



The Hagerstown Homebuilder

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2012

EAA Chapter 36 Aircraft of the Month



Mark Hissey's Archer

EAA CHAPTER 36

August 2012

2011-12 OFFICERS AND SUPPORT STAFF

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

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It's AirVenture and Fly-in !

From the President Reprint July 2012



It's that time of the year, Oshkosh week will soon be upon us in no time at all. We're ready and can't wait to go and see some old friends again. As always it's like going to a family reunion. Hope to see several of our members there as well. There's tons to see and do there as well. Check it out on www.airventure.org

Our next project to work on is in the hangar now, a V-Star bi-plane. Not a whole lot was done on the kit when we obtained it so we're starting almost from the ground floor. The project needs a manager to head it up and a supervisor to monitor and document the project as it progresses through its various stages of the build. Anyone interested in helping can join the group on build nights.

We held our first of three summer fly-in, drive-in breakfast last month and it went very well. Set up in the airport's firehouse was a snap. Only one problem happened, yours truly forgot to bring the pancake mix from home. Jim Marsden was a trooper and headed out to the store to get the forgotten supplies. Good thing too 'cause people from all around were showing up at the door before 7:00 AM waiting to get breakfast and their youngster signed up for the Young Eagles rides. One group came all the way from the D.C. area. We flew 16 youngsters and served up about 50+ breakfast as well. Several planes flew in and were able to park just outside the firehouse. There were a lot of good comments from people flying & driving in on where, how it was set up and the food that was served. We couldn't have done it without the help of the chapter members that participated. We could have used a few more hands on deck though. I'm sure the next one this month will be just as busy for us handling the kitchen and the signup table for Y.E's.

A Note of Thanks

Thanks to all for your help and participation in staffing our event last weekend, the Fly-in / Drive-in was another success! We were quite busy and we'll need more hands for the next up in coming two. A few of the constant helpers will not be able to help out in August and we'll definitely be short handed in the kitchen. We could have used two more runners for the Y.E. this past weekend since there was a bus load from a DC school and several walk-ins looking for rides.

We managed to fly 31 Young Eagles in spite of the weather being real IFFY. It had been storming earlier that morning to which part of the ceiling in the main terminal had collapsed before 6:00 am. Fortunately the weather held off just enough for us to get them flown at minimal VFR ceilings. As the fog lifted the ceilings dropped but we still managed to get them flown.

Don Mower was the only one that braved the weather and flew his plane from Chambersburg. Hopefully the next fly-in will have better weather for the pilots that wanted to.

Always better to be on the ground wishing one could fly than being in the air wishing you were on the ground. Been there too!

A "Thank You" to all whom helped out to cook, set up, the flight line crew and those who managed the crowd.

A "Special Thanks" to Curtis Berry for taking the time in helping to fly Y.E.s again. I know Ave Gas isn't cheap anymore. Also a "Thank You" goes out to Aaron Harrison from the flight school with his Piper 140 for stepping up to the plate and helping fly a few Y.E.'s as well.

And let's not forget the staff at the Hagerstown airport and tower personal. We couldn't pull it off without the cooperation of them and allowing us the use of the firehouse. Thank you all.

The food was great, even though I didn't get to eat until the last Y.E was flown. I know this because there was an official taste tester that came along with Kate & Curtis. I'll let you figure that one out... Thanks again and see ya ether at Oshkosh or the next fly-in breakfast.

Mark Hissey
President and Y.E's Coordinator



Chapter Minutes

July 3, 2012

- Meeting called to Order at 7:30. (In attendance - 12 members)
- June 12, 2012 minutes were read and approved.
- June 12, 2012 Treasurer's report was read and approved.

- Old & New business topics:
 - Reminder - our Treasurer, Ken Jones, is still accepting Chapter dues for the year 2012 still \$20 (\$30 for a family). You may send them to him @ 11935 Crestwood Circle, Waynesboro, PA 17268.

 - Mark reported our first summer fly-in breakfast was held on 6/16. We had a good turnout. We flew 16 Young Eagles. One problem was an insufficient number of tables. Annette purchased two more for future events, and was reimbursed. Mark reported we could use some more help, and is considering purchase of another griddle.

 - The next fly-in breakfasts are scheduled on 7/14 and 8/11. Mark reported he has been advised that a group of about 10 kids from a school in DC are planning on coming on the 14th for Young Eagle flights.

 - Mark circulated new Sheetz coupon books we have for sale @ \$10 each - a good deal for those who frequent Sheetz stores. About 25 of the 50 have been sold.

 - Mark reminded members to keep a close watch on water usage at the hanger, especially the restroom.

- Concerning the new V-Star biplane project, Annette reported that they need some help in deciding how to proceed, what materials to buy, etc. It was reported that the plans we received are not complete. Annette stated that new plans may be purchased for \$95. There was discussion about how to prepare the fuselage - sandblasting or hand sanding followed immediately with paint. At last month's meeting there was some discussion of having work sessions on Saturdays as well as Monday nights. It was agreed there would be no Saturday work sessions this July.

- Members agreed to change the location of next year's banquet to Ryan's Steak House in Hagerstown. They also agreed on a date of March 16, 2013.

- Curtis Berry again volunteered to hold this year's Christmas Party at his house. He will advise us later as to the date after consultation with his wife.

- It was agreed that flyers and workers at the fly-ins will be given free breakfasts. If they wish, a donation toward the cost would be greatly appreciated.

- Mark reported that the Hagerstown Museum is tentatively considering changing their fall fly-in/drive-in to just one day, 9/22, with a rain date of 9/23.

- Jay Kanagy reported on the following upcoming events:
 - EAA Air Adventure at Oshkosh 7/23 thru 7/29

Submitted By: Ken Jones

Chapter 36

News and Events

Happy Birthday
Aug. 27 – Jim Golden
Aug. 29 – Dave Brizzee
Aug. 30 – Phyllis Truax

Happy Anniversary
Aug. 27 – Jim Golden



Our June Fly-In was held the 16th, and we had a good turnout of planes flying in as well as drive-in & walk in's. Mark counted 5-6 planes that had flown in, while I was still on the ground, one was even an LSA.

We served approximately 70 breakfast in all between adult and children attending. Special thanks to Mark Hissey and Curtis Berry for flying Young Eagles, 16 in all between the two of them. [Photos.](#)

Current Fuel Prices
as of July 22, 2012

	SS	FS
Hagerstown	\$5.40	\$6.19
Frederick	\$5.47	\$6.22
Martinsburg		\$6.20
Winchester	\$5.75	\$6.15
Cumberland	\$5.55	
Westminster	\$5.76	\$6.21

AirNav.com

<p>Spread the Joy of Flying with the general public through our "Fly-Outs to Fly-Ins" program. Let's get a group together, contact others to ride along, and perhaps share expenses as we visit various fly-in's.</p>	E V E N T S	Aug. 5, 12 & 26	<p>Flying Circus Airshow. The Flying Circus Airshow performances are held every Sunday afternoon starting at 2:30 pm, May through October, at its home aerodrome located at 5114 Ritchie Road (Route 644) in Bealeton, VA, weather permitting. The field opens for airplane rides at 11 am and continues until sunset. For more information, please see: www.flyingcircusairshow.com. Contact: David Weston Phone: (540) 439-8661, Send an Email</p>
		Aug. 11	<p>EAA Chapter 36, Fly-in Drive-in Breakfast & Young Eagle Flights. 8 AM to 11 AM. Fly-in, Drive-in Breakfast located at the Hagerstown Regional Airport Firehouse next to main terminal. Ample plane and auto parking. All you can eat; Pancakes, Scrambled Eggs, Sausage, Toast, Coffee, Orange Juice. Adults \$7, Children 6-12 \$4, Under 6 FREE. Young Eagle Rides, First Come, First Flown, weather permitting. Contact: Mark or Sandy Phone: 717-349-7191, Send an Email Poster</p>
		Aug. 18-19	<p>SportAir Workshop, Electrical Systems and Avionics, EAA Chapter 524 Aviation Education Center Hangar #2. Space is limited! Visit us online to learn more about the course or to register!</p>
		Aug. 26	<p>Pancake Breakfast, Greater Cumberland Regional Airport (CBE), All you can eat breakfast, Sausage, Eggs, Hotcakes, Home Fries, Coffee, Orange Juice. Adults \$7 Under 12 \$4. Breakfasts scheduled last Sunday of the month April through October by EAA Chapter 426. Contact: Bernie Frank @ 814-784-3576, Send an Email</p>

News

EAA is now offering a regular series of webinars as a new service to members. These live multimedia presentations are informative and interactive, allowing the presenter to use slides and audio, while audience members can ask questions, chat, or be polled for their opinion.

- Wednesday, August 8, at 8 p.m.: [Engine Monitors](#) (AMT & Wings Credit) with Mike Busch

- Wednesday, August 15: [Stick and Rudder Exercises to Improve Your Flying](#) (Wings Credit) with Jim Taylor

Registration is required, and space is limited - click the title of any of the presentations to register.

[Webinar Archives](#)

LEARN TO BUILD YOUR OWN PLANE WITH SPORTAIR WORKSHOPS



EAA SportAir Workshops offer comprehensive and intensive two-day aircraft builder programs. Pre-registration is required for all workshops.

Aircraft Spruce and Specialty and Poly-Fiber are major sponsors of EAA SportAir Workshops programs, providing tools, materials, and special discounts for workshop attendees. [August 18-19 Electrical Systems & Avionics- Frederick, Maryland](#)

For more information, visit the [SportAir website](#) or call 800-967-5746. or [register now](#). See the courses in action on the [EAA Video Player](#). [Learn details](#) on each course. View the [complete SportAir schedule](#).



EAA CHAPTER 1418 APPOINTS 18-YEAR-OLD PRESIDENT

Eighteen-year-old Lindsay Locke of Fortuna, California, who has been flying since she was 12 years old, received her

private pilot certificate on her 17th birthday last July, and she is currently building an RV-4 with her dad. And now, after being named president of EAA Chapter 1418, she's the youngest chapter president in EAA's 59-year history. [Read more](#) →

HINTS FOR HOMEBUILDERS: COTTER KEY INSTALLATION-STANDARD METHOD



Brian Carpenter, of Rainbow Aviation, demonstrates the alternate method for installing a crotter key on a castle nut. Brian is an A&P/IA, DAR for LSA and experimental

amateur-builts, sport pilot instructor examiner, and CFI. Brian also serves as an EAA technical counselor and flight advisor for Chapter 1148. [Watch the video](#).

GAO: SOME FLIGHT STUDENTS ENTER U.S. ILLEGALLY

The U.S. Government Accountability Office (GAO) Wednesday announced that at least a few foreign students entered the country illegally, were not vetted by the TSA, and were approved for flight training by the Alien Flight Student Program (AFSP). In its report, the GAO concluded that "weaknesses exist" in the specific strategies intended to diminish the potential terrorist threat from general aviation aircraft. The GAO noted that the AFSP "is not designed" to determine how a flight student entered the country and that more than 25,000 foreign nationals applied for FAA airman certificates (completed training) from 2006 to September 2011. Of those, GAO says a known number may not have been vetted by the TSA, and at least six flight students approved for training by AFSP have been arrested by immigration authorities.

<http://www.avweb.com/eletter/archives/avflash/2263-full.html#206997> →

MAG Inc., a Philadelphia-based helicopter, fixed wing maintenance repair, overhaul provider and special missions aircraft customizer, is expanding its U.S. operation to Hagerstown Regional Airport. MAG's Hagerstown operation will be housed in a state-of-the-art, 17,000-square-foot aircraft hangar located in the airport's northwest quadrant. Operating under a Federal Aviation Administration "Repair Station" certificate, MAG is expected to attract a variety of aircraft, both civilian and military, to the airport and create at least 18 jobs. "Broadening the company's capabilities geographically and logistically has been our focus for some time and Hagerstown has been foremost in those considerations," Ed Pears, president of MAG's U.S. operations, said. "The airport's location, infrastructure and interstate connectivity all contributed to our decision, but the recent availability of this building permitted us to commit to the expansion."

Pears expects the Hagerstown operation to be in service by Aug. 30. →

The Drones Are Coming

by J. Mac McClellan
CVS 30 from Tasma

Acting under orders from Congress the FAA is speeding up its process to allow unmanned aircraft to fly in



the national air space system. So, at least some of us will be sharing the air with unpiloted aircraft sooner than later.

First question—what to call these things? The term RP V for remotely pilot vehicle hung around for years. More recently the term UAV for unmanned aerial vehicle became common. More recently still the FAA favors the term UAS for unmanned aircraft systems. Let's skip the acronyms and call them drones.

Drones have captured the public imagination over the past several years because the military has been using them to fire missiles at suspected terrorists with an apparently high degree of precision. Of course, the military doesn't brag about the misses, but there have been enough direct hits to talk about that drones—particularly the large Predator— seem like magic to the public watching the nightly news on TV.

Dozens and dozens of companies are now in the drone manufacturing business creating all kinds of aerial vehicles from softball sized helicopters to enormous jet aircraft that can fly above 50,000 feet.

Mix public fascination with drones and lobbyists from drone makers together and Congress can't possibly resist. So language in the FAA funding bill requires the FAA to devise ways to quickly integrate drones into the airspace.

Since drones don't fit into the airspace in any conventional way the FAA is issuing waivers for their operation. The waiver process is certainly not new and is used for all kinds of flying activity such as air shows that don't fit neatly into the normal rules.

The initial drone operating waivers will go to police and public safety organizations and then the FAA will begin allowing drones to fly for commercial purposes such as pipeline patrol, mapping, photography and all sorts of observation.

At first glance, this sounds ominous to me as a pilot. Yes, I have a traffic alerting system that I trust to "see" the transponder on a drone. And before drones are turned loose in general airspace they too will have traffic detection and avoidance systems. But still, the drone pilot will be on the ground, or maybe there will not even be a pilot but a preprogrammed computer onboard to direct the flight path.

However, those concerns are still quite far into the future. The waivers the FAA is proposing to issue in the shorter term will restrict drone flights to altitudes below 400 feet agl, away from airports, and the drone must remain within sight of the operator on the ground. Initially the drone weight will be limited to 4.4 pounds, about two kilos. Once a drone operator demonstrates safety and competency in actual use, the size of the drone may be allowed to increase to 25 pounds.

The waivers the FAA is talking about issuing now, in the short term, are really not much different from radio controlled model airplanes. Some RC models are certainly heavier than 4.4 pounds, and some are very fast, even jet powered. But the model must remain within sight of its pilot on the ground, and must remain at low altitudes and away from airports and any other area where conventional airplanes are likely to fly.

Are the new FAA policies to streamline issuance of waivers for drone flight a worry? Not for me. At least not yet. There is nothing in the recent announcement that makes a drone any more threatening than an RC model airplane. But when Congress starts to pressure the FAA to change long standing air space operating policies, now that's a reason to at least pay attention, and maybe even worry.

31-May-99 Spotted on an aircraft insurance claim form...
"Description of loss: Hard landing caused by altitude change."



Your aircraft must undergo a re-registration process sometime between January 31, 2011 and October 31, 2013. The precise date for re-registering your aircraft is determined by the month of its last registration (see table below).

The feds are running significantly behind in processing the re-registration applications. Thus, if you wait until the last month to re-register, your airplane could be grounded for several weeks or more while the federal pencil-pushers get around to completing the re-registration process. Keep in mind that there are no more temporary or "pink slip" registrations.

More importantly, if your current registration expires, your airworthiness certificate is technically no longer valid. Thus, flying without a current registration not only is a violation of federal law, you could find your insurance void as well!

The Schedule of Aircraft Re-registration

If your certificate was issued in this month (of any year)	Certificate expires	Re-registration required
March	March 31, 2011	Nov. 1, 2010, to Jan. 31, 2011
April	June 30, 2011	Feb. 1 to April 30, 2011
May	Sept. 30, 2011	May 1 to July 31, 2011
June	Dec. 31, 2011	Aug. 1 to Oct. 31, 2011
July	March 31, 2012	Nov. 1, 2011, to Jan. 31, 2012
August	June 30, 2012	Feb. 1 to April 30, 2012
September	Sept. 30, 2012	May 1 to July 31, 2012
October	Dec. 31, 2012	Aug. 1 to Oct. 31, 2012
November	March 31, 2013	Nov. 1, 2012, to Jan. 31, 2013
December	June 30, 2013	Feb. 1 to April 30, 2013
January	Sept. 30, 2013	May 1 to July 31, 2013
February	Dec. 31, 2013	Aug. 1 to Oct. 31, 2013

FAA Final Rule Link: <http://www.federalregister.gov/articles/2010/07/20/2010-17572/re-registration-and-renewal-of-aircraft-registration>