



# The Hagerstown Homebuilder

[www.36.eaachapter.org/](http://www.36.eaachapter.org/) Hagerstown, MD

Vol. 27 No. 1

January

2018

**EAA Chapter 36 Officers and Directors  
wish each and everyone**



**A Very Happy and Prosperous New Year**

---

# EAA CHAPTER 36

---

**January 2018**

## **CONTENTS**

*Cover Page*  
*Chapter Officers*  
*Minutes*  
*Chapter News*  
*Aviation News*

Published by  
EAA Chapter 36  
Hagerstown, MD  
301-797-1875  
[www.36.eaachapter.org](http://www.36.eaachapter.org)

Chapter Meetings held the  
1<sup>st</sup>. Tuesday of each month,  
7:30 PM, in the Pilots  
Lounge, at the Hagerstown  
Regional Airport.

The contents of The Hagerstown  
Homebuilder are solely the view-  
points of the authors. No claim is  
made and no liability is assumed,  
expressed or implied as to the  
technical accuracy or safety of the  
material, opinions and/or views  
presented.

The viewpoints expressed are not  
necessarily those of EAA Chapter  
36 or the Experimental Aircraft  
Association

## **2017-18 OFFICERS AND SUPPORT STAFF**

**President:**  
**Micah Oberholzer**  
144 Addison Ave.,  
Greencastle, PA 17225

**Secretary:**  
**Ken Jones**  
737 Fir Spring Dr.,  
Waynesboro, PA 17268

**Young Eagles Coordinator:**  
**Mark E. Hissey**  
17642 Springtown Rd.,  
Fannettsburg, PA 17221

**Technical Counselor:**  
**Jack Raun**  
211 Taxiway Dr.,  
Hedgesville, WV 25427

### **Board of Directors**

**All current Officers, plus the immediately preceding  
Officers and the following members at large.**

**Joe Boyle   Curtis Berry   Jim Marsden**

**Webmaster**  
**Curtis Berry**  
16137 River Bend Ct.,  
Williamsport, MD 21795

**Vice-President:**  
**Mark E. Hissey**  
17642 Springtown Rd.,  
Fannettsburg, PA 17221

**Treasurer:**  
**Ken Jones**  
737 Fir Spring Dr.,  
Waynesboro, PA 17268

**Tech Counselor -  
Flight Advisor:**  
**Gary Hartle**  
9894 Grindstone Hill Rd.,  
Greencastle, PA 17225

**Technical Counselor:**  
**Dean Truax**  
5884 Timber Ridge Rd.,  
Big Cove, PA 17212

**Newsletter Editor**  
**Jay Kanagy**  
18018 Edith Ave.,  
Maugansville, MD 21767

→→→ **OUR NEXT GENERAL MEMBERSHIP MEETING WILL BE HELD JANUARY 02, 2018** →→→

# Chapter 36

## News and Events

### Happy Birthday

Jan. 02 – Betty Wright  
Jan. 20 – Ken Jones



**Kate and Curtis Berry** have again hosted our Chapter's Christmas Party on December 16. It was a great time shared by all and we again thank Kate and Curtis for sharing their home during this Christmas season.

### Current Fuel Prices

as of  
Dec. 26, 2017

	SS	FS
Hagerstown	\$4.70	\$5.45
Frederick	\$5.05	\$5.80
Martinsburg		\$5.45
Winchester	\$5.05	\$5.45
Cumberland	\$4.75	
Westminster	\$4.63	\$5.58

[www.airnav.com](http://www.airnav.com)



### Chapter Minutes

December 5, 2017

Meeting called to order at 7:35 pm by President Micah Oberholzer

Attendees: Micah Oberholzer, Ken Jones, Joe Boyle, Gary Keller, Jim Marsden, Annette & Ben Trillanes, Jeff Hutchinson, and guest Rubin Markquard

Minutes for the previous meeting and Treasurers Report were read and approved.

Guest Rubin Markquard introduced himself. He is a pilot and aircraft mechanic. He recently moved to the area from Michigan to work at Plane Care. He is also President of EAA Chapter 1095 in Michigan.

Joe Boyle and Jim Marsden reported that all of the V-star wings are nearly complete. All 4 wings still require leading edge and aileron sheeting, and one top wing requires the trailing edge.

Micah reported that one of the Young Eagle pilots, Sean Allison, recently experienced a triple by-pass operation, and is recovering well. Micah passed around a "get well" card for signatures. Annette Trillanes passed around a "get well" card for signature for Joe Pierce.

Micah reported that Steve Green, Walter Green's son, has informed him that his family is offering Walter's old aircraft project (an all-wood aircraft Cavalier) for sale or perhaps for free. The membership agreed that we cannot take it because we have no room to store it. However, via these minutes, we will make the membership aware that it is available if anyone is interested.

Micah reminded the membership that Kate and Curtis Berry have again agreed to host our Chapter's Christmas Party on December 16 starting at 6:00pm. To help with planning they would like everyone who plans to attend to RSVP at [cberry@myactv.net](mailto:cberry@myactv.net) by December 8. Also, it is not necessary to bring any food, but if you wish to do so, Kate would appreciate your sending an Email or calling her what you are bringing to avoid duplications. Also, as before, we will have a Chinese gift exchange. Gifts should be limited to \$10 or less.

Ken Jones reminded the members that we need to start planning for the March 2018 Annual Awards Banquet. The members requested Ken to inquire if we could hold the Banquet at the "Runway Grill" restaurant at the airport, and to change the financial arrangement to allow everyone to order from the menu and to make their own payment.

Meeting adjourned at 8:22.

Submitted by Ken Jones

## W.Va. acknowledges positive impact of GA on state's economy

Gov. Jim Justice proclaimed October 2017 as General Aviation Appreciation Month in the Mountain State.

In West Virginia, general aviation and local airports play a critical role in the lives of citizens, businesses, communities and the state of West Virginia, the proclamation stated.

General aviation supports 5,300 jobs, which results in \$256 million in labor income, and contributes over \$1 billion to the state's total economic output annually.

General aviation also plays a vital role in the state's response to natural disasters, medical emergencies, search and rescue operations, firefighting, public safety and law enforcement, as well as recreation and tourism, according to the proclamation.

It is directly tied to the future growth and prosperity of the Mountain State, which is why Justice said he is working to make sure West Virginia continues to support the vitality of general aviation, the aerospace industry, local airports, aircraft manufacturing and repair stations, and aviation education.

## Filling in the Gaps

By Tarrance Kramer - AvWeb

Even if you've missed some key details in your flight planning, ATC can help keep you out of trouble. But, you should do your part, too. Read More @

<https://www.avweb.com/eletter/archives/101/3810-full.html?ET=avweb:e3810:655058a:&st=email#229714>

## Forum seeks solutions to runway incursions

Two facts about runway incursions should cause any pilot to sit up and stay sharp in the cockpit, the National Transportation Safety Board said during a recent forum.

AOPA Online @ [https://www.aopa.org/news-and-media/all-news/2017/september/28/forum-seeks-solutions-to-increased-runway-incursions?utm\\_source=eBrief&utm\\_medium=Content](https://www.aopa.org/news-and-media/all-news/2017/september/28/forum-seeks-solutions-to-increased-runway-incursions?utm_source=eBrief&utm_medium=Content)

## NTSB: GA Safety Best In 50 Years

The accident rate in general aviation dropped below 1 fatal accident per 100,000 flight hours



in 2016, for the first time in 50 years, the NTSB reported on Tuesday.

Overall, aviation deaths decreased slightly, from 416 in 2015 to 412 in 2016. Nearly 94 percent of those fatalities, a total of 379, occurred in general aviation accidents. Twenty-five people died in accidents in commuter and on-demand aircraft, including charter, air taxi, air tours, and medical services, operating under Part 135. The GA decrease occurred while other forms of transport — cars, trains, and boats — all showed increases.

Overall, general aviation accidents totaled 1,266 in 2016, the NTSB says, and 213 of those accidents resulted in fatalities. Based on an estimated 21.3 million flight hours, the preliminary fatal accident rate for GA in 2016 is 0.989 accidents per 100,000 flight hours. The total number of fatalities in GA was up slightly from 2015, according to Bloomberg News, but the lower rate reflects an increase in the number of hours that GA aircraft flew. There have been no fatalities for U.S. airlines since 2009.

---

## The runway behind you...

by Jules Tapper, Air Facts

This is a story about two words — “unfortunately” and “fortunately” — and has been de-identified in order to protect the embarrassed. However much can be learnt from the following incident.

It had been a hot and busy day. The pilot was a diesel and electrical engineer and a specialist on installation and repair of electric power generators in remote areas.

The job was done so it was back to the plane and a quick on-load and lash down of his heavy toolbox. The Cherokee 235 was lightly fuelled and, with only the pilot and his toolbox on board, one would think it would have performance to spare.

**Unfortunately.** The pilot was a big feller, well over 100 kilograms [220 pounds] and his toolbox probably

*continued next page*

weighed nearly as much. Fortunately, the airstrip was firm, over 600 metres [1968 feet] in length, the day not too hot and a windsock down the far end indicated a slight headwind at that point. Takeoff performance would be quite good.

He knew the aircraft well, having operated in and out of some quite restricted spaces over quite a long period. No need to taxi back right to the end of the strip – half way up will do! Unfortunately, a bad decision in retrospect.

The throttle was advanced and the aircraft accelerated quickly down the strip and out towards the nearby lake. What the pilot did not realise until he had passed his accelerate/stop point was that the wind, although indicating on his nose at the far end, was in fact hitting a curved ridge just abeam his proposed rotate point and was curling back down and partially across the strip – giving him a slightly downwind component.

But this was “a case of the bite of the bit. There was no means of stopping it.” At the last moment and in desperation (as a collision with the fence seemed inevitable), and with very little airspeed showing on the ASI, the pilot reefed on full flap.

**Fortunately**, the instantaneous increase in lift generated carried the aircraft over the fence and sagging just above the stall into the next paddock. The pilot heaved a sigh of relief as he milked the flap away while staggering away in ground effect.

**Unfortunately**, with his nose high attitude, he did not see a cattle beast right in front of him. With a huge impact, his propeller and one undercarriage leg hit the beast and there was a large thump aft. However the plane was still flying, even if a bit unstable in pitch and with the motor vibrating a bit. The pilot glanced over his shoulder and was horrified to note that most of one side of his tailplane was missing with the balance turned upwards like a giant windbrake.

To his credit, he immediately closed the throttle and crash-landed into the next paddock and slid to a halt. Had he not done so and continued on, the aircraft, as speed built up, would have become undoubtedly unstable and crashed into the lake with little hope for a happy ending. Fortunately, there was not a scratch on the pilot.

**Unfortunately**, the aircraft was not so lucky. The impact with the cattle beast had bent the prop, torn off one undercarriage leg and wrecked the tailplane assembly completely as well as doing associated wing and fuselage damage.

So what would an analysis of the incident reveal? The pilot admitted afterwards that had he known the local characteristics of the strip better and not been in such a hurry, he would have taxied back and used the full length for takeoff. He would have bolted away had he done so, as he would probably have been airborne and accelerating quickly when he would have encountered the area of tailwind component. Even if a little sink was encountered, at this point he was still over smooth ground with no obstacles to immediately climb over.

“What happened to the poor old cattle beast?” I hear people ask. Fortunately, it was a quick death. The propeller had cut it clean in half right on the backbone. There was some post-accident humour in the incident, however, when the pilot later informed me quite indignantly that he had of course to pay a substantial amount as an insurance excess incurred for subsequent repairs to his plane and payout on the third party damage (the beast) but that he had not been offered even a little portion of the meat that was dressed out from the departed animal.

And the moral of the story:

On takeoff, remember, the runway behind you is no use to you. Take all you can – you never know when you will use the lot.

As I look back, having just got away with a similar incident myself, I still reflect: “There but for the grace of God go I! ”

Learn from the mistakes of others... There is no truth in the motto “Al audaz fortuna favorece” (Fortune favour the bold ) when it comes to aviation safety.



The windsock at one end of the runway won't always match the windsock at the other