EAA Chapter 478

COCKPIT CHATTER

Lexington Park, MD January 2021

A Bronze EAA Chapter

EAA Chapter 478 Monthly Gathering

January Gathering is via Zoom

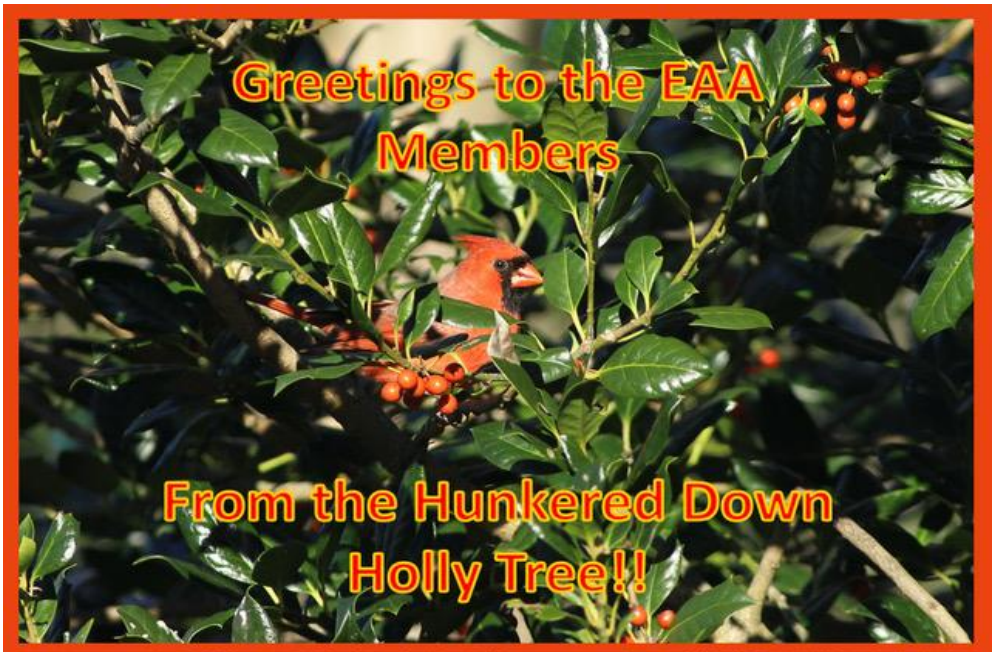
January 22, 6:30 PM

Zoom connection available after 6:00 PM

Topic: Preventative Maintenance and Tool Crib

2021 Chapter Dues are due

In this edition of Cockpit Chatter


Greetings to the EAA Members
From the Hunkered Down Holly Tree!!


We have spent enough time in 2020 on the Ground so....


The 2021 New Year's resolution is to get off the ground and go flying!!
Ken Barlow

FROM THE TOP

Tom Weiss President EAA Chapter 478

Happy New Year and I hope 2021 will be better than 2020 for all of us. I hope this Newsletter finds you and your family healthy.

As with any new year, Chapter Dues are due. Dues are still $20 and can be paid one of three ways.

1. **Go to the Chapter Website https://chapters.eaa.org/EAA478, When at the Chapter's home page, select "Join or Renew" on the left side, on the next page you can select "Buy Now" and enter your credit card number, this method is using PayPal. PayPal takes 3.7% as a fee for the service.**
2. **You can mail a check to our Treasurer, Don Byrne at:**
   12108 Doubletree Lane
   Lusby, MD 20657
3. **Hand Don Byrne a $20 Bill when you see him.**

This month we are going to try to hold a Gathering via Zoom. We will be able to tie in early if you want to socialize a little. Also for anyone who hasn't used Zoom, the extra time will allow for the need to get connected, it is never easy the first time. I hope the program will go well, but a big part of it will be your contribution to the discussion. The plan is to continue Gathering this way until we can get together in person.

At the Board Meeting earlier this month we discussed expanding the Tool Crib program to include tools that each of us own and are willing to loan to others. These would be tools that a typical airplane owner would not buy for a one time requirement. You will hear more about this at the Gathering Zoom this month.

Note the message below about Homebuilders week, the agenda looks really good, so find a topic or two that you are interested in and tune in. You do have to register ahead of time for the sessions you want to attend, you can register for any number of them if interested.

2W6 50th Anniverary Celibration

There has been some discussion about moving some of the events that were planned for 2020 to 2021 for the 2W6 50th anniversary. This is all dependant on the COVID status in the spring, but the hope is that many of the events that were planned for late spring and summer can be run in 2021. Along with this, I expect we will be able to get back into flying Young Eagles, so find those seat cushions and barf bags. The County website is still active and is https://www.stmarysmd.com/dpw/airport-operations/anniversary/ Stay tuned for future updates.

Homebuilders Week – Online Event Starts January 26

An online opportunity to learn about all aspects of building your own aircraft

By Charlie Becker, EAA Homebuilt Community Manager

EAA is launching a new online learning event for aircraft builders: (www.EAA.org/HomebuildersWeek).

It will be five straight days of educational forums covering a broad spectrum of aircraft building topics. It will launch on Tuesday, January 26, 2021, and run until Saturday, January 30, 2021. The live online presentations will be open to everyone interested in building their own aircraft. Sessions will start at 1 p.m. CST and run until 8:30 p.m. CST daily.

This event is an opportunity for a new person to jump in with both feet and learn a lot about the wonderful world of homebuilding. We will cover areas like getting started successfully and techniques when building with sheet metal, composites, steel, and wood. But it won't be just for the newbie; we are offering in-depth talks on panel planning, engine selection, FAA certification, flight testing, and selling a homebuilt aircraft. There will be something for every builder, whether you are just starting out, knee deep in a project, or just received your airworthiness certificate — it is going to be a great learning opportunity.

EAA is working with industry experts, kit manufacturers, and other subject matter experts to provide top-notch material for builders. The sessions will be live and allow plenty of time for attendee questions. Recordings will be archived and available to EAA members for review.

The launch of EAA Homebuilders Week coincides with the 68th anniversary of the founding of the Experimental Aircraft Association in 1953. Those founding members of EAA lit the fuse on the

homebuilt movement that provides affordable access to aircraft ownership and today has spread worldwide.

EAA Homebuilders Week is possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, Scheme Designers, Inc., and Van's Aircraft, Inc.
Visit EAA.org/HomebuildersWeek to review the schedule and sign up for a session.

TUESDAY, JANUARY 26, 2021

Time (CST)	Title	Presenter(s)	Company
1 p.m.	Building An Aircraft - What You Need To Know	Charlie Becker	EAA
2:30 p.m.	Sheet Metal Basics	Mark Forss	EAA SportAir Workshops
4 p.m.	Homebuilt Safety	Ron Wanttaja	Aviation Author
5:30 p.m.	Composite Construction Basics	Mark Forss	EAA SportAir Workshops
7 p.m.	Kit Selection	Paul Dye	Kitplanes

WEDNESDAY, JANUARY 27, 2021

Time (CST)	Title	Presenter(s)	Company
1 p.m.	Panel Planning & Wiring	Marc Ausman	Aviation Author
2:30 p.m.	Zenith Aircraft Kits & Plans	Sebastien Heintz	Zenith Aircraft
4 p.m.	Buying A Used Homebuilt	Vic Syracuse	Base Leg Aviation
5:30 p.m.	Garmin Experimental Avionics Solutions	Brad Brensing	Garmin
7 p.m.	Engine Selection Basics	Dan Horton	Kitplanes

THURSDAY, JANUARY 28, 2021

Time (CST)	Title	Presenter(s)	Company
1 p.m.	RANS Aircraft Kits	Randy Schlitter	RANS Aircraft
2:30 p.m.	Welding Basics	Earl Luce & Charlie Becker	LuceAir LLC & EAA
4 p.m.	Sonex Aircraft	John Monnett	Sonex Aircraft
5:30 p.m.	Dynon & Advanced Flight Systems	Michael Schofield	Dynon
7 p.m.	Van’s RV Aircraft Kits	Greg Hughes	Van's Aircraft

FRIDAY, JANUARY 29, 2021

Time (CST)	Title	Presenter(s)	Company
1 p.m.	Plans Built Aircraft: The Affordable Option	Tim Hoversten	EAA
2:30 p.m.	Working With Wood 101	John Egan	EAA
4 p.m.	Liability of Selling Your Homebuilt	Pat Phillips	Aviation Attorney

5:30 p.m.	Considerations in Design and Application of the Perfect Paint Scheme	Craig Barnett & Ken Reese	Scheme Designers & KD Aviation
7 p.m.	Condition Inspections	Vic Syracuse	Base Leg Aviation

SATURDAY, JANUARY 30, 2021

Time (CST)	Title	Presenter(s)	Company
1 p.m.	FAA Certification Basics	Dave Prizio	E-AB DAR
2:30 p.m.	Fabric Covering Basics	Mark Forss	EAA Sportair Workshops
4 p.m.	Flight Testing Basics	Gary Baker	EAA Flight Advisor
5:30 p.m.	Velocity Kit Aircraft	Riley Swing	Velocity Aircraft
7 p.m.	Engine Break In	Mike Busch	Savvy Maintenance

Thank you for your interest in EAA Homebuilders Week! These live and informative presentations are hosted on our webinar platform, where you can easily attend a session from anywhere, anytime, using a compatible computer or mobile device.

Tune in as homebuilding industry leaders explore the entire spectrum of aircraft building.

To view the description and register for a presentation, click on the title.

Registration is required and space is limited.

UPCOMING EVENTS

VMC Zoom Meeting 3rd Saturday of each month – Details via email

EAA CHAPTER 478 MEETING MINUTES

EAA Chapter 478 Board Meeting Minutes

January 5th, 2021

1969 – The Venera 5 space probe is launched from Baikonur.

Attendees: John Attebury, Don Byrne, Darryl Crawford, Bill Englehart, Egon Frech, Paul Gambacorta, Gabriel Murray, Chris Moody, John Nelson, Bill Posnett, Tom Weiss, Sid Wood, and Bernie Wunder,

Discussion

1. Goals for 2021
    a. Membership (+)
        i. Toolcrib was one option.
        ii. How to use money to improve membership?
            1. Club house
            2. Need to get 2W6 to get more involved. This is a big population to tap.
            3. How to provide value to people.
            4. How to get airplane enthusiasts involved?
            5. Airplane Poker Runs to get people involved. COVID-19 Friendly. Bernie is going to set this up.
    b. Tool Crib-Borrow or in-person assistance. Tool Leads would connect tools to owners.
        i. Use a Forum where people can request? Tool Crib leaders act as moderators.
        ii. Insurance of tools? Agree to repair if you broke.
        iii. Add to agenda of virtual Gathering.
        iv. ELT checking tool.
            1. Not required (by FAA) but might be nice to have.
2. What Key events do we want to hold?

a. Young Eagles-Autumn Event? Ones and twos with masks is ok. Very small events. Require scheduling. Use the website to limit numbers. Keep everything outside or in a hanger. Start planning and look to start in June.
b. Picnic-Sort of do one this summer, late summer, or Autumn.
c. Open Hangar-Continue to do this event. Will benefit greatly if we can get a 2W6 list contact email list.
d. Maintenance events (prop balance, ELT etc)-W&B last year with Mark's RV-8. Prop Balance demo required. Need an airplane and a time period. Have John Nelson use it on his RV-8 as a practice run.
e. Other-[Hopefully have a Christmas Party]

3. Gatherings via Zoom
    a. Who Leads
        i.
    b. Topic Generation
        i. Preventative Maintenance Video->lead to tool crib discussion; FAAST Team short briefs
    c. Technology lead
        i. Gabriel Murray
4. VMC Lead Backup/Helper
    a. **VMC, needs a helper to look for material or decide on topics. Check with membership to look for help.**
5. Do we want to go back to in person Board Meetings?
    a. Eventually, with option for virtual attendance.
6. Still need a good 2W6 contact list for event notices
    a. This links back to membership.
    b. Ken Reed says he will help with this.
7. How much support will we provide 2W6 51st Anniversary events?
    a. Reworked. Trying to do the open house that got cancelled. Need to help with an open house to get people involved in our chapter.
8. Dues – Pay Pal or other methods. Chapter yearly cost to HQ was $398/yr.
    a. Need more than 20 people to sign up to pay for this. Use Paypal account with the Gmail account. Looks like this is the way to go.
9. Other Topics
    a. None

TREASURE'S REPORT

Submitted by Don Byrne

EAA Chapter 478 Financial Report Through 31 December 2020	
Fund	**Amount**
Petty Cash	$196.01
Savings	$439.00
Checking	$21,093.74
Total	$21,728.75

SOCIAL COMMITTE CORNER

No Report

YOUNG EAGLES CORNER

Young Eagle Coordinator – Darryl Crawford

2019 Statistics

Year	Flights	Year	Flights
1992	6	2008	51
1993	54	2009	113
1994	44	2010	156
1995	79	2011	187
1996	89	2012	242
1997	90	2013	79
1998	47	2014	127
1999	23	2015	248
2000	113	2016	206
2001	94	2017	205
2002	90	2018	209
2003	101	2019	112
2004	66		
2005	138		
2006	97		
2007	122		
TOTAL	1253	TOTAL	1935
GRAND TOTAL		3188	

Pilot	Young Eagles Flown 2020				Total
				MISC	
Attebury, John					0
Bray, Buck					0
Byrne, Don					0
Carruthers, Steve					0
Crawford, Darryl					0
Farry, Kristen					0
Frech, Egon					0
Gambacorta, Paul					0
Gates, Don					0
Harvey, Ed					0
Hollady, Mark					0
Kornacki, Troy					0
Lightstone, Bob					0
Moody, Chris					0
Nelson, John					0
Piercy, Jake					0
Surfield, Ron					0
Szelc, Jerry					0
Wunder, Bernie					0
Totals	0			0	**0**

THE HOMEBUILDER'S CORNER

RV-7 Project Update

Submitted by Chris Moody

I have spent the last 2 weeks on the canopy. The RV-6 and 7 models have 2 canopy options: 1) slides back from the windscreen and 2) tips up from a hinge point just forward of the instrument panel. I have the tip up version.

I have dreaded this part of the project. It involves a lot of trimming and fitting what is probably the single most expensive, awkward and easily messed up part of the kit: the blown canopy bubble (see pic). The tip up canopy configuration employs a rollbar that is just aft of the pilot/passengers heads. This roll bar establishes the point where the canopy splits into the tip up portion and the fixed "rear window". The picture shows the bubble marked off for making this "big cut" as shown by the thin gap between the two rows of making tape.

The 2 main hazards are cracking or blemishing the plexiglass. Heating the plexi helps prevent cracking while it is being cut (with cutting wheel in die grinder)--so I had to increase my carbon footprint to heat the shop to about 80 deg. Cut edges are smoothed immediately after cutting to eliminate stress risers.

So far so good. Trimming of the forward tip up piece almost complete. It will be drilled/screwed to the side rails and rear canopy bow.

RV-8 Construction help/advice requested

Submitted by Charlie Fox
48038 Post Oak Rd
St. Inigoes, MD 20684
Cell 571 213 9417

I purchased an RV-8 partially built in Jan 2020 and have been working on it intently over the year. However, the learning curve has been very steep for an 86 yr old EE that got back into flying about 5 yrs ago after being out of flying for 30 yrs.

My RV-8 is now a little past the quick build stage. Tail section was on and controls set, fuel valve and lines installed, rudder pedal cluster built and installed, landing gear installed and removed for easier access into fuselage, aft top section of fuselage is being riveted and am now working on baggage compartment lid. Wings are in cradle ready for wiring, lighting and wing tip installation.

Considering the Titan IO 360 engine with the EFII 32 system. The duel fuel pump for that system has been installed.

Avionics are being researched.

Advice on Firewall penetrations, cables, wiring, switches, lighting etc would be most appreciated. Help on riveting and installation of Skybolt cowl fasteners would also be appreciated.

THE FLYING/MAINTENANCE CORNER

Seaplane Training

Submitted by Mark Hollady

Last year, I started thinking about what my next big flying adventure could be. Learning new things and welcoming different challenges are both fun and constructive that help us become better pilots. After some thought, I decided that some low and slow seaplane training would be fun and challenging. Since the Southern Maryland area is surrounded by water, having a few seaplane skills would be beneficial, especially in emergency situations. So I took the plunge (no pun intended) and began my seaplane training adventure in Fredericksburg, VA.

There are two kinds of seaplanes, one with floats and flying boats. A flying boat has a fuselage shaped like the hull of a boat. My training was in a Progressive Aerodyne Searey, a flying boat. The Searey is a two-seat Light Sport Aircraft (LSA) that has a high wing, a Rotax engine with a pusher propeller and side-by-side seating. The conventional landing gear retracts up near the wing struts and

extends down past the hull, allowing for both water and land operations. Since the Searey can land on both, it is called an amphibian.

I met with my instructor, who was very knowledgeable on seaplane flying and Seareys. We spent several hours with some ground school training and then went to the hangar. After a thorough preflight inspection, engine start and taxi, we departed out of Shannon Airport (EZF). I practiced general flight maneuvers to become familiar with the different flight characteristics. Runway landings and takeoffs were conducted at a nearby grass field and included both types for a tailwheel aircraft: 3-point and wheel (2-point).

Most of my flight experience was with fixed-gear aircraft, so with the Searey, the G.I.F.F.T.S. checklist was essential: Gear check, Instruments check, Fuel pump on, Flaps set, Trim and Situational awareness. To help prevent landing or takeoffs with the gear in the wrong place, a verbal cadence was spoken deliberately into the mic during each leg of the pattern. “This is a runway landing, which means the gear switch is down, two green lights for runway.” Followed by a head turn left and right for a visual check of each main gear and a check of the tailwheel using the mirror on the outrigger float. “Left gear down, right gear down, tailwheel down. Ready for a runway landing.”

When overflying a body of water, there is no windsock present, so determining the wind direction included looking for flags or smoke, but most often determined by reading the surface of the water. As the wind speed increased, the surface went from calm, to ripples, to wind streaks and lastly, to white caps. Ripples are perpendicular to the wind and wind streaks are parallel to the wind. With practice, reading the surface of the water was a great indicator of wind speed and direction. If white caps were present, Searey water landings were not advisable, as waves higher than one foot were not recommended.

The instructor used Potomac Creek and Lake Anna to teach me about water operations. There were six types of water landings, most determined by water and wind conditions: normal, glassy, rough, crosswind, confined area and emergency. There were five types of water takeoffs: normal, glassy, rough, crosswind and confined area. There was no emergency takeoff.

Once the water landing area and the wind direction were determined, the aircraft was flown in a similar pattern as over land, but at about 500 feet AGL. I had to make sure not to forget the GIFFTS check, and how important the G is. “This is a water landing, which means the gear switch is up, two blue lights for water. Left gear up, right gear up, tailwheel up. Ready for a water landing.” The S also reminded me to scan for power lines, floating debris, submerged hazards, docks, boats, jet skis, birds, etc.

When landing on a runway, the pitch attitude could vary from a level wheel landing to a nose-up three-point landing, or anywhere in between. Not so in a seaplane landing on water! The pitch attitude when landing on water had to be the same every time, touching at the aft end of the step. If the nose was too low, the aircraft would porpoise and if the nose was too high, empennage and tailwheel parts might get damaged. Setting the proper pitch attitude and controlling the sink rate with power was essential and a key part of landing the Searey on water.

Once floating on the water, there were other things to learn like the slow idle taxi, the faster plow taxi and the fast step taxi. Each one had advantages and disadvantages. With the step taxi, the Searey was fast enough to be up on the step (riding on the aft part of the hull), but not fast enough to fly (about 30 mph – remember use groundspeed, not airspeed). There were no brakes on the water, so the wind and current sometimes moved the aircraft around. Power, rudder or extending one or both gear helped to turn or slow the aircraft. At idle, the wind would always weathervane the aircraft into

the wind. If you needed to go backwards (for a longer takeoff run for example), switching off one mag and extending the flaps would help. That is called sailing.
Other maneuvers practiced included ramping (with gear down) and beaching (with gear up). Ramping involved extending the gear in the deeper water and powering the aircraft up the boat ramp. Beaching involved approaching the beach with the gear up allowing the hull to come to rest at the water's edge. Seaplane pilots often combined the two to do a ramping maneuver up onto the beach for social events called Splash-Ins. Rumor has it that shorts and flip-flops were the proper dress code.
During the three days of training, the learning curve was steep and it seemed like I was drinking from a firehose, but felt that I learned a lot of new tips and tricks. I gained much respect for seaplane pilots and the ever-changing variables that they juggle all at one time for safe and fun flying. Unfortunately, weather prevented me from completing the training and obtaining the rating, but I walked away with more confidence and some new skills. Until next time, I'll be dreaming of sunshine and splashin' in a unique aircraft that combines the thrill of flying with the fun of boating.

National Weather Service Information

Submitted by Tom Weiss

I received the email below from Andrew Snyder from the National Weather Service Baltimore/Washington Forecast Office. I plan to work with Andrew to get someone from NOAA to be a guest speaker at either a VMC or a Monthly gathering. We will work these details over the next few months to set up a presentation. I envision this event would be highly advertised to draw in the greater So. MD aviation community. In Andrew's email are several links for weather information. Try the links and provide feedback either for the Newsletter or for a VMC discussion. TAW

On Sat, Jan 9, 2021 Andrew Snyder - NOAA Federal <andrew.snyder@noaa.gov> wrote:

Hello,

My name is Andrew Snyder, one of the Lead Meteorologists at the National Weather Service Baltimore/Washington Forecast Office. I also serve as our Aviation Program Leader. I found your information scouring the web for aviation-related contacts in our area of responsibility. I am writing for the following reasons:

Introduction/Outreach

As far as I know, our office has never made a concerted/comprehensive effort to reach out to the smaller airports and general aviation groups in our forecast area. We recognize a large range of

groups may depend on weather information, and we want to ensure there are open communication lines for any questions, concerns, or requests that may arise about NWS forecasts and services. Of course, the most visible aviation product we issue is the TAF, but we, combined with other offices in the NWS, provide much more.

I, or one of our staff members, could potentially provide the following services if resources are available (and of course, after pandemic restrictions are lifted):

- Guest speaker (aviation weather, weather safety, NWS) at a club or board meeting
- Outreach booth at air show or other type of festival
- Host a tour of the NWS office in Sterling, VA
- Helping with targeted/specific internet links for your local needs
- Answering questions during impactful weather that can't be found online
    - Public phone number: **(571) 888-3500** (recently changed, phone tree still under development -- let me know if you have issues getting through)

Weather Resources

- *Pilot's Guide to Aviation Weather Services*: This recently-revived document provides a comprehensive overview of resources from the National Weather Service, from pre-flight to day of departure to en route, as well as other tools and links.
- Local NWS Aviation Page: Aviation forecasts and links for the Baltimore-Washington region.
- NWS Baltimore/Washington Home Page: Additional weather forecasts, data, and watches/warnings for the region.
- Washington Center Weather Service Unit (ZDC): Planning aids and weather information for ZDC airspace.
- CWSU Briefing Page: ZDC overview video briefing and airport-specific weather information.
- NWS Aviation Weather Center: One-stop shop for aviation weather information nationwide.

NWS Aviation Users Group Invitation

In 2019, we developed a local "Aviation Users Group" as a way to enhance communication and strengthen partnerships between the NWS and Mid Atlantic aviation community. At our meetings, we have discussed ways to improve NWS services, identified issues, received feedback, and established best practices. Participants come from NWS, FAA, commercial airlines, air traffic control, airport operations, business aviation, and more. **Presentations and additional information can be found here:** https://www.weather.gov/lwx/lwxaviationforum

If you use NWS forecasts for planning or safety during your daily business operations and would like more information on joining this group, please let me know. We plan to meet once per year, but there are no specific commitments from participants.

In conclusion, please don't hesitate to contact us if you have any questions, comments, or would like additional information. I look forward to building some new partnerships and working together

to keep the aviation community weather-aware and safe. **Please feel free to forward this to anyone you think may be interested** (airport personnel, FBO, flying clubs, flight schools, weather-sensitive tenants, etc.).

Sincerely,
Andrew Snyder
Aviation Program Leader
National Weather Service Baltimore Washington
43858 Weather Service Rd.
Sterling, VA 20166
(571) 888-3500

FOR SALE

Avidyne IFD-410 for Sale

Submitted by Jim Atkinson

Atkinson Aero is celebrating the completion of its first year of aircraft maintenance operations at 2W6. We would like to start off our second year with a special offer just to the members of EAA Chapter 478 as a part of this celebration.

We have a fully functional Avidyne IFD-410 (this is a GPS only, WAAS capable unit) that was removed after only 6 months service to accommodate an upgrade to a Avidyne IFD-550. Please stop by the hangar for pricing far below retail and to discuss how we can have you flying approaches with vertical guidance this spring

Jim Atkinson
Office: 540-644-1580
Cell: 540-903-0125
Email: jim.atkinson@ataero.com

GlaStar Project for Sale

Anyone in the Chapter looking for a building project to finish off?

After completing the build of our Glasair (low wing, retractable, flying for over 20 years now!), we got pretty far along building a GlaStar, (high wing), but ran out of steam. We simply don't need a second plane.

Will sell the project (without engine) for $35,000. An additional $20,000 includes Lycoming IO360/200 HP engine and accessories, already mounted. See attachments for details of what's included, work already done, work to be completed, and a few photos.

The project is at our home in Brandywine, an hour's drive from the airport, but we have more photos, specifications, performance info, and would be happy to answer questions.

Anyone interested, curious, or knowing someone who might be interested can call, e-mail, drop by Hangar E-3 at 2W6, or come out to the house to look the project over. Bill & Sandy Lange. (301) 272-7276, glasair2s@gmail.com or sandramlange@gmail.com.

GlaStar Project for Sale. Rev. 11/14/20

GlaStar PROJECT FOR SALE.

Contact Bill Lange, glasair2s@gmail.com. (301) 535-7476

PARTS AND EQUIPMENT. Notes on work completed and yet to be done.

Note: Almost all the body finish work is done. Fuselage, cowlings, wings, doors, ailerons, wing struts, and many small parts have been painted a popular DuPont Oxford White, code "YZ", base coat/clear coat, an easy match for the parts that haven't been painted yet and for future touch ups if necessary. Most of the fuselage interior has been finished off nicely and painted gray for easy cleaning if the builder chooses not to use Airlink Technologies upholstery material included with the kit.

Fuselage, painted. Front windshield installed by Airlink.
Doors built (including hardware and windows), and painted.
Elevators, flaps, horizontal stabilizer, rudder. Built and painted.
Ailerons, finished and painted. (Left aileron skin damaged during move needs repair.)
Sportsman cowlings (instead of GlaStar cowlings, to fit 200 hp engine). Built and painted.
Landing light option. MAC elevator trim electric servo.
Custom built fiberglass parts replace ABS plastic parts (elevator tips, horiz stab tips, tail cone,
dorsal under rudder).
Struts, drilled and painted. Strut fairings from Airlink.
Heated pitot and mast.
Wings professionally built by Airlink Technologies with Airlink fuel bladders, capacitance fuel quantity senders. Optional fuel tanks in both wings, fuel transfer pump, flush mounted fuel caps (4). Wings

painted white. Wingtips are not yet finished.
Wheel pants are fitted, drilled. 75% done.
Brakes, installed. (No brake lines or connections made yet.)
Airlink Technologies interior parts, finished and painted light gray, includes cable and doorpost covers.
Airlink rear floorboard, fitted and painted.
Airlink custom leather interior seats. (Gray and maroon.)
Retractable steps, installed.
Pilot and passenger side brakes.
Aerocet/Montana forward float attach points installed.

Firewall installed. Sound deadener installed with custom fiberglas cover in cockpit.
Andair fuel selector valve.
Andair one-way check valves (2).
Airlink header tank system (plumbed and installed).
ACS ignition switch.
2" heater box and control.
Master, starter, and avionics solenoids, installed. Positive and negative ground busses, installed.

Glareshield (fiberglas) installed.

Will sell project with or without engine. If with engine, include:

Lycoming IO360 C1D6 200 hp engine, rebuilt by Barrett Aviation, 516 hours on engine. Engine logbook.
Engine mount.
B&C 40 amp generator (used).
B&C starter (used).
Aircraft Spruce engine controls: throttle, prop, and mixture.
Custom exhaust pipes, 4 into 1, installed.
Superior sump and induction system, forward facing.
Induction air cleaner.
Oil cooler, 11 tier. (Used, not yet installed, needs cleaning and testing).
Firewall forward fuel lines done (fuel injection lines).
Fuel boost pump (used, for fuel injected engine) installed.
Andair fuel gascolator.
Front-mounted Woodard prop governor for constant speed prop.
Nearly complete engine baffling.
Performance Airflow fuel injection (after market, very good).

PROJECT WORK STILL TO BE DONE:

Design and build panel. Purchase/install instruments and avionics.
Purchase/install prop.
Build wing tips.
Complete main and nose wheel pants and fairing work. (Mains are 90% done, nose is 10% done.)
Repair left aileron (skin was damaged during move).
Prime and paint wing tips, wheel pants, and fairings.
Complete engine baffling (85% done for the 200 hp engine).
Plumb brake system.
Build and install battery box. (Best to check CG before determining best location for battery.)
Build and install rear baggage compartment bulkhead.
Install seats and seat belts. (Seats already upholstered by Airlink, leather, maroon and gray.)

Control cables are finished, and control systems rigged, but not yet installed.
Complete some final wing assembly steps, including complete fuel tank vent line installation at the wingtip, complete wing-to-fuselage fuel system connections, mount pitot and mast

LANCAIR® 320

Lancair 320 A-kit parts available. If interested contact Paul Gambacorta by phone 480-440-1691 or email paul.gambacorta@gmail.com

CHAPTER 478 CALENDAR OF EVENTS

Date	Event	Location
JANUARY		
FEBRUARY		
MARCH		
APRIL		
MAY		
JUNE		
JULY		
AUGUST		
SEPTEMBER		
OCTOBER		
NOVEMBER		
DECEMBER		

In the Chocks

More inputs from all of you would make this issue better, consider writing up your next adventure
Build, Repair and Fly Safe.
Tom Weiss – Editor/President

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