



EAA Chapter 478
COCKPIT CHATTER
Lexington Park, MD February 2021
A Bronze EAA Chapter



EAA Chapter 478 Monthly Gathering

February 16, 7:00 PM

Topic: FAA Angle of Attack (Wings Credit)

2021 Chapter Dues are due

Note, The date in the poster below is incorrect, the correct date is 16 February 2021



Federal Aviation
Administration

Angle of Attack (AOA) Awareness

14 March 2020

Presented by: Bill Posnett

- FAA Safety Team Rep
- Retired Naval Aviator
- Commercial / Instrument / ME Pilot
- Aeronautical Engineer



FAA Safety Team | Safer Skies Through Education

You have asked us to notify you when a webinar is scheduled that meets your criteria. The following webinar may be of interest to you:

"Angle of Attack Awareness"

Topic: Explore the Safety Benefits of Understanding Angle of Attack (AOA) to Prevent Loss of Control (LOC).

On Tuesday, February 16, 2021 at 19:00 Eastern Standard Time (16:00 PST, 17:00 MST, 18:00 CST, 14:00 HST, 15:00 AKST, 17:00 Arizona, 00:00 GMT)

Select Number:

EA27103398

Description:

This webinar will highlight the basic safety concepts of angle of attack and how that knowledge can help all pilots prevent loss of control mishaps. Presentation consists of a 33-minute FAA Safety Team video followed by a summary of key safety takeaways by a retired US Navy Test Pilot. Use of Angle of Attack indicators in the military and application to General Aviation will also be discussed.

To view further details and registration information for this webinar

https://www.faasafety.gov/SPANS/event_details.aspx?eid=103398

The sponsor for this seminar is: **FAASTeam (Washington FSDO)**

The following credit(s) are available for the WINGS/AMT Programs:

Basic Knowledge 2 - 1 Credit

[Click here to view the WINGS help page](#)

In this edition of Cockpit Chatter

From The Top –The latest EAA Chapter 478 Status, Wings AOA Presentation

Board of Directors Meeting Minutes – 2 February 2021

Treasurer Report – Current Status

Social Committee Report – Proposed Poker Run Rules

Young Eagles Corner - Status

The Homebuilder's Corner - RV8 Build status, The “Wunderbird” Status

The Flying/Maintenance Corner –AQP AFR Document, Weather Information Sources

For Sale – Glastar Project, Lancair 320 “A” Kit

Chapter Calendar –

FROM THE TOP

Tom Weiss President EAA Chapter 478

I hope this Newsletter finds you and your family healthy.

As with any new year, Chapter Dues are due. We need 20 members to pay dues just to cover the costs of what we pay EAA each year to be a Chapter (\$398 in 2021). 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.**

We are beginning to put together the calendar of events for this year, I think we can have some good events if everyone participates. I am also looking for your input, let me know what events from the past you enjoyed or didn't, and ideas for new events. We will continue to focus on things we can do outside for most of this year.

We have a Wings Event this month in place of the Gathering, information in the beginning of the Newsletter. We also have a VMC meeting this month. The VMC in March will be presented by a guest speaker talking about weather briefings. I expect this will be a good one.

We are also planning a Poker Run in March, this will be weather dependent. Also Young Eagles in June and other events as the year goes on. Now is your opportunity to put your idea's forward.

With the weather being so bad, now is a good time to get some additional training, the Internet and You Tube are full of Ground School type classes to refresh and improve your flying skills. This is also a great time to get maintenance tasks done on your airplane, after the Preventative Maintenance Webinar we watched last month, I think the appetite is opened a little more for you to fix some of the nagging issues that may be too small to take to a shop.

I have spent the last 2 weeks working on my Builders Log for my RV-7 project. When I started the project back in 2008 I initially starting logging all my time and activities on paper and then converting it to a Word Document. This soon became unbearable, so I bought KitLogPro and moved everything from the Word Document to KitLogPro. This worked well for a number of years, it is easy to add pictures and easy to update. Fortunately I continued to update the paper log that I kept in the shop. As the years have gone by and computer technology has changed, the KitLogPro application began to suffer problems with the new Windows Operating systems and changes in computers. For the last year it has become very difficult to use as I had to go and find the data base everytime I tried to do an update. Several times I had to recreate parts of the data base. EAA has come out with the EAA Builders Log that is on line and has no memory limitations. Initially I was skeptical about using something new like this, could I trust EAA to have this around for the life of my project, whatever that will be. I attended EAA Webinars on the Builders Log, and the big thing that bothered and delayed my adaption of it was the fact that there was no way to transfer all the data in Kit Log to the EAA Builders Log directly. So this stopped me from starting a new Builders Log for about 6 months. My frustration with KitLogPro finally got to be enough that I bite the bullet and hand entered all of my hand written logs and whatever pictures I could find that I had saved. I did not try to extract any pictures out of Kit Log. It has taken me 2 weeks to create over 1100 entries, but I am now up to date. It is interesting to see how life gets in the way during a project like the RV-7 as I have had several gaps where I didn't make any progress. Some of these gaps were the building of the A-1 which was a little over 2 years, The rebuild of the engine in my truck that was several months, the replacement of the engine in the Honda so my son would have a car for college and recently the work on my daughter's house in PA which has been most weekends since Thanksgiving. So far I am happy with the EAA Builders Log, any of you should be able to see my log, Sid, Bernie and Chris also have logs for their projects. This has been my project during this period of lousy weather.

Stay safe and I am looking forward to getting together soon, we should kick off the year with the Poker Run.

Tom Weiss

2W6 50th (51st) Anniversary Celebration

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/>



UPCOMING EVENTS

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

Upcoming WINGS webinars

sponsored by FAA Safety Team (Washington FSDO) and 2W6

Tue 16 Feb, 7:00 pm: Angle of Attack Awareness

- Info and Registration

at https://www.faa.gov/SPANS/event_details.aspx?eid=103398&%26caller%3d%2fWINGS%2fpub%2facc%2factivitySearch.aspx

Tue 23 Feb, 7:00 pm: ABCs of ADM (Aeronautical Decision Making)

- Info and Registration

at https://www.faa.gov/SPANS/event_details.aspx?eid=103677&%26caller%3d%2fWINGS%2fpub%2facc%2factivitySearch.aspx

Tue 16 Mar, 7:00 pm: Aviation Weather Services Provided by National Weather Service

- Info and Registration not yet available

Jim Alexander
FAA Safety Team Representative/WINGSPRO
Washington FSDO

EAA CHAPTER 478 MEETING MINUTES

February 2, 2021

Today in History:

1917 – Mary Ellis, British World War II ferry pilot is born

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

Agenda:

1. Tom and Paul attended an EAA Chapter Officer Webinar, a few take aways are;
 - a. Having a greeter is suggested for new people. Maybe multiple people.
 - b. Another round of nametags. Redesign so people can read it better.
 - c. “An active chapter is a happy chapter”
 - d. Handbook for Club leaders, good guidance document is available.
 - e. Every Gathering should have EAA Insurance applied to it.
2. FAA Wings Program on AOA, 16 Feb 7:00 PM
 - a. Bill Posnett is going to host.
 - b. 30 minute pre-recorded video
 - c. Then Bill will talk.
 - d. FAA is providing the webinar connection, this will not be hosted by the EAA Chapter using the Zoom link.
3. Poker run rules and planning (March)
 - a. Weekend before or after VMC. Likely a Saturday.
 - b. Prizes: Just going to be cash
 - c. 2W6 will be the 5th airport.
 - d. 1500 cutoff time
 - e. Will need to watch the weather a week out
 - f. Doing as a 50/50 fundraiser.
4. March VMC on weather services available
 - a. Baltimore/Washington Weatherman (Andrew) is attending. Advertise heavily.
5. Still need a VMC alternate
6. Tool Crib
 - a. Good discussion. Hung up on liability to chapter if somebody lends a tool and it is destroyed. Use this for recruiting.
7. June 12, International YE day
 - a. Try to target. Whether we can pull it off or not is unknown at this point. We will need to be prepared.
8. Dues: Now have Paypal on website.

TREASURE'S REPORT

Submitted by Don Byrne

<u>EAA Chapter 478 Financial Report</u> Through 31 December 2020	
Fund	Amount
Petty Cash	\$196.01
Savings	\$439.00
Checking	\$21,093.74
Total	\$21,728.75

SOCIAL COMMITTEE CORNER

Poker Run

March 13 or 27

The preliminary rules as they exist today. The airport destinations shown is also preliminary, dependent on TFRs, Airport Management cooperation and weather. Target is to have the Poker Run the on March 13th or 27th, this will be mostly weather dependent. Remember this is not a race, you will have 6 hours to fly less than 200 miles and stop and 4 airports. So start planning how many hands you will want and if you are going to take passengers with you. Should be a fun event.










EAA CHAPTER 478 FLYING POKER RUN RULES



DATE: TBD (wx dependent)

Course: TBD but will involve 5 airports north of 2W6

- Register at 2W6 prior to starting poker run (Sid's hangar – M4)
 - Only Flying Pilots & their passenger(s) are eligible to participate in the poker run.
 - Registration begins at 8am and closes at 9am [coffee/donuts provided at registration].
 - Cost is \$25/poker hand – cash or check (payable to EAA Chapter 478).
 - Players may register for multiple hands (\$25/each hand).
 - Time to begin flying & sequence of airports flown to is up to pilot on day of poker run.
- Fly into the 5 designated airports to pick up a poker card at each airport
 - A single poker card is sealed inside an envelope marked with a number from 1-5 for that airport.
 - At each airport, Pilot/Pax draws one sealed envelope from a box marked with the airport's number (1-5) for each poker hand registered.
- Finish time to turn in poker hands is 3pm – no exceptions for delay
 - Envelope with playing card inside must remain sealed & be sealed when turned in at end of poker run at 2W6 – Sid's Hangar (M4).
 - Envelopes are opened at 2W6 and card value written on outside of envelope.
 - Poker hands laid out on table to determine winning hands.
- Prizes
 - Highest winning hand (see below for scoring hands) wins 25% of registration pot.
 - Second highest winning hand wins 15 % of registration pot.
 - Third highest winning hand wins 10% of registration pot.

<p>1. ROYAL FLUSH:</p>  <p>The best hand in poker is a Royal Flush where you are dealt the Ace, King, Queen, Jack, and Ten all in the same suit.</p>	<p>6. STRAIGHT:</p>  <p>Five cards in sequential order with mixed suits. Two straights are ranked by comparing each one's high card. The same top card means the straights have equal value.</p>
<p>2. STRAIGHT FLUSH:</p>  <p>Five cards in rank order (a straight) in the same suit (a flush).</p>	<p>7. THREE OF A KIND:</p>  <p>Three cards of the same rank. A higher ranking three of a kind beats a lower ranking three of a kind.</p>
<p>3. FOUR OF A KIND:</p>  <p>Four cards of the same rank. A higher ranking four of a kind beats a lower ranking four of a kind.</p>	<p>8. TWO PAIRS:</p>  <p>Two sets of cards of the same rank. Between two similar hands, the highest ranking pair wins.</p>
<p>4. FULL HOUSE:</p>  <p>Three cards of the same rank plus one pair of the same rank. If two players have a full house, the one with the highest ranking set of three wins. If this is a tie, the player with the highest pair wins.</p>	<p>9. PAIR:</p>  <p>Any two cards of the same rank. Between two similar hands, the higher ranking pair wins.</p>
<p>5. FLUSH:</p>  <p>The Flush is where you are dealt five cards that are all in the same suit. Unlike the Straight Flush, the Flush does not have to be consecutive cards.</p>	<p>10. HIGH CARD:</p> <p>The High Card is not really a hand in Poker, but it is one that can get played. If you do not have any other hand, the winner goes to the person with the highest single card. If they match, the highest next card is taken and so on until a winner is found.</p>

YOUNG EAGLES CORNER

Young Eagle Coordinator – Darryl Crawford

2019 Statistics

Year	Flights	Year	Flights	Pilot	Young Eagles Flown 2020				Total
1992	6	2008	51	Attebury, John				MISC	0
1993	54	2009	113	Bray, Buck					0
1994	44	2010	156	Byrne, Don					0
1995	79	2011	187	Carruthers, Steve					0
1996	89	2012	242	Crawford, Darryl					0
1997	90	2013	79	Farry, Kristen					0
1998	47	2014	127	Frech, Egon					0
1999	23	2015	248	Gambacorta, Paul					0
2000	113	2016	206	Gates, Don					0
2001	94	2017	205	Harvey, Ed					0
2002	90	2018	209	Hollady, Mark					0
2003	101	2019	112	Kornacki, Troy					0
2004	66			Lightstone, Bob					0
2005	138			Moody, Chris					0
2006	97			Nelson, John					0
2007	122			Piercy, Jake					0
TOTAL	1253	TOTAL	1935	Surfield, Ron					0
GRAND TOTAL		3188		Szelc, Jerry					0
				Wunder, Bernie					0
				Totals	0			0	0

THE HOMEBUILDER'S CORNER

RV-8 Construction

Submitted by Charles Fox

Thanks to Chris Moody and Chris Woodburn for helping rivet top aft section on fuselage. I installed the Grove landing gear and ended up modifying brake lines for easier connections. Plane is back on floor for inside work. Tail section has been on plane and controls adjusted. Progress is being made, but slowly. I'm planning on painting the plane in garage while apart before taking it to 2W6 for assembly in late Fall this year or early Spring next year. Still looking for engine, prop and trying to decide on avionics. Hopefully I can get this bird flying sometime after my 87th birthday.



KR2S 'Wunderbird' Update

by Bernie Wunder



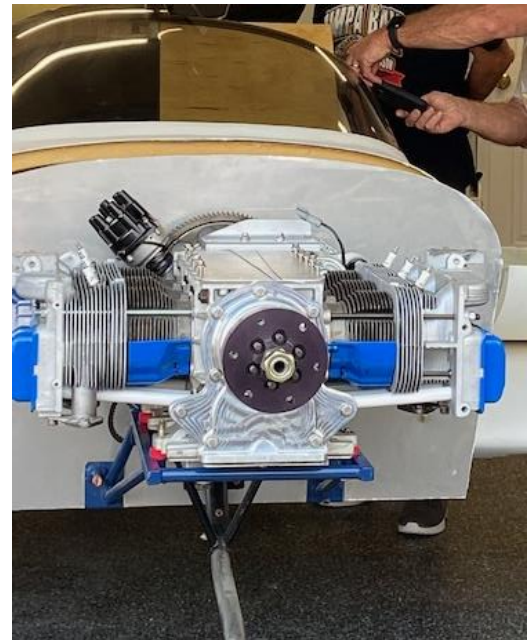
Back in 1996 I bought a set of KR2S plans. I started building around 2001 and was going great guns, but then I moved to CRE, bought a Cherokee 140, and found all kind of reasons not to keep building on the KR2S. A couple of years ago, a KR2S builder I had met at one of the several KR gatherings Sid and I attended, sent out an email asking if there were any KR2S projects available. He had sold his KR2S and was having seller's remorse. I replied back to the builder, Mark Jones, that I had started

building a KR2S but at my age, was not likely to finish it before I would have to give up flying. I made a deal with him that if he finished it, I would be able to fly it anytime I was in Florida and maybe if he flew it to Oshkosh, we could fly around there. I could always tell folks I was a ½ ass builder of an airplane since I built the foundation.

Mark drove up to Maryland from Florida and loaded the fuselage, landing gear, spars, and CORVAIR engine packed in several boxes into his pickup and trailer. I was able to visit Mark recently and check out his progress when I spent a month in Florida babysitting my daughter's horse at the World Equestrian Center in Ocala FL.

Mark thinks he will be running the engine in a month or so. But like all builders, Mark's life suddenly became much busier. A local billionaire developer hired him to be the property manager of a 28-acre giant flea market that he is converting into not only a local outside market, but have many other attractions such as expos, etc. He even hired designers from Disney World to help lay out the development. I do not think Mark will have much time to be building an aircraft.

How fast Mark will finish the KR2S I started building 20+ years ago is still TBD. Here are some of the pictures of the KR2S and, when it is finished, it will be one fast, good looking airplane. Mark has named the airplane 'wunderbird'.





THE FLYING/MAINTENANCE CORNER

Below is one page from a long document focused on GA safety with a focus on the Pilot. You won't be disappointed if you go find this document and some of the You Tube videos on GA accident probable cause that go along with it. This is good reading and viewing material for the winter before the good flying weather gets here. I will attach the full document to the Newsletter email. TAW



AQP AFR

Advanced Qualification Program | Annual Flight Review

*This entire document is in reference to the video series on **Aviation101***

LINK: https://www.youtube.com/playlist?list=PLZUuXowdtz5vD7W_eFfnByX2i8yUzL9w3C

Purpose: Why do this?

The latest data that summarizes 2018 and 2019 General aviation accidents shows a sharp increase in the actual number of fatal General Aviation accidents. We believe that an overall benefit may be obtained through the creation of this series that may be viewed and shared on a volunteer basis among flight schools, CFI's, clubs, chapters, and individuals. Mostly using social media as a sharing platform and employing the volunteer viewer that can help us by sharing the content locally in their own environment.

So...What exactly is an AQP AFR?

The airlines and most 135 operators of large aircraft operate their own training and testing (all simulator based) under a program called AQP, or Advanced Qualifications Program. Under AQP, each airline gets to decide what to train, and what is on the oral, and what is on the check ride! This is an amazing difference between GA and AIRLINES! These are not check rides like you have ever seen before. The airline record is impressive, (see enclosed summary sheet) as they now train and check all the possible scenarios (called maneuvers) known to be problematic over the course of time.

https://www.faa.gov/training_testing/training/agp/more/

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

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



dorsal under rudder).

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,

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 fiberglass 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 (fiberglass) installed.

GlaStar Project for Sale. Rev. 11/14/20. Page 2

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 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	Poker Run	
APRIL		
MAY		
JUNE	YE Day 12 June	
JULY		
AUGUST		
SEPTEMBER		
OCTOBER		
NOVEMBER		
DECEMBER		

In the Chocks

Anybody planning on visiting Micky Mouse this year, I hear the lines are short!
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

Cockpit Chatter is published monthly by the Experimental Aircraft Association (EAA) Chapter 478 solely for the dissemination of information and ideas to the membership. Gatherings are held on the Third Tuesday of the month at 7:30 PM in the Patuxent River Test and Evaluation Museum. Membership is \$20.00 per year and requires an active membership in EAA. 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: *Tom Weiss 2020-21*

Vice President: Paul Gambacorta 2021-22

Secretary: Gabriel Murray 2020-21

Treasurer: *Don Byrne 2021-22*

Committee Chairs and Chapter Advisors

Social Chairman: *Bernie Wunder*

Membership Chairman: John Cook

Program Coordinator: Paul Gambacorta

Young Eagles: Darryl Crawford/Keith King

Flight Advisors: *Bill Posnett*

Technical Counselors: Sid Wood 2018

Newsletter Editor: *Tom Weiss*

Web Editor: Chris Moody

Tool Crib Committee: Colin Cline/Alan Tolksdorf

Board Members

Sid Wood 2020-21

Darryl Crawford 2020-21

Chris Moody 2021-22

Egon Frech 2020-21

John Nelson 2020-21

Bill Posnett 2020-21

Bill Englehart 2021-22

Chapter Web Address

<https://chapters.eaa.org/EAA478>