



EAA Chapter 478
COCKPIT CHATTER
Lexington Park, MD December 2024
A Silver EAA Chapter



EAA Chapter 478 Monthly Gathering April 15, 2025

**Program: Update on 2W6 Development Plans and Rules Update
2W6 Terminal Building Conference Room
6:00-6:30 PM Social
6:30 PM Program Begins**

In this edition of Cockpit Chatter

From The Top – New flying season is here, Jeff Panko first solo flight! Tire Bin reminder, Flight Inspiration

Board of Directors Meeting Minutes – 8 April 2025

Treasurer Report – Current Status

Young Eagles Corner – Young Eagle Flights begin in May

The Homebuilder's Corner - RV-8 Build Update, RV-14A First Flight

The Flying/Maintenance Corner – Valve Cover Leak, CO in the Cockpit, VMC topics

For Sale – Items donated to the Chapter

FROM THE TOP

Darryl Crawford, President EAA Chapter 478

We cancelled the VMC and mini YE events for April due to the date being Easter Weekend and many of our members have family activities planned.

As you shake off the winter cobwebs from not flying frequently, it would be a good chance to review the VMC information presented below in the Newsletter. Note the question of the month on how and when to check your ELT for proper operation. Be safe in your flying adventures, looking forward to seeing each of you at our Gatherings.

The EAA Build-N-Fly program has been changed by EAA this year with a different airplane kit as the offering. This change has slowed our planning for the event and has caused us to consider not offering the program this year, if any of you would like to run this event let me know soon. We still have time to reverse course but need to act soon.

Chapter dues are due, still a bargain at \$20 for the year. There is a Paypal link on the Chapter website if you want to use that, you can also pay the Treasurer at one of our Chapter events.

Editor Note - The following note is from Jeff Panko, congratulations to Jeff on his first solo flight.

Hey Tom,

Haven't been able to attend the monthly meeting lately. But good news, I completed my first full solo flight (start to finish) this past Wednesday!

Still working towards finishing my private pilot but look forward to seeing everyone again soon.

Editor's Note – The tire bin (picture below) is at 2W6 in front of hanger C. The Bin is only for Aircraft Tires. We need to be good stewards of the area where the Bin is located, no tires are to left on the grass of in such a manner that the top won't close. If the Bin is full notify a Chapter Leader to get it emptied. Do not leave tires if there is no room in the Bin.



QR Code to donate to the Chapter

Inspiration for all of you getting ready for the flying season

RV-7 in flight 170 knots TAS @ 9500 feet

Submitted by Chris Moody



UPCOMING EVENTS

April Gathering – 15 April

May Board Meeting – 6 May 2025

MASSEY AERODROME
MASSEY AIR MUSEUM
GRASSROOTS AVIATION

ANNUAL *Chili Fiesta Fly-in*

Massey Aerodrome (MD1) 1.5 miles east of Massey Maryland
Saturday, May 10, 2025, 10 am – 2 pm RAIN OR SHINE!
Join us at Massey Air Museum for chili from mild to WOW!
Feel free to share your favorite chili side-dish with us to help feed the masses at MD1.
Check out our progress and new projects. Nice weather typically brings over a hundred airplanes.
Questions? Call the airport at 410-928-5270.
NOTE: We could sure use **CHILI FIESTA VOLUNTEERS** in the hangar and on the field that day!
If you'd like to help, please EMAIL us at volunteers@masseyaero.org
Or call Bill "Doc" Dougherty at 610-745-4569 and let's talk.

ATTENTION PILOTS
Position reporting on 122.9
See & Avoid is the rule!
Check for TFRs

SAVE THE DATE: Massey Antique Aircraft Fly-in Saturday, 21 June 2025

EAA CHAPTER 478 MEETING MINUTES

EAA Chapter 478 Board of Directors Meeting April 8, 2025 – 6:30 PM

Attendees: John Attebury, Darryl Crawford, Tom Weiss, Don Byrne, Paul Gambacorta, BJ Hall

Discussion:

1. April will be a review of the 2W6 future plans. Ken Reed will review the 2W6 rules for aircraft owners.
2. Build and Fly has not been scheduled. EAA has a new RC airplane offering. Need a leader to volunteer before the program can be defined.
3. EAA Memorial Wall nomination for Donna Stewart, cost \$500, may be cost shared with the family. Deadline for this year's submissions is April 15, 2025. Board decided to authorize up to \$250 of Chapter funds.
4. YE Credits for 2024 is \$910, must be spent for supplies that support the YE Program.
5. Chapter has 47 paid members.
6. New YE website is up and running, accessed through EAA Chapter website. This website has been reviewed by several members and are beginning to become more comfortable with the new site.
7. April VMC is cancelled due to it being Easter Weekend. Young Eagle Mini Rally is also cancelled.
8. Possible future programs on Wilkerson Tire Recycler and an update on the airport future.
9. 2025 major events:
 - a. YE Rally on June 7th @ 2W6
 - b. YE Rally on the Saturday of Labor Day Weekend @ 2W6
 - c. Chapter Fly-Out to Massey
 - d. Open Hangar June 17th
 - e. Also Ryken and BJ Hall's group for smaller YE events
 - f. Cambridge Wags, Wings and Wheels, 9 August.
 - g. September Picnic
 - h. Chapter Fly-Out to Gettysburg for Pancake Breakfast first weekend of June.
10. Need to merge Newsletter Email Distro list, membership roster and treasurers list.
11. Membership Dues are due for 2025
12. It appears Atkinson's Maintenance shop is closed, with maybe a new vendor coming soon?
13. We have been notified that we are a "Bronze" Chapter this year. But this may be wrong.

Adjourned: 7:21 PM

TREASURER'S REPORT

Submitted by Don Byrne

Note from Treasurer:

It's that time of year to pay Chapter dues! The amount hasn't changed, still the low low price of \$20.00 . There's three ways to pay;

- 1) See the Chapter Treasurer at a meeting (VMC, Board meeting or Chapter meeting) and slip him cash or a check
- 2) Send a check to; Don Byrne
12108 Double Tree lane
Lusby, MD 20657
- 3) use the PayPal link on our Chapter Website (<https://chapters.eaa.org/aaa478>)

I will repeat this request in the March newsletter then start sending emails reminding people of dues delinquencies.

Help support our Chapter,
Don Byrne
EAA 478 Treasurer

<u>EAA Chapter 478 Financial Report</u>	
Through 28 February 2025	
Fund	Amount
Petty Cash	\$24.40
Savings	\$439.00
Checking	\$24,890.72
Total	\$25,354.12

YOUNG EAGLES CORNER

Young Eagle Coordinators – Greg Stevens, BJ Hall, Paul Gambacorta

Young Eagle Flight will begin after the VMC meeting in May. The Young Eagle Coordinators have begun using the new Young Eagle Day Website and are learning how to post events, invite volunteers and advertise to parents/Young Eagles

Young Eagles Flown by Pilot in 2024

Pilots	6/8	6/8	6/20	6/21	7/19	8/10	9/7	Oct-Nov	Other	12/7	Total
Joe Arvai						2					2
John Attebury				4		5		4		1	14
Robert Bray	5		2			4			1		12
Don Byrne	3	1	1		4	5	4				18
Dan Byrnes											0
Richard Byrnes	3					4					7
Ken Cahill							4				4
Darryl Crawford						1					1
Michael D'Errico	2	1		3		2	6	3	1	2	20
Egon Frech	5		2				5				12
Paul Gambacorta	4	1			6	2	7		3		23
Don Gates											0
Grant Miller								1			1
Chris Moody			2				5	4			11
John Nelson						2					2
Robert Jake Piercy											0
Charles Quandt						4					4
David Rivera										1	1
Guy Sappah				2	4			1			7
Marc Slavin						4					4
James Spencer	4	2								2	8
Richard Van Natta	2	1		8							11
Brian White						5					5
Benard Wunder	6		2			3		4		2	17
Total	34	6	9	17	14	43	31	17	5	8	184

EAA Chapter 478 Young Eagles Total

Year	Flights	Year	Flights
1992	6	2012	242
1993	54	2013	79
1994	44	2014	127
1995	79	2015	248
1996	89	2016	206
1997	90	2017	205
1998	47	2018	209
1999	23	2019	112
2000	113	2020	2
2001	94	2021	65
2002	90	2022	269
2003	101	2023	164
2004	66	2024	184
2005	138	2025	
2006	97	2026	
2007	122	2027	
2008	51	2028	
2009	113	2029	
2010	156	2030	
2011	187	2031	
Total	1760	Total	2112
Grand Total	3872		

THE HOMEBUILDER'S CORNER

RV-8 Build Update

Submitted by Charles Fox

In mid-October the RV-8 project was trucked to TN for my son-in-law and Grandson to finish, since I was having reverse shoulder surgery in November and wouldn't be able to work on it for approximately 6 months. My Grandson is an airline Captain and looking forward to flying the 8 and giving me instructions in it.

Current progress is the tail feathers are installed and the wings are finished and being fitted to fuselage.

Hope to have it flying late Spring or early Summer.



RV-14A Phase 1 – First Flight

Submitted by John Schultz



I first flew my RV-14A, N9314A, on November 24 and completed “initial” Phase 1 test on February 10. I specify “initial” because I will need to re-enter Phase 1 to test the aircraft’s aerobatic capabilities after I get some current aerobatic training.

I mostly followed the updated EAA Flight Test Manual (FTM), Version 2.0, and found EAA’s methodology a good layman’s guide to USNTPS Flight Test Manuals, Flight Testing of Fixed-Wing Aircraft by Ralph Kimberlin, and The New Flight Testing Homebuilt Aircraft by Vaughan Askue. EAA’s FTM was simplified and included very little engineering analysis. The FTM covered all of the requirements of Advisory Circular 90-89C. Living in the midst of the Navy’s Flight Test Community, I had to step it up a little with the latter references. I do need to mention that the scope of EAA’s test cards fit very nicely with a known and previously tested aircraft design. The EAA cards verify that your bird flies to the numbers of the kit provider. For those that make modifications to the kit or plan provider’s design, Askue’s book describes corrective actions to undesirable flight characteristics one may find during flight test.

Preparation for first flight began almost as soon as I started building. I absorbed every bit of advice from Kit Planes magazine, EAA webinars and Vic Syracuse’s YouTube videos of preparing for first flight. My timing was just right to be one of the last pilots Van’s East Coast rep, Joe “Zack” Czachorowski, trained. Zack and I flew 3 hours and no less than 23 landings in Van’s factory RV-14A. Zack talked about various failures that could occur during the initial flight including what to do if the display completely failed.

Pre-first flight ground tests included a fuel flow test, fuel level calibration, initial engine start, and weight and balance (using the Chapter’s scales, thank you) and pitot-static leak checks. Fuel flow test easily exceeded AC 90-89C requirements. I found leaks in the pitot-static system which I troubleshot to a pair of leaky T-fittings, easily replaced, but hard to find. I also set the low-angle pitch stop for the propeller requiring a few ground runs to dial it in. Hartzell’s initial settings were ~200 rpm high.

My RV-14A had a new motor from the build requiring a compromise of flight test and engine break in. I flew my first few flights with the wheel fairings removed to provide more drag so I could run the engine harder without entering the yellow airspeed zone. My strategy for first flight was to perform a quick qualitative evaluation of the aircraft’s handling characteristics, remain within gliding distance of 2W6, conduct an airborne compass calibration which was simply a series of 360 degree turns and run the motor above 75% for at least an hour. On takeoff, the aircraft felt exactly like the factory plane which provided a great deal of comfort. I climbed to 1,000 ft AGL before the end of the runway and I left the throttle wide open. Because I set the propeller pitch stops on the ground, I did not have to reduce propeller RPM on takeoff. I performed a shallow angle of bank turn while climbing to 4,000 ft AGL. The aircraft was behaving beautifully, except the gain of the electric pitch trim was set so high that it was impossible to trim to a hands off condition.

Then, 25 minutes into the flight, my Primary Flight Display, PFD, failed – “not a big deal, I’ll just fly off of the Multi Function Display (MFD).” In my set-up, the MFD is redundant with the PFD. I need either one to determine engine parameters and to control the electronic circuit breakers. I also had an independent Garmin G5 providing attitude, GPS ground track, and pitot-static information. I elected to continue the flight due to the back-up capabilities and to continue engine break-in. However, the MFD also failed an hour and 15 minutes into the flight with no way to recover it. The party was over, time to come home. The Garmin G5 was wonderful and provided airspeed and altitude all the way home.

I was able to power up the displays on deck using ground power. I downloaded Dynon’s diagnostic log and uploaded it to their site. I called Dynon the next morning, explained my flight and heard an audible sigh on the phone. Dynon looked at the data I sent and determined both displays needed to be replaced. They shipped them out with the promise I would return my old displays at some time. Dynon provided great customer service through the entire ordeal.

My guess, not corroborated by Dynon, is the displays were built during the tail end of COVID. Dynon had

announced during AirVenture that year that they were updating hardware (drives and chips) due to obsolescence. My thought is they had a bad batch of hardware and unfortunately both of my displays were victims. In the end, I was able to fly about a month later and the avionics worked great.

I'll detail more flight test in the months to come. I documented all of my daily flight reports on my EAA builders page. Just search for RV-14A in Leonardtown.

THE FLYING/MAINTENANCE CORNER

Maintenance Find of the Month

Navion Engine Valve Cover Oil Leak

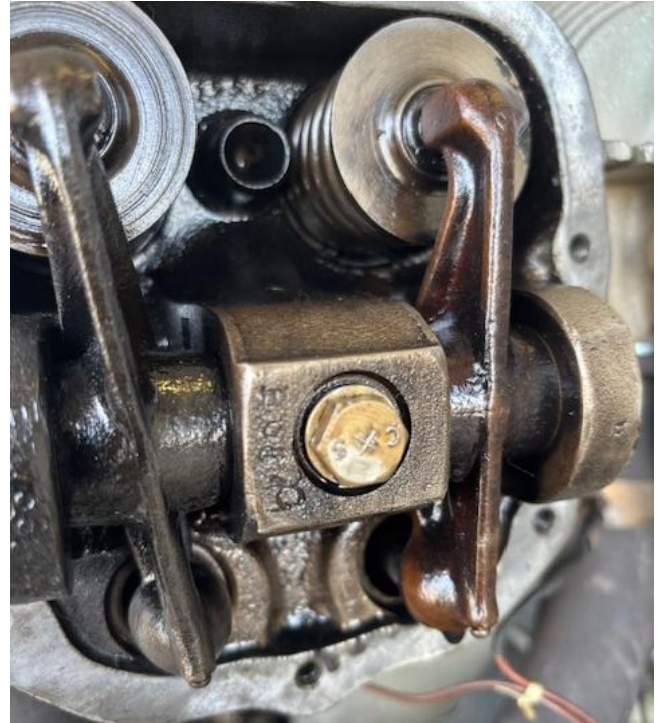
Submitted by Rich Miller

On the Navion, we just installed a serviceable Continental E-225 engine and the pilot noticed a strange smell after one hour flight time. I found the valve covers were leaking oil on to the exhaust stacks and burning causing the smell. The bolts holding the valve cover were tight, so I removed them to replace the gaskets. When I cleaned up the valve covers, I noticed a strange stamp on the inside of the valve cover casting. The location aligns with the bolt that holds the rocker shaft in from migrating, this bolt is between the valves.

Turns out that someone installed the wrong hardware and has a thicker bolt installed with some additional washers. This installation moved the head of the bolt further outboard causing it to contact the valve cover during operation. This was keeping the valve cover flange from seating and compressing the gasket and caused the oil leak once the engine got hot. Make sure you follow the engine manual and install only what is called for in the engine.

Note: Never use any hardware (bolts, nuts, cotter pins) in an engine that is Cadmium Plated. The Cadmium will flake off and severely damage the engine.





Is That Exhaust Fumes I'm Smelling In The Cockpit?

Submitted by Rich Byrnes

Carbon monoxide (CO) – the odorless silent killer. We all are aware of the dangers from our aviation safety training and unfortunately there are all too many stories in the news about the deadly dangers at home as well. While CO itself is odorless and indeed can be the silent killer, my partners and I were fortunate enough to have a few warning indications that something was not quite right.

It started fairly insidiously by occasionally getting a wiff of exhaust in the cockpit of the Cherokee 180 (who hasn't?) so no big deal right? Maybe not. This began when the weather was fairly mild as fall set in. Winter set in with it's typical cold and often times marginal flying weather did as well so flying times tapered off. What was noticeable was that the fumes became worse when cabin heat was applied. I fly with a Foreflight Sentry with a CO warning (audible and visual warning on the iPad). I noticed that the warning would activate when cabin heat was applied. Turn off cabin heat ventilate the cockpit warning goes away – no problem just don't use cabin heat and have the issue looked at later. Probably not such a great idea as a few weeks later we began to notice that while on deck during mag checks when the engine was set to 2000rpm or so the fumes would return and the associated warnings described above would trip without the application of cabin heat. Once again, ventilate the cockpit and things would be fine. Then we noticed that this pattern would occur on takeoff/climbout at high power settings but would go away at cruise power settings. Time to have an A&P take a look as doing a normal inspection things looked OK (to my untrained eye).



Upon a detailed inspection, it was discovered that the muffler was indeed corroded through with several cracks which allowed direct engine exhaust into the area around the shroud covering the exhaust. Apparently mufflers on the Lycoming O-360 have about a 500 hour or so lifespan. SCAT tubing connects to this shroud area and vents warm air from around the exhaust directly into the cockpit when cabin heat is applied. If the muffler integrity is good it should ONLY be warm air from the shrouded area that is being vented into the cockpit. However, in this case warm air mixed with direct exhaust was being vented into the cockpit. This would explain the initial conditions that the fumes and warnings would only occur when cabin heat was applied. As the corrosion/wear through worsened the indications began more intense with high power settings only. Installation of a new muffler immediately resolved these issues. The key is to look at the exhaust system every time the cowling is removed and to look for small patches or areas of what will look like a fine whitening of surfaces – they should be totally clear and the muffler integrity should not be compromised.



Lessons learned – your airplane talks to you – you need to listen to it. If you smell fumes when you shouldn't, have a qualified mech take a look immediately – don't wait. Bad news never ages well. Secondly – I highly recommend flying with a digital or electronic CO warning indicator in the cockpit. It will give you a real time display of CO present in the cockpit broken down in parts per million. These devices don't lie!

Here's a quick breakdown of how CO affects the human body. I'm not an AME, doctor or flight surgeon but I recall from my training that your red blood cells grab the Oxygen in the atmosphere and distribute it



throughout your body. If these red blood cells bind with CO then the cells can't bind with O₂ and it will take some time for the CO to work its way out of the body. While venting the CO may cause the warning indicators to silence but the effects on the human body may linger.

According to the Consumer Product Safety Commission (<https://www.cpsc.gov>) the following are some results of CO exposure:

Moderate level of CO exposure

- Headache
- Fatigue
- Shortness of breath
- Nausea
- Dizziness

High level CO poisoning results in progressively more severe symptoms, including:

- Mental confusion
- Vomiting
- Loss of muscular coordination
- Loss of consciousness
- Ultimately death

The health effects of CO depend on the CO concentration and length of exposure, as well as each individual's health condition. CO concentration is measured in parts per million (ppm). Most people will not experience any symptoms from prolonged exposure to CO levels of approximately 1 to 70 ppm but some heart patients might experience an increase in chest pain. As CO levels increase and remain above 70 ppm, symptoms become more noticeable and can include headache, fatigue and nausea. At sustained CO concentrations above 150 to 200 ppm, disorientation, unconsciousness, and death are possible.



FAA Wings: [Activities, Courses, Seminars & Webinars - Event Details and Registration - FAA - FAASafety.gov](#)

FAA Upcoming Webinars:

Webinar	Date	Activity Name / Link
CE03136457	4/16/2025	NAFI - Teaching Angle Of Attack Basics
EA39136497	4/16/2025	Monthly VMC Club Meeting - Lost and Unlucky
EA07135718	4/17/2025	April Topic of the Month Stabilized Approach
EA13136119	4/17/2025	It Is a Fixed Wing World
EA27136615	4/17/2025	Dispelling the Myths of Ditching
EA07135741	4/24/2025	Non-towered Airport Ops and Comms-Be at the Top of Your Game
GL07136588	4/24/2025	Stabilized Approaches and Go ArounDs
GL15136200	4/26/2025	Saturday Morning Coffee and Wings - My Passenger Is Turning Blue What Should...
WP09136552	5/1/2025	How Do I Know When I am Too Old to Fly?
GL15136234	5/3/2025	Saturday Morning Coffee and Wings - High Lift Devices

Topic One - [Low Tech Flying \(AOPA\) Safety Tip](#)

Topic Two – [‘Say Again’ when needed \(AOPA\) Safety Tip](#)

Topic Three - [Clear the sky, and your head \(AOPA\) Safety Tip](#)

Topic Four - [Prepare to Join the Crowd \(AOPA\) Safety Tip](#)

Topic Five – [Red Star Pilots Association Pilot Formation Training \(YouTube\) video](#) (55:11)

Topic Six - [Pro Tips for Pilots - Caution! Helicopter Wake Turbulence - The Invisible Threat!](#) 40:40 webinar video

Topic Seven - [Caution Helicopter Wake Turbulence \(YouTube\)](#) (0:31)

AOPA Quiz – [Airport Signs and Markings](#)

- 1. C
- 2. C
- 3. A
- 4. A
- 5. D
- 6. A
- 7. A
- 8. B
- 9. C
- 10. C

[Pro Tips for Pilots - Caution! Helicopter Wake Turbulence - The Invisible Threat!](#)

[Caution Helicopter Wake Turbulence \(YouTube\)](#)



VMC QUESTION OF THE MONTH

Question:

You're preflighting your airplane, and realize that you have not checked your ELT in a long time. The battery was replaced just under two years ago, but hasn't been tested since. Is there some way you can test the device without triggering a search and rescue event to ensure it still works properly?

Receivers



VMC QUESTION OF THE MONTH

Question: You're preflighting your airplane, and realize that you have not checked your ELT in a long time. The battery was replaced just under two years ago, but hasn't been tested since. Is there some way you can test the device without triggering a search and rescue event to ensure it still works properly?

Answer: Yes. First, analog (121.5 MHz) ELTs can only be tested within the first five minutes after the hour. This is done by triggering the device briefly while listening for the audible signal on 121.5 MHz. No more than three audible sweeps can be transmitted. Airborne testing of ELTs is prohibited. Digital (406 MHz) ELTs should only be tested in accordance with the manufacturer's instructions. With regards to the batteries, ELTs must be inspected every 12 calendar months, and this is typically done as part of the annual inspection. Batteries must be replaced after one hour of cumulative use or when 50 percent of their usable life has expired. The date for replacing or recharging the battery must be legibly marked on the outside of the transmitter and entered in the aircraft maintenance record. Additional information regarding the use, inspection, and testing of ELTs can be found in AC 91 -44A, Operational and Maintenance Practices for Emergency Locator Transmitters and Receivers.

FOR SALE

Our EAA Chapter received a donation of aviation supplies from Adml Steve Abbot with a request that proceeds from selling these items would be used to support our Chapter's youth programs.

Here's a list of items that the Chapter still has for sale with suggested selling prices. If you think the price is too high, make an offer. Details and purchases can be made by contacting Don Byrne (Treasurer) at byrnehangar@comcast.net or 301-602-7403. Items can be delivered to the Chapter meeting or other arrangements can be made.

Stratus 2S ADS-B In receiver \$200

Stratus 1 ADS-B Receiver \$50

Garmin GPS MAO 496 (with manul, antenna and charge cable) \$400

Life Raft, Survival Products Inc, 4 person \$500

Aircraft Cover for Cirrus SR20, Bruce's Custom Covers \$200

Don Byrne
EAA Chapter 478 Treasurer

CHAPTER 478 CALENDAR OF EVENTS

Date	Day	Event
15-Apr	Tuesday	EAA Chapter 478 Members Meeting 6-8 pm @ 2W6 Terminal
19-Apr	Saturday	EAA Chapter 478 VMC Meeting 9-10 am
6-May	Tuesday	EAA Chapter 478 Board Meeting 6-8 pm @ 2W6 Terminal
10-May	Saturday	Massey Aerodrome Chili Fiesta Fly-in In 10 am - 2 pm
17-May	Saturday	EAA Chapter 478 VMC Meeting 9-10 am
20-May	Tuesday	EAA Chapter 478 Members Meeting 6-8 pm @ 2W6 Terminal
21-May	Wednesday	US Naval Academy Graduation, Annapolis MD
22-May	Thursday	US Naval Academy Graduation, Annapolis MD
24-May	Saturday	Harrisburg Air Show, Harrisburg PA / Stafford Airshow, Stafford VA
25-May	Sunday	Harrisburg Air Show, Harrisburg PA / Stafford Airshow, Stafford VA
26-May	Monday	Memorial Day Holiday
31-May	Saturday	Gettysburg EAA Chapter 1041 Spring Fly-in/Drive-in Pancake Breakfast 8- am - 12 p
1-Jun	Sunday	Gettysburg EAA Chapter 1041 Spring Fly-in/Drive-in Pancake Breakfast 8- am - 12 p
3-Jun	Tuesday	EAA Chapter 478 Board Meeting 6-8 pm @ 2W6 Terminal
6-Jun	Friday	World War II Weekend, Reading PA
7-Jun	Saturday	Young Eagles Day 9 am - 1 pm @ 2W6 Terminal, World War II Weekend, Reading PA
8-Jun	Sunday	World War II Weekend, Reading PA
10-Jun	Tuesday	Open Hangar Night 5-7 pm @ 2W6
14-Jun	Saturday	Ocean City MD Air Show
15-Jun	Sunday	Ocean City MD Air Show
16-Jun	Monday	Aero Educate Camp 8 am - 5 pm @ 2W6 Terminal
17-Jun	Tuesday	Aero Educate Camp 8 am - 5 pm @ 2W6 Terminal
20-Jun	Friday	Aero Educate Camp 8 am - 5 pm @ 2W6 Terminal; Summer Solstice flight to Hummel (W75) with dinner.
21-Jun	Saturday	EAA Chapter 478 VMC Meeting 9-10 am @ 2W6 Terminal / Massey Antique Fly-in, M
22-Jun	Sunday	Dayton Airshow, Dayton OH

In the Chocks

Thanks for all of the inputs this month, looking forward to seeing all of you at a Chapter event soon.

Build, Repair and Fly Safe.

Tom Weiss – Editor

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 6:30 PM in the St. Mary's County Airport Terminal Building Conference Room. 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: *Darryl Crawford 2024-25*

Vice President: Rich Byrnes 2025-26

Secretary:

Treasurer: *Don Byrne 2025-26*

Committee Chairs and Chapter Advisors

Social Chairman:

VMC Coordinator: Paul Gambacorta

Program Coordinator: Paul Gambacorta

Young Eagles: Greg Stevens, BJ Hall

Flight Advisors: *Bill Posnett, Joe Arvai*

Technical Counselors: Sid Wood

Newsletter Editor: *Tom Weiss*

Web Editor: Chris Moody

Tool Crib Committee: Colin Cline

Board Members

Sid Wood 2024-25

Chris Moody 2025-26

Jeff Panko 2025-2026

John Attebury 2023-24

BJ Hall 2025-2026

Greg Stevens 2025-26

Keith King 2025-26

John Pechon 2025-26

Past President Tom Weiss 2024-25

Chapter Web Address

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