



EAA Chapter 478
COCKPIT CHATTER
 Lexington Park, MD June 2009



Monthly Chapter Meeting

Date & Time: Tuesday 13 June 2009 @ **6:00 pm**

Program: Chapter 478 Fly-In/Open House/Hot Dog eating/all around hangar flying

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

In this issue of *Cockpit Chatter*:

[Chapter Meeting Minutes](#) – *Great Fluid dynamics Briefing from Spike*

[Executive Board Meeting Minutes](#) - *Tom Weiss's Report*

[Treasurer's Report](#) – *Check on our chapter's financial health*

[Young Eagles Corner](#) – *Joe Spelz says "We're ready for a Great YE Rally"*

[Member's Forum](#) -

[The A-1 Builder's Corner](#) – *update from Jim Byers*

[The Chapter Homebuilder's Corner](#) – *Never know where a Young Eagle My Go by Sid Wood*

[The Flying Corner](#) – *Bernie Says Go Fly a Young Eagle!*

[In the Chocks](#) – *by Dan Hammer*

[Chapter 2008/2009 Calendar](#) – *Know when things are happening and become involved!*

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*

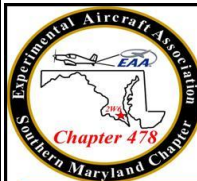
Newsletter Editor: *Dan Hammer*

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

Web Editor: *Bernie Wunder*

Chapter Web Address <http://www.eachapter478.org>

Next Meeting's Program!!!

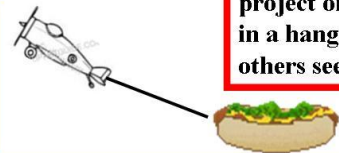


**FREEEEEEEE
Hot dogs and
drinks**



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

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



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

Date: 16 June 2009 Time: 6:00pm
Location: St Mary's Airport Terminal Building

- **PRESIDENTS CORNER** – *John Attebury President*

To all members.

I have attached a mailing list for EAA Chapters/Members in our area. The EAA Chapter Office is pleased to help us contact other EAA Members, to help us promote our EAA Chapter.

This contact information is provided exclusively for the purpose of promoting our EAA Chapter. In order to protect the rights of other EAA Members, this contact information may not be used for any commercial purposes nor may it be shared with anyone for other than the purpose of promoting our Chapter or EAA.

Thank you for helping us protect the privacy rights of other EAA Members.

What I am asking each of you to do is review the list and see if you are acquainted with any of these EAA members. Remember, the people on the list are already EAA members and should be interested in coming to our open house on the 16th or our Young Eagle's Rally on the 13th at 2W6.

I am looking forward to seeing a great crowd at the Young Eagle's Rally and our June 16th meeting.

The next great opportunity to invite a friend will be our July picnic at Chesapeake Ranch Airport.

John

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

EAA Chapter #478 Monthly Meeting
19 May 09

Spike did a great JOB!

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

Here's my notes from the EAA Ch 478 Business meeting:

- Program for May will be Fluid Flow by Leslie (Spike) Vicon. Other topics for possible add on discussion are Zenith 601 flutter and report from Sun N Fun 09.

- The June meeting will be at 2W6 and start at 1800. Encourage all to fly in, taxi in for an aircraft "show and tell". Also possibly open up hangars for project viewing. Hot dogs and drinks will start at 1800.

- The Salisbury EAA Chapter and Ultra light group has dissolved.

- Joe Spelz discussed the up coming 13 June Young Eagles rally at 2W6.

Need to advertize in the Calvert Recorder, St Mary's Enterprise and Tester papers. Need pilot list. Soliciting Bill Englehart to be ground ops coordinator. Discussion on hot dogs or pancakes. Looking for a Photographer.

- Jim Byers gave a status on the work plan for the A-1 this summer.

Looking for metal parts that Paul Gambacorta had cut out. Should be in a box in John's hangar by the wing panels

- **Treasurer's report - Don Byrne**

Checking \$1296.81

Savings \$ 438.14

Petty Cash \$ 502.60

2009 Dues Status:

32 paid members , 17 on roster not paid

NOT PAID are:

Raymond (Buck) Carlton

Scott Fechtig

Paul Gambacorta

Steve Grohsmeyer

Dan Hammer-----Yes I published my own name. Got to do it Saturday!

James McCarthy

William McMurry

Robert Miller

Chris Moody

William Smith

Joe Spelz

John Trybus

Kevin Warren

Jack Witten

David Zorychta

Mary Ann Zorychta

Tom Zucal

- **YOUNG EAGLES Corner**

The Young Eagles Coordinator – Joe Spelz

Web site: <http://www.youngeagles.org>.

EAA Chapter 478 has collectively flown 1,353 Young Eagles according to the records kept at EAA HQ.

Follow the link, or cut and paste it into your

browser: http://www.youngeagles.org/logbook/PilotSearchResults.asp?CHAPTER_ID=EAA%20478



Correction
to
The
Time
0800-1400!

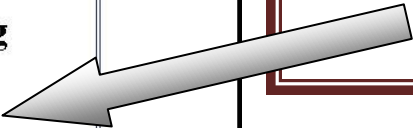
**EAA CHAPTER 478
YOUNG EAGLE RALLY**

Where: St Mary's Airport Terminal Bldg

Date: 13 June 2009 Time: 8-12 am

Free Airplane Rides for Kids 8 -17 Years Old
(First come, First served; Dependent on WX & Pilots)

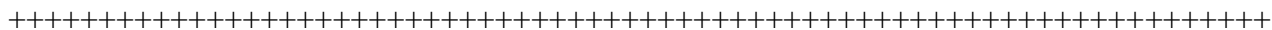
For more info see <http://www.eachapter478.org>



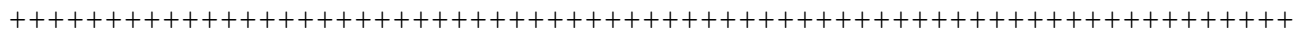
• **MEMBER'S FORUM**



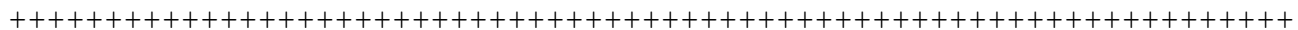
CLASSIFIED:



FOR RENT OR SALE: None at this time



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



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 Home Builder's Corner

You never know, sometimes...

By Sid Wood

In April 2009 I was at Stauffer Machine, Inc. getting a part welded for my KR-2 under construction. Gerald Stauffer runs the operation. I had attended the same high school with Gerald, although we were not in the same class. He told me about a Young Eagles flight his son, Mike, took in June 2003. Just by coincidence I was the pilot on that flight. Mike had just finished the tenth grade and was going nowhere education-wise. He was a straight C student, taking just the minimum general education courses. Gerald had tried to get his son interested in the machine shop business, automotive repair, carpentry, anything, but that was not happening. Mike was a well mannered and intelligent kid, but nothing in his home environment seemed to interest him for a vocation. For that Young Eagles flight in a Cessna 150, I did the same as all the other flights: Show and tell on the airplane operation; talk up what we were doing; point out the sights and do a little first pilot lesson with level turns and shallow climbs and descents. Mike, of course, got to be the sole manipulator on the controls. Just like most of the other Young Eagles I had flown, Mike said little and asked fewer questions. When I took over the controls to land, Mike kept his hands on the yoke (just to follow through).

On the way home Mike told his Dad that he wanted to go to college. Slightly blown away with that revelation, Gerald told him that if he was going to go to college, he needed to take some of those high school college prep courses. "I can do that" was the even reply. That summer Mike enrolled in summer classes. That fall Mike changed his course track to college prep and took the freshman and sophomore prep courses along with the junior and senior courses during the summer and regular semesters. For his last two years in high school Mike got straight A's.

Mike graduates from the University of Maryland this May with a Bachelors degree magna cum laude in Physics and minor in Aeronautics. He has accepted employment as an Aeronautical Engineer at NAS Patuxent River testing F/A-18G fuel systems. This summer Mike plans to start training for his private pilot certificate.

...Where a Young Eagles Flight may go.

- ***The Flying corner – By Bernie wunder***

Bernie says.....”Y’all come out and Fly on Saturday 13 June 09!!!”

- ***In the Chocks By Editor Dan Hammer:***

First, let me apologize for missing a newsletter, things were pretty busy around May time and I could not get it out. Thanks to Bernie for stepping up, and sending out some material on the YE Rally and our upcoming chapter Dog Burn/Open House. This months in the chocks is courtesy Tom Weiss, he found this in a RV forum, but appropriate for all of us.

800 Pound Gorilla sitting on the couch.... ..by Doug Rozendaal.

There seems to be a Gorilla sitting on the couch that no one seems to want to discuss.....

Stein alluded to my safety presentation in the Stall Spin thread and given that the recent past has been a little deadly, I thought I would accommodate his request and share one of the premises of the presentation that I give to Warbird audiences... We have a horrible safety record in the Warbird community and several years ago I was the Stand-Eval Chair at the CAF when we had a rash of accidents that threatened our insurability.. We had to do something and it fell in my lap. We had a safety standdown. Started annual safety training for all CAF pilots and I ended up taking it on the road. It applies equally to the RV world....

Before anybody gets wrapped up in the details of some recent fatal accidents, lets think about how we, as pilots, react to accidents. Let me be clear, this is not a thread about the details of the recent accidents.

Wilbur Wright wrote a letter to his father in 1900 that said a deliberately accepted risk was safer than ignoring or denying the risk. So lets talk about the Gorilla.... RV flying is dangerous. The bull**** we tell our spouses that the most dangerous part of flying is the drive to the airport is, just that, bull****.... John and Martha King call this "The Big Lie." If we can't be honest about this basic fact, then we are doomed to continue killing our friends or ourselves.

Flying, the way most RV pilots do it is dangerous. Formation is dangerous, Acro is dangerous, spontaneous low level flying is dangerous. You can tell yourself that you have it all figured out, and the way you do it, is not dangerous..... Hogwash... It is dangerous... in 2008 there were 10 fatal accidents in RV's... Does anybody think that is an acceptable number? For that number to change, we can't wish it down. Behavior must change... Some will want to look at the accident reports, but the problem is how we do that.

We read accident reports and look for the one thing that we don't do that the subject pilot did, then we feel vindicated and say, "There, see, that guy did XXX, I don't do that, therefore, I don't have a problem." Instead we should read accident reports and say, "That guy was smart, sane, and as good or better pilot than I am and he got caught, why couldn't that happen to me?"

Nobody ever got out of bed and said, "Today is a good day to kill myself in an airplane." Read accident reports looking for the links in the chain that you have done, or the mistakes you have made, instead of looking for the link that you perceive to let you off the hook.....

What this is about is behavior modification. Only if we are honest with ourselves about the risks inherent in our flying will we change behavior. That is hard to do.... My wife has been working on me to put the seat down for over 20 years and my compliance is still fairly low by her standards....

Once we honestly acknowledge the risks, then we can develop strategies to mitigate them.

(G)oes like this:

- Identify the risk.
- Rate the risk.
- Rate the reward.
- If the risk out weighs the reward stop.
- If it doesn't, brainstorm ways to reduce the risk.

If we are entirely honest with ourselves about the risk versus reward, then like Wilbur Wright, we can accept the risk for what it is, or change the behavior.... Only then will the statistics change.

Tailwinds,

Doug Rozendaal***

***Now, let say this, if you made it all the way down to this point, at the Chapter Meeting Tuesday 16 June, I will present the first person who reads this far down with a \$10.00 Starbucks Gift Card or \$10.00 Target Gift Card their choice.