

- **PRESIDENTS CORNER**

The Year of the A-1

On January 26 the Chinese New Year begins the year of the Ox

This January, Chapter 478 will begin the year of the A-1

The Ox is the sign of success through fortitude and hard work. This powerful sign is that of a born leader, being quite dependable and possessing an innate ability to achieve great things. An Ox person has a very logical mind and is extremely systematic in whatever they do. According to Chinese legend, such people are dependable, calm, and modest. Like their animal namesake, the Ox is unswervingly patient, tireless at work, and capable of enduring any amount of hardship without complaint. When they have set their mind on something it is hard to divert them from their goal.

Chapter 478 will need to call on these similar qualities to accomplish our goal.

A number of years ago, members of our chapter promised to build a replica of the A-1 to be placed in the St. Mary's County museum located outside the gate at Patuxent Naval Air Station. The A-1 was the first aircraft that the Navy purchased and foretold the beginning of Naval Aviation. For the past years, the museum has been operating out of a temporary facility at that location near the base. Now, a construction project is underway to provide a new museum. The date of completion for the new museum has been extended due budgetary changes. These delays have allowed some slack in our completion of the A-1, but we have reached a point at which we must complete the project. We want the A-1 ready by the museum's opening date.

Along with your board of directors, I am declaring this the year of the A-1 and asking all of you to join us in our mission to complete the A-1 replica. You may expect that most of the efforts of the chapter will be aimed at completing the A-1 during 2009. We will continue to support Young Eagles and other programs that inherently belong to the EAA, but remember, the A-1 will be our main goal.

Jim Byers has agreed to lead us toward our goal. Jim will present his plan at the January meeting and tell you how you can help. We have many fine people to assist in the project, but we need every member to find a way to participate at some level so we can have a successful year. It will take every one of us to reach this goal.

Thank You,

John

- **CHAPTER MEETING MINUTES** - Tom Weiss, Secretary

EAA Chapter #478 Monthly Meeting

2008 Chapter 478 Christmas Party candid



• **EXECUTIVE BOARD MEETING MINUTES**- Tom Weiss, Secretary

EAA Chapter #478 Board Meeting

EAA Chapter 478

Planning Meeting 6 Jan 09

1. Meeting was called to order at 4:45 P.M. at the Pax River Museum.
2. Attendees: Pres Attebury, Secretary Weiss, Byers, Wood, Miller, Rupert, Drefs.
3. Mr. Attebury has proclaimed 2009 to be the year of the A-1 for the Chapter. This triggered a long discussion on how best to manage the A-1 Build Project and how to get enough help building it to make good headway this year. Mr. Byers is working to complete a full list of all the parts required and what has been completed. This will allow an easy check on progress and will permit quick assessment of the next components required to assemble the replica. He plans to have this done by the January meeting and will be looking for members to take on small parts to be built. The next step will be to produce actual work packages for small components for distribution to the members.
4. The Chapter still needs Social and Membership Chairs for 2009.
5. The process of calling members as a reminder about the monthly meeting will be restarted. Mr. Davis will lead this and Mr. Drefs will be one of the callers. At least 2 more callers will be needed.
6. January program will be a review of the A-1 program and some builder show and tell.
7. February will be a presentation on Lycoming engines by a Representative from Lycoming. This meeting will be moved to the 3rd Wednesday which is February 18th.
8. March meeting will be focused on the A-1.
9. Meeting adjourned at 6:00 P.M.

• **Treasurer's report** - Jim Byers (Acting for Don Byrne)

End of the Year round-Up:

Happy New Year -- The Chapter ended 2008 on a great note. We increased our membership to a whopping 48 paid-up members.

We also ended the year fiscally sound in the black as follows --

Petty cash	\$506.55
Checking	\$1,436.81
Savings	\$438.08
Total	\$2,381.44

However -- It is dues time again, and I must advise that our dues are an annual requirement to maintain a current membership. The dues are \$20.00 a year, due January 1, 2009. The dues need to be paid in a timely manner to allow the Chapter adequate time to plan for upcoming expenses.

• **YOUNG EAGLES Corner**

The Young Eagles Coordinator – Joe Spelz

Web site: <http://www.young eagles.org>.



- **MEMBER'S FORUM**

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 Heads UP – we will have Mr. Jeff Schans from Williamsport, PA give us a presentation on Lycoming engines at our February chapter meeting. We will also be moving our meeting night to Feb 18th (Wednesday) since Jeff will be returning from a business presentation in North Carolina.

Jeff Schans
 Thunderbolt Manager



Lycoming Engines
 652 Oliver St
 Williamsport, Pa 17701
 Website: www.mybolt.com

CLASSIFIED:

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FOR RENT OR SALE: None at this time

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FOR SALE: Two Houses with hangars on CRE airport being sold by Century 21 & O Brien Realty

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FOR SALE: House with 44'x44' hangar and 2 car garage on CRE airport. Contact Ed Harvey at 410-326-6388



The A-1 Builder's Corner

A-1 Notes

I am about halfway finished with the recording of and preparing documentation for the continued construction requirements on the A-1. The intent is to be able to supply documentation, material and possibly pictures of parts that need to be fabricated for anyone that volunteers to help. The documentation should allow the Chapter to tell at a glance

where we stand in the building process and how far we still have to go.

Anyone that has plans or parts they have fabricated please furnish me some information concerning those

materials. I would like to make an inventory part of the documentation and ultimately gather all parts into one location for the beginning of assembly.

Keep on building!

Jim Byers - Project coordinator

• The Chapter HomeBuilder's Corner

KR-2 N6242 Construction Progress

By Sid Wood

Engine Cooling Air Inlet Duct Construction

Marked the centers and traced the cut line with a compass to cut six holes in the front of the lower cowl. Used a rotary zip bit in the Dremel for a rough free-hand cut for two 4-inch, two 2-inch and two 1-inch holes; sanded to final using a 1/2-inch drum sander on the Dremel. The rotary zip bit goes through the fiber glass and gel coat like slicing butter.

Made the inlet ducts with wet layup glass cloth and West System epoxy with PVC pipe forms.

The 4-inch PVC sections were cut on a wood band saw and then one side was saw cut to form a C. The curf was held open with small wedges to keep the pipe open to the original inside diameter. Mold release wax was applied to the inside of the pipe sections followed by 3 BID. The layups needed to be done in small sections due to the concave mold, so some locations had additional thickness due to overlaps. After curing the C was opened slightly with a screw driver and the rough duct fell out, ready for trimming to final length.

The 2-inch duct used 1-1/2-inch PVC pipe. The pipe was band saw cut length-wise about 4 inches. A wedge was stuck in the cut end to keep the original uncut shape. Then two wraps of vinyl tape were applied to bring out to required diameter. 4 BID wet layup was applied to the outside of the wrapped pipe. After cure the wedge was removed and one wrap of vinyl tape was pulled out to get a little space. The fiber glass shell came off with some twisting along the spiral tape lines, ready to trim to final size.

The 1-inch duct was done in the same manner as the 2-inch duct except using 1/2-inch PVC pipe as a form.

Cooling Inlet Ducts floxed in the lower cowl with West System epoxy.

Ground the gel coat off the front of the upper and lower cowls to prepare for fairing the cooling inlet ducts. Used a 1-1/2-inch drum sander and electric drill. Detail around the spinner area was cleaned up with the 1/2-inch Dremel.

Installed the inlet ducts with epoxy flox on the lower cowl. Used aluminum angle and 1/4-inch plywood clamped across the spinner area to set the ducts at the same depth even with the back of the spinner and square to the front of the cowl.



The oil filler and dipstick door had been cut out of the upper cowl with a plastic cut-off wheel and Dremel tool. A door frame was made with 0.062" X 1/2" anodized 6061 aluminum, 0.062 3/4" anodized 6061 angle and a section of extruded anodized 6061 hinge. The frame and half hinge were riveted with 3/32" flat head rivets. 3/32" holes were drilled along the frame and hinge to make better adhesion for the epoxy cotton flox. The door was epoxy floxed to the hinge half along with a 6061 0.062" spacer for the Camloc 2700 door fastener.



Oil Fill & Dipstick Door and Frame floxed to upper cowl.

In the Chocks By Editor Dan Hammer:

I can only wonder what was going through the mind of the pilot of USAir Flt 1549 as he expertly ditched his Airbus A320 in the Hudson river this past week. For all 150 passengers and crew to survive an apparent dual engine failure due to birdstike is nothing short of a miracle. But lets look at this from the veiwpoint of everyone concerned did their job. From the pilot to the crew to the heroic rescueres on the river. Not to mention the passengers calmly egressing the aircraft to safety. The right training and instinctive flying skills allowed the Captain to safely perform a manuever normally only done in the simulator. We always take time to have a minute for safety when we get together in



either chapter meetings, or A-1 working parties or MD50 meetings. This time that minute for safety paid off big time for the passengers and crew of Flt 1549. How many time have we heard “In case of a water landing....” And really thought “what

would I do?” Some of the passengers we find out today flew onto Charlette later that evening. Amazing story and a solid example of training that pays off when it really counts. Bravo Zulu to the Crew of Flt 1549!



EAA Chapter 478 2008/2009 Calendar

January 20 th , 2009	EAA Chapter 478 Meeting/2W6/7pm
February 18 th , 2009	EAA Chapter 478 Meeting/2W6/Program on Lycoming Engines
April 21-26 th , 2009	Sun 'n Fun, Lakeland FL
May 30-31 st , 2009	Virginia Festival of Flight, Suffolk, VA (SFQ)
July 27-August 2 nd , 2009	EAA Air Venture OSHKOSH WI