



EAA Chapter 478
COCKPIT CHATTER
Lexington Park, MD February 2013



Monthly Chapter Meeting

Program: Building a Nieuport 17 and Update on Building Your Own Jet Airplane

Date & Time: February 18th 2014 – 6:30pm

Location: Pax River Naval T&E Museum (22156 Three Notch Road, Lexington Park, MD)

Program: Don Byrne will talk to us about his latest project – building a Nieuport 17 - and we will see the latest on Sonex efforts to get us into the jet age.

In this edition of the Cockpit Chatter:

[From the Top](#) – Message & Flight Report from Our President

[Executive Board Meeting](#) – February 2nd Board Meeting

[Young Eagles Corner](#) – 2014 YE Events

[Member's Corner](#) - 2W6 Updating Rules & Standards- latest status

[The Pax Museum/Curtiss A-1 Corner](#) – Meet the A-1 sponsored by Museum on Feb 8th

[The Chapter Homebuilder's Corner](#) – Carb Ice and the latest on building a KR2 Cowl

[The Flying Corner](#) – Stick & Rudder/Calendar of flying activities (work in progress)

[In the Chocks](#) – Editorial on T.E.A.M =Together Everyone Accomplishes More

[Chapter 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 Nelson*

Vice President: *Bill Posnett*

Secretary: *Joe Spelz*

Treasurer: *Don Byrne*

Committee Chairs and Chapter Advisors

Social Chairman: *vacant*

Membership Chairman: *vacant*

Program Coordinator: *vacant*

Young Eagles: *Joe Spelz*

Librarian: *vacant*

A-1 Construction: *Tom Weiss*

Flight Advisors: *Bill Posnett*

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Newsletter Editor: *Bernie Wunder*

Board Members: *S. Wood, T. Weiss, C. Moody,*

E. French, J. Test, J. Attebury

Web Editor: *vacant*

Chapter Web Address

<http://www.478.eaachapter.org>

NEXT CHAPTER MEETING



Builder & Flying Reports!



NOW IS THE TIME!

sonex
THE PROGRESS OF REALITY CHECK
\$10,000 REFUNDABLE DEPOSIT
EARNS YOU A PRODUCTION SLOT
LIMITED SLOTS AVAILABLE WITH GUARANTEE OF 1 ENGINE PRICE
GET YOUR JET!

REFRESHMENTS!

EAA Chapter 478 Monthly Meeting

**Chapter Member Builder Report on a Nieuport 17
& Video Report on the Production Sonex Jet Kit Airplane**

Date: 18 February 2014

Time: 6:30pm

Location: Patuxent River Naval Museum

<http://www.478.eaachapter.org>

ACHTUNG!! CHAPTER DUES OF \$20 are now due. Please pay the Treasurer, Don Byrne

FROM THE TOP- John Nelson, President

As usual, just when you think winter is almost over, the snow storms hit with a vengeance. It's caused us a bit of a hiatus, with our January meeting cancelled and many of us grounded by snow covered airports. I luckily missed most of the nastiness by doing like the birds and flying south for the winter. I had a memorable trip that combined spending a Florida weekend with friends, and visiting Mobile, Alabama for work. I learned some things about my plane, myself, and some great airports along the way.

I departed Chesapeake Ranch for Florida on a clear morning on January 17th, with a fuel stop at Harnett Regional Jetport (KHRJ). The gas was \$4.74 and the staff was super friendly, picking up lunch for me at the local restaurant. I filled the tip tanks along with the mains, for a total 60 gallons to get me all the way to Orlando Apopka Airport (X04). After a 4.4 hour flight, I arrived with about half the fuel remaining. I opened the canopy and let in the warm Florida air, which wasn't about to last (the south got the deep freeze too). X04 is a picturesque airport with meticulous facilities and resident airplanes. The fuel pump is operated by the county, and the fuel is ridiculously cheap at \$4.60/gal. Ron Albright owns a couple of large hangars and put my RV-8 up for \$30/night. I had a great weekend spending time with my good buddy and his family, and giving rides. I briefly visited nearby Leesburg International (KLEE) to buy some oil, after noticing higher than normal oil consumption on my trip down. There was a WWII Warbirds event, complete with B-17, B-24, and P-51. The P-51 pilot offered rides for a couple of \$ grand per hour (or was it 30 minutes?), which made me appreciate my -8 even more. The local EAA chapter 534 had a hangar there, but they weren't around that day and so I didn't have a chance to meet & greet. On Sunday it was time to go to work, so I said my goodbyes and flew a 3.2 hour leg to Bay Minette Municipal (1R8), where the gas is cheap (\$4.99) and the ramp crew (Bay Minette Flight Line) girls are pretty. They offered to hangar N69211 for \$10/night! Including one night for free! Some of these airports really work hard to get your business.



The Gulf of Mexico, flying from Orlando, Florida to Bay Minette, Alabama.

concerned to see the clouds close in rather than stay broken. I also had to keep climbing to stay above the clouds, finally ending up at 12,000 ft just to stay VFR. With the sun setting behind me and no break in the clouds, I realized I had no choice but to take the plunge. Having flight following was very helpful in relieving an otherwise somewhat tense situation. An airline pilot reported the cloud base at about 5,000 ft. Long story short, I got through the clouds ok and landed at nearby Dinwiddie County Airport (KPTB) at night. They gassed up 211, let me take the courtesy car to dinner (Giuseppe's Pizza highly recommended), and put me up for the night in the terminal. You can't beat that kind of friendly service. They have a fly-in breakfast every 3rd Saturday each month, and I told them I would be there next chance I had and that I would bring friends along. KPTB was about a 40 minute flight from home for me, so it shouldn't be more than a 1-hour flight for most.

In fact, Bay Minette runs a daily hot buffet breakfast for free (donation box available, but only if you didn't buy gas). The local navy Pensacola T-6s seem to be regulars there, no doubt coaxed by the perks and amenities. After a week of work, it was time to head home. With good tailwinds, I wanted to fly a 5-6 hour non-stop flight home, but decided against it due to my oil consumption concern. I had burned a quart during my last 3-hour flight, so I wanted to land every couple of hours to check the oil. The weather wasn't as nice as it had been on my flight south, with broken clouds forecast at my destination airport. I was barely able to find a small hole in the clouds to descend into Hickory Regional (KHKY). Fuel was \$5.05/gal there. I filled the oil and fuel tanks, and again the forecast called for broken clouds at my destination. I got on top of the broken cloud layer, but grew



On the ramp at Dinwiddie County Airport, Petersburg, Virginia.

We have a great agenda planned for our February meeting. Don Byrne will brief us on his Nieuport 17 project that I just recently found out he was working on. I had often surfed the Airdrome Aeroplanes website checking out their affordable WWI and pre-WWI aircraft kits and daydreaming about flying my own 1914 Taube. I look forward to seeing everyone again at the meeting, and at our next \$100 pancake/burger trip.

➤ **MONTHLY CHAPTER MEETING**
JANUARY 2014 MEETING

CANCELLED



DUE TO WX

EAA Chapter 478 Director's Meeting 2 February 2014

ATTENDING PERSONNEL:

- John Nelson Bill Posnett Tom Weiss Bill Englehart Don Byrne
Egon Frech Bernie Wunder Sid Wood

Finances

\$975.10 Young Eagles Credits, January 15, 2014

February: start collecting dues. Three people paid so far.

February Program

Don Byrne: Builder Report, Nieuport 17

EAA Chapter Video Magazine

March Program

Tom Weiss: Builder Report, RV-7 engine

April Program

Egon Frech: Cam shaft and lifters: too much friction. Lycoming O-320H2AD.

St. Mary's Co. Airport Meeting

Bernie: There will be comments/inputs, see Bernie's email. Need to attend March committee meeting.

MD allows local government to charge up to 3% business transactions. That's ok with us, but the language went beyond it. Use wording in Manassas draft. An issue is the FAR doesn't include experimental aircraft.

Meet the Plane, Saturday, Feb 8

Bernie leading the effort, with Don Byrne, Bill Englehart, and Tom Weiss. Panel meets at 2:00 pm. Aviation photographer Eric Hilterbrandt will be there. 1200-1500 event, videos and PowerPoint displays. EAA name tags, T-shirts.

Newsletter inputs

Deadline weekend prior to meeting.

Suggested inputs: John: Florida/Alabama trip report

Egon: learning to fly

Bernie: 2 x book reports

Anyone: airports to visit

Events

Every 3rd Saturday: Dinwiddie County Airport (KPTB) Breakfast

April 1-6: Sun 'n Fun

Add to list in newsletter

{Submitted by J. Nelson, President}

Treasurer's report submitted by Don Byrne

- Here are the finances through the end of 2013:
Checking \$2891.18
Savings \$438.98
Petty Cash \$445.28
Total \$3775.44 (\$1500.00 dedicated to A-1 Display Fund)



➤ **YOUNG EAGLES CORNER**

Young Eagles Coordinator – Joe Spelz

Young Eagle Days in 2014 – June 7th and October 11th

➤ **MEMBER'S FORUM**

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Updates to Standards and Rules at St Mary's Airport: {Submitted by Editor}

I attended the 2W6 Airport Advisory Committee meeting on January 27th and took the following notes:

Updates to the Rules:

- ** Rules to be updated first followed by the Standards.
- ** One working meeting held this month on updating Rules.
- ** County writes, Committee provides inputs. Committee will catalog all comments and inputs into a spreadsheet to be reviewed by BOCC. Expect to have a complete matrix of inputs by March Committee meeting. Comments are still welcome until the Friday before the next Committee meeting on Feb 24. BOCC will have a public comment period when draft is completed. Comments can be submitted to the Committee or Dept of Public Works (G. Whipple). Commissioners want to ensure every comment is scrubbed and reviewed.
- ** The last working draft of the Rules is 11 Oct but County does not want to put on Public Website since it is a draft. So it was requested that it be posted to the 2W6 yahoo users group.
- ** Lot of discussion on TSA requirements and how it will be addressed in the rules. Includes security, cameras, gates, who can be on the airport unescorted, firearms, explosives, etc.

Other topics:

- ** FAA tracks location of every aircraft that is why the airport needs to have accurate records of which aircraft is based at 2W6.
- ** New state police helo will start training at 2W6 in mid-Feb. 2 pilots/2 paramedics per aircraft vs 1/1 with current helo
- ** April 1-6 40th annual Sun n Fun
- ** Airport Reps meeting with state delegates next week. 2W6 does not get its share of the MAA state funding (lite share)
- ** FBO requested input on how snow ops handled last week. So far have heard of no problems.
- ** Boy Scouts visited Airport/Harrier/Trooper 7. G. Whipple coordinates if visits requested.
- ** Vernon Gray new committee member (past Pax Ops manger)
- ** Aircraft parking/hangars at 2W6 basically at capacity (Full)
- ** County working on road/right of way issues for airport expansion
- ** New hangars (funded privately) moving forward. On calendar for county

Planning Commission

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➤ **THE Navy T&E Museum/A-1 BUILDER'S CORNER**
MEET THE AIRPLANE – FEBRUARY 8th 2014



The Patuxent River T&E Museum conducts a “Meet the Airplane” about every other month. For February, they asked if our EAA Chapter would show off the A-1 replica we built and provide a panel of A-1 Builders to be interviewed by a moderator. The event went spectacularly...unfortunately, the crowd was not that large. The weather may have had something to do with it since snow was predicted that day and weekend. But the panel of Tom Weiss, Bill Englehart, Don Byrne and yours truly answered questions posed by the moderator, Erik Hildebrandt, and the audience. We had a good time and think we provided some publicity for the EAA chapter. What’s

unfortunate was that we did not have a table set up to advertise the chapter and promote the YE program. We only had one other chapter member show up plus the gang of 4 ☺



L-R: Bernie Wunder - Don Byrne - Erik Hildebrandt- Tom Weiss - Bill Englehart

A-1 Builder Panel & Moderator

➤ **THE CHAPTER HOMEBUILDER'S CORNER**



Latest update on Sid Wood's KR2 Cowl Construction:



NTSB

SAFETY ALERT

National Transportation Safety Board



Engine Power Loss Due to Carburetor Icing



Recognizing weather conditions and applying simple procedures can prevent avoidable accidents

The problem

- According to NTSB aircraft accident data, from 2000 to 2011, carburetor icing was a cause or factor in about 250 accidents. On average, carburetor icing causes or contributes to two fatal accidents per year.¹
- Accident evidence shows that some pilots:
 - Do not recognize weather conditions favorable to carburetor icing and inaccurately believe that carburetor icing is only a cold- or wet-weather problem.
 - Do not use the carburetor heat according to the aircraft's approved procedures to prevent carburetor ice formation.
 - Do not recognize and promptly act upon the signs of carburetor icing.

Related accidents

- A pilot ditched a Varga Aircraft Corporation 2150A airplane into a lake following a loss of engine power. The pilot sustained minor blunt force injuries but then became hypothermic and drowned. The throttle was found full open, the mixture control was found full rich, and the carburetor heat was found in the cold position. During a post accident test run of the engine, it started and ran, and no preimpact abnormalities were found. The temperature and dew point at the time of the accident were conducive to serious icing at cruise power settings. Therefore, it is likely that the pilot did not apply carburetor heat during the approach to the airport, and the airplane experienced a loss of engine power due to carburetor ice. (NTSB accident number [CEN12FA152](#))
- A pilot was flying an American Champion 7GCBC airplane in the traffic pattern when the airplane lost engine power. During the ensuing attempted forced landing, the pilot failed to maintain a safe flying airspeed, which resulted in an inadvertent stall and crash and the pilot dying. Analysis of GPS and engine monitoring system data revealed that, as the airplane was rolling out on the downwind leg, the throttle was reduced, and the airplane then continued on the downwind leg for at least 14 seconds. As the airplane turned to the base leg, the first attempt to actuate the throttle occurred along with an increase in manifold pressure, which continued to fluctuate as the airplane flew straight toward the open field. An examination of the engine and airframe revealed no anomalies that would

¹ The data are derived from the NTSB aviation accident database and represent accidents in which carburetor icing was cited as a cause or factor in accidents involving aircraft equipped with a functional carburetor heat control. Numerous other accidents involved a loss of engine power for undetermined reasons during a timeframe in which conditions were favorable for the formation of carburetor icing; however, the investigations did not conclude that carburetor icing caused the power loss.

have precluded normal engine operation. A carburetor icing chart showed that the weather conditions were conducive for moderate icing at cruise power or serious icing at descent power. Therefore, data indicate that, as with the accident described above, it is likely that the pilot did not apply carburetor heat during the flight, and the airplane experienced a loss of engine power due to carburetor ice. ([DFW08FA228](#))

What can pilots do?

- Check the temperature and dew point for your flight to determine whether the conditions are favorable for carburetor icing. Remember, serious carburetor icing can occur in ambient temperatures as high as 90° F or in relative humidity conditions as low as 35 percent at glide power.
- Refer to your approved aircraft flight manual or operating handbook to ensure that you are using carburetor heat according to the approved procedures and properly perform the following actions:
 - Check the functionality of the carburetor heat before your flight.
 - Use carburetor heat to prevent the formation of carburetor icing when operating in conditions and at power settings in which carburetor icing is probable. Remember, ground idling or taxiing time can allow carburetor ice to accumulate before takeoff.
 - Immediately apply carburetor heat at the first sign of carburetor icing, which typically includes a drop in rpm or manifold pressure (depending upon how your airplane is equipped). Engine roughness may follow.
- Consider installing a carburetor temperature gauge, if available.
- Remember that engines that run on automobile gas may be more susceptible to carburetor icing than engines that run on Avgas.

Interested in more information?

The reports for the accidents referenced in this safety alert are accessible by NTSB accident number from the NTSB's [Accident Database & Synopses](#) web page at www.nts.gov/aviationquery/index.aspx. Each accident's public docket is accessible from the NTSB's [Docket Management System](#) web page at www.nts.gov/investigations/dms.html.

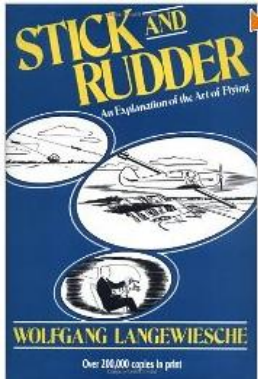
Federal Aviation Administration (FAA) special airworthiness information bulletin (SAIB) CE-09-35, "[Carburetor Icing Prevention](#)," contains a graph that shows the probability of carburetor icing for glide and cruise power settings at various temperature and relative humidity conditions and can be accessed at www.faa.gov/aircraft/safety/alerts/saib/. Also, see [Advisory Circular 20-113](#), "Pilot Precautions and Procedures to be Taken in Preventing Aircraft Reciprocating Engine Induction System and Fuel System Icing Problems," which provides information pertaining to aircraft engine induction system icing and the use of fuel additives to reduce the hazards of aircraft operation that may result from the presence of water and ice in aviation gasoline and aircraft fuel systems and can be accessed at www.faa.gov/regulations_policies/advisory_circulars.

TP 10737, "[The Use of Automotive Gas \(Mogas\) in Aviation](#)," Chapter 3.2 "Carburetor Icing," was published by Transport Canada and contains important guidance for pilots operating aircraft with Mogas instead of Avgas.

This NTSB safety alert and others can be accessed from the NTSB's [Safety Alerts](#) web page at www.nts.gov/safety/safety_alerts.html.

➤ **THE FLYING CORNER**

Book Report Time:



I have always read and heard that Stick & Rudder was the bible of flying. So finally, I ordered a copy and am about 1/2 ways through reading it. It is interesting reading and I would recommend reading it ...maybe even re-read it if you have already read it. I have learned that AoA (Angle of Attack) is the only thing that matters in flying and rudders are not used for what we think. I also learned what flippers are used for...and to think we thought they were elevators! If the snow storms would stop, I am anxious to get out and try some of the things the author writes about. I have been flying but maybe not realizing what I was doing. Ignorance is so bliss. More to follow. {Bernie}

{Flying Activities compliments of Don Byrne – will try to update each month}

MARCH

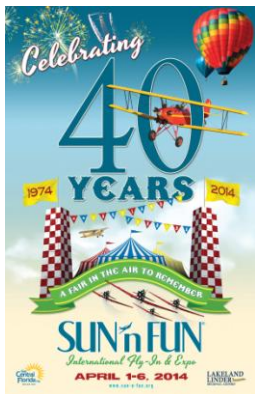
Every 3rd Saturday: Dinwiddie County Airport (KPTB) Breakfast -15th this month

APRIL

1-6 Sun-N-Fun (Check out the poster)
XX Massey Chili Fiesta Fly In

MAY

17 Horn Point Fly In
31-1June VA Regional Festival of Flight (Suffolk)
XX Lockhaven, PA fly in breakfast (08-1230) hangar 1
XX VA BCH Military Air Museum WWII Show



JUNE

17-21 Sentimental Journey, Lockhaven, PA (19 SWPC)
X Young Eagles, 2W6
X T-18 Fly-In, Elizabeth City (ECG), NC

JULY

28-3Aug Oshkosh
11-13 2010 Geneseo Air Show (www.1941hag.org)

AUGUST

23-24 New Garden Airshow

SEPTEMBER

X Cambridge Wings & Wheels
26-28 Dawn Patrol Rendezvous, Dayton, OH
XX Hummel Airfield Wings and Wheels (8-1600)
XX WW1 Airshow, VA Beach Military Aviation Museum
XX EAA CH 186 Fall Fly In, Winchester (OKV) Break 8-11

OCTOBER

11 MD50 Open House, Young Eagles
X Georgetown Wing/Wheels/Crafts, (10-6) Sussex Cty, DE
X Massey Vintage Glider
X Lockhaven Fly In Breakfast 8-1230

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➤ **IN THE CHOCKS**

T.E.A.M = Together Everyone Accomplishes More

Editorial comments to follow:

I have been in the EAA organization since 1978 and was a charter member of Chapter 478 when it was resurrected by Bill Thayer and several others around 1982. I have seen our chapter when it was booming with over 40-50 members and slide to a low when maybe 6 folks showed up for a meeting or activity. The other day (since there was a full blown snow storm going on), I received my EAA ChapterGram from HQ and started reading the first article on T.E.A.M & *How to Start and Run a Successful EAA Chapter*. I watched the EAA webinar called out in the article and it was very interesting.... I would recommend others in the chapter try and watch it. It was given by a pilot up in Massachusetts who was President of a local airport pilot association (flight instructor) which eventually joined up forces with the local EAA chapter. These guys fly all over the place (Hudson River corridor, YEs, relief effort for Super Storm Sandy, fly the Mayor, etc.) and have an active EAA chapter at the same time. They contribute much of their success to using a web site called MeetUp to coordinate their meetings and flying activities {it is free to join MeetUp but not to sponsor a group...I enrolled and joined the SoMdFun Group as my first Meet Up Group ☺...more on this in future newsletters once I evaluate this site}. These guys have a bar-b-q before every meeting, sell raffle tickets to sponsor someone to go to Oshkosh for a weekend, and are working on building a fund to have a chapter hangar. Could we do something like this in the local area with our local airport??? Start a Pilot's Association??? Here is a link to the webinar:

<http://www.eaavideo.org/video.aspx?v=3062707068001>

If you don't think we need to do something...check out the below ad I have run in the past several newsletters with no takers....

HELP WANTED ----- Chapter Web Administrator Needed! {Plus take a look at the little box on the front page of this newsletter...we have many chapter positions/functionaries that are not officers that are vacant...we need help to make our chapter run!}

Build and fly safely!

Bernie

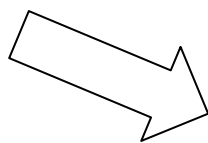
Chapter 478 Newsletter Editor/ Chief Scribe

➤ **EAA Chapter 478 2014 Calendar**

DATE	EVENT
February 18 th 2014	EAA Chapter 478 Meeting – 6:30pm at Museum
February 24 th 2014	2W6 Advisory Committee Meeting – 6pm – 2W6 Terminal Bldg
March 4 th 2014	EAA Chapter 478 Board Meeting – 6:30pm at Museum
March 15 th 2014	Breakfast at Dinwiddie (KPTB)
March 18 th 2014	EAA Chapter 478 Meeting – 6:30pm at Museum
April 1-6 2014	Sun n Fun, Lakeland FL

HOMES WITH HANGARS FOR SALE AT CRE AIRPORT (MD50)

More info at <http://www.airporthomes4pilots.com> or call 443-624-5548



MD50 Airport: It is 50' wide x 2500' long, paved, and lighted