



The Hagerstown Homebuilder

www.36.eaachapter.org/ Hagerstown, MD

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December

2014

**Merry Christmas
To All**



**From EAA Chapter 36
Officers And Support Staff**

EAA CHAPTER 36

December 2014

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

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

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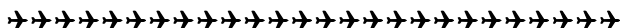
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**OUR NEXT GENERAL MEMBERSHIP MEETING WILL BE HELD DECEMBER 2,
7:30 IN THE PILOTS LOUNGE AT THE HAGERSTOWN REGIONAL AIRPORT**



Chapter Minutes

November 4, 2014

Meeting called to order at 7:30pm.

Attendees:

Joe Boyle, Ken Jones, Jim Golden, Curtis Berry, Keith Ford, Jim Marsden, Micah Oberholzer, Ben Trillanes, Annette Trillanes, Dennis Slodysko, Tim Manahan, Jay Kanagy, and Jay Swift

Last month's Treasurer's and Secretary's Reports were read and approved.

Our last fly-in for the year was held on Oct 18. We flew 8 young eagles. Our profit from breakfast sales was \$277.00.

Joe Boyle offered congratulations to the significant achievement of the 4 pilots participating in the Wings and Wheels event on 9/21, which resulted in 97 young eagle flights. He also noted we have eggs left over that he asked members to take tonight so they do not go to waste.

Jim Marsden reported on work ongoing on the V-Star project - the latest being welding and test fitting of the lower left wing tip. Joe Boyle noted remaining work on that wing of aluminum for the leading and trailing edges. Joe also commented that he hopes to create a second group of workers to hopefully create two teams - one working on wings while another works on the fuselage.

Joe Boyle reminded the group we will be electing officers at our December meeting for the years 2015 and 2016. The current nominees are Annette Trillanes for President, Micah Oberholzer for Vice President and Ken Jones for Secretary/Treasurer. Jay Kanagy said he will send out ballot forms for those who may wish to vote by mail, Email or by phone. The ballot forms will include an option for write-in votes for other candidates.

Jay Kanagy inquired about the Board of Directors. It was agreed that the new Board after the 2015 elections will consist of the current officers as well as the immediately preceding retiring officers.

Ken Jones reminded the group of the upcoming March 2016 Awards Banquet, noting he was planning to have the Banquet at Mrs Gibbles restaurant - same as last year. There were no objections. He also noted we could start thinking about a speaker for the Banquet.

Curtis Berry again offered to host a Christmas party at his house on December 20 beginning at 6:00pm. The group unanimously agreed. We will again have a Chinese gift exchange with the cost of the gift limited to under \$10. Guests may bring a side dish if they wish, but it is not required.

Meeting was adjourned at 8:05.

Submitted by: Ken Jones

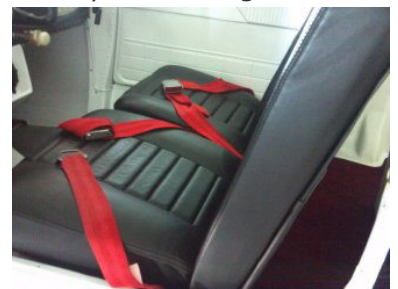
Refurb of the Month: Don Toy's Cessna 150F



With refurbs gaining momentum, we're seeing more restoration of modest airplanes, especially Cessna 150s, which are among the most economical airplanes to own and fly. Don Toy of Homestead,

Iowa, recently sent EAA a report on his refurb.

"Here is my project of the last year. I bought a 1966 Cessna 150F model from a friend whose husband had passed away. He started the project many years prior but got ill and was unable to finish. I went on from there. New paint. New Interior, saving for avionics. Paint is back to the same scheme that came out of the factory, with minor adjustments."



Chapter 36

News and Events



Our Elections for all Officers will be held at the December 2014 general meeting. We have a small slate of nominations at this time, however we are looking for more. Please get Your nominations in to Ken Jones or Jay Kanagy as soon as possible. If you are unable to attend the December meeting, there will be a completed slate of nominations sent to the membership, via email, after the November meeting. Those without email can use the form supplied in the December newsletter.

Thank You.

Happy Birthday

Dec. 11 – David Berger
Dec. 13 – Ben Trillanes
Dec. 20 – David Dodd
Dec. 26 – Ed Schupp

Current Fuel Prices

as of Nov. 27, 2014

	SS	FS
Hagerstown	\$5.50	\$6.40
Frederick	\$5.55	\$6.30
Martinsburg		\$6.35
Winchester	\$5.95	\$6.35
Cumberland	\$5.80	
Westminster	\$5.20	\$5.80

www.airnav.com

COMING EVENT

SPORTAIR WORKSHOPS - VAN'S RV ASSEMBLY Frederick, MD. 2 days, Jan.17 – 18.

EAA is offering weekend assembly workshops for those interested in acquiring the skills necessary to assemble the popular RV kit aircraft.

Based on a similar format used in all workshops, the RV course will include such topics as; the FAR's pertaining to amateur-built aircraft, tools required, workshop requirements, insurance, engine and propeller selection, flight testing, etc.

The main portion of the workshop will be "hands-on" experiencing the techniques necessary to assemble the airplane.

Saturday morning we will begin with a discussion on basic sheet metal construction. After a classroom presentation, you will then spend time practicing the skills required to work with sheet metal. A practice project will be completed to allow you time to develop your skills.

Saturday afternoon you will start the main sheet metal project-a small airfoil section patterned after the RV wing. Assembly of this airfoil will include the majority of skills necessary to build the aircraft.

Most of Sunday morning will be spent actually completing the airfoil project started on Saturday. You will become very proficient in all of the basic sheet metal skills.

Sunday afternoon we will review some of the problems associated with building the RV. In addition, weight and balance, rigging, painting, etc. will be discussed. After completion of this workshop you will certainly have the confidence level needed to begin or complete your RV aircraft.

Address: EAA Chapter 524 Aviation Education Center - Hangar #2
330 Aviation Way
Frederick MD 21701

Contact: 800-967-5746

NEWS CLIPS

Like most pilots, the thought of losing an engine at night is frightening. Where are you going to land, especially when your options are limited? It's a topic that is often debated in hangar flying sessions.

Watch this 3-minute video where Jason Schappert, AOPA's 2014 Outstanding Flight Instructor award winner, answers this question without hesitation. This video is part of our new "In-Flight Emergencies" online program.

Click here to watch the video...

<http://pilotworkshop.com/emergency-sample> →

Hints for Homebuilders

Drilling Holes in Composites, with EAA Technical Counselor Mike Busch

www.eaavideo.org/video.aspx?v=3854853240001 →

Webinars: Free to all aviation enthusiasts

December 3: **Perils of Cylinder Work** - Presenter: Mike Busch

<https://attendee.gotowebinar.com/register/100000000064784858;jsessionid=abc72jJ9heFnBfyVXHMu>

View all Webinars @

www.eaa.org/en/eaavideo/aviation-education-and-resources/aviation-videos-and-aviation-photos/eaavideo-webinars →

If you see a forecast for low level wind

shear, should you expect a bumpy ride?

Scott Dennstaedt provides the answer in this week's tip...

www.pilotworkshop.com/tips/weather_wind_shear.htm →

What is the safest way for VFR pilots to get themselves out of an inadvertent entry into IMC conditions?

Wally Moran explains in this week's tip...

www.pilotworkshop.com/tips/escaping_imc_conditions.htm →

FAA Safety Team | Safer Skies Through Education

Get It Straight: Got WX? Campaign Focuses on Crosswind Landings

The Got Weather? campaign aims to help general aviation pilots prepare for potential weather challenges they may encounter during the 2014 flying season.

For November, the campaign is focused on crosswinds. Check out a new video @ www.faa.gov/tv/?mediaId=966 featuring FAA Administrator Michael Huerta discussing crosswinds with pilot Ty Chaudhry. There is also an assortment of helpful resources available on FAA's Got WX web page at: www.faa.gov/about/initiatives/got_weather/.

One such resource you might find especially helpful is the Personal and Weather Risk Assessment Guide (<http://go.usa.gov/7hj3>). The guide will assist you in developing your own standardized procedures for accomplishing the dispatch and pilot in command responsibilities of your flight department (you) and with making better pre-flight and in-flight weather decisions. It contains several checklists that will assess your experience in certain scenarios (e.g., gusty landings, crosswinds, etc.) and help you determine a personal risk factor score before your flight. →

Q: What's worse than bad weather?

A: Fair weather that unexpectedly turns bad.

We all know that flying into bad weather is a leading cause of fatal accidents. Understanding how weather conditions can change is vital for all pilots.

This can help:

<http://pilotworkshop.com/wx/special>

Can you identify this aircraft?

The answer is on page 7.



Aircraft Maintenance: Heater health for your single

November 12, 2014

By Jeff Simon

Summer is over, the days are getting shorter, and the temperatures are dropping to the point that many pilots are reaching over to pull that heater valve knob to warm their toes and quiet the natives in the back seat.

Without the heat-distribution benefits of water-cooling systems on cars, aircraft have only two options for heating the cabin: Heated air from the engine (used on single-engine aircraft) or heated air from a dedicated combustion heater (used on twin-engine aircraft). Both of these systems leave something to be desired in terms of control, maintenance, and safety (should the system have a failure).

The No. 1 concern with any aircraft cabin heating system is safety. In the muffler-based heating systems found in single-engine aircraft, the top danger is from carbon monoxide. Muffler-based heater cabin heat systems pass cabin air through a sealed chamber which is heated by the exhaust gasses as they flow through the system. This exhaust contains carbon monoxide, which is a deadly, odorless gas that can quickly overcome an unsuspecting pilot. This is why maintaining the integrity of the seal between cabin and exhaust air is so critically important.

Muffler-heat systems

Muffler-based heating systems come in many variations, but they share the same basic design. Air is routed from outside the aircraft into the heat muff or chamber around the muffler. Following this, some systems will mix this air with outside air to moderate the temperature and allow adjustment. From there, the heated air is routed into the cabin.

All aircraft heating systems should be inspected prior to seasonal use; even if that does not align with the annual inspection schedule. Just because you had the airplane thoroughly inspected in March doesn't mean you should blindly trust the integrity of the heating system in November.

Inspecting the heat system begins, surprisingly, at the exhaust risers and tubes. One of the things that



you want to eliminate is the potential for exhaust gasses within the cowl itself. This is because carbon monoxide in the cowl could migrate into the heat or fresh air system through any available gaps in the heat system. Look for dusty residue where the exhaust manifold meets each cylinder, as well as at any slip joints in the system.

Next, follow the airflow, beginning at the air intake. Typically, there is a system of SCAT ducting and valves. Any holes, chafing areas, or other fitment issues in the SCAT ducting should be cause for replacement. Never try to repair SCAT when you can completely replace it with new for very little money.

The muffler shroud must come off so that the muffler can be thoroughly inspected. Again, look for signs of exhaust dust and heat distress. You can pressurize the system with a low-power vacuum on the "blow" side and a light spray of a water/soap mixture looking for bubbles. Be sure to wash all contaminants off prior to reassembly.

Finally, test the system in use and always use a good carbon monoxide detector in the cockpit with an alarm. The old "dark spot" detectors are of little value now that you can get a good battery-powered alarm system (even at your local home supply store). When it comes to aircraft heating systems, a small investment in prevention can save the lives of you and your loved ones. Fly safe!

Jeff Simon is an A&P mechanic, pilot, and aircraft owner. He has spent the last 14 years promoting owner-assisted aircraft maintenance as a columnist for several major aviation publications and through his how-to DVD series: The Educated Owner. →



Do Claims Cause Insurance Premium Increases?

By Bob Mackey, Senior Vice President, EAA Insurance Solutions administered by Falcon Insurance Agency, Inc.

October 30, 2014 - Have you caught any of the auto insurance ads on TV that talk about "accident forgiveness"? They show the aftermath of a car accident with the at-fault driver shaking his head with a bewildered look on his face. Then the company spokesman tells you how the insurance company will not raise the price of your car insurance and why you should be doing business with them.

If you have an airplane accident that results in a claim will the insurance company raise the cost of your insurance? I can't speak to car insurance, but regarding aircraft insurance the answer is a definite maybe.

One of the more favorable aspects of aircraft insurance is that for the most part it's still a people business; underwriters often examine each individual risk to determine how much the premium should be, or even whether the company should offer a policy quote.

When there's been an accident with a claim, the underwriter will review the facts and also obtain input from the insurance agent. Further, the underwriter will very likely take into consideration the details of the accident and what the airplane owner has done since the accident, (i.e. recurrent or refresher training and other self-improvement steps).

If an accident results in a significant claim, this will definitely impact insurability and the cost of insurance. There's a saying in the aviation insurance business: "More premium does not make a bad risk better." In other words, if the insurance company would normally charge a \$1,000 annual premium for a policy but the pilot had a claim in the last three years for fuel exhaustion resulting in a \$100,000 claim, the company could charge 10 times the regular price for insurance (\$10,000) and still not appreciably improve its risk. It's not just the dollar amount of the claim; it's also the nature of the accident. Any accident that is the result of recklessness or carelessness is not going to go over very well with the insurance company.

I once helped an EAA member who was having a difficult time securing insurance after he had a gear-up landing and, in a separate incident, an FAA violation for flying into instrument meteorological conditions with no instrument rating. I was able to negotiate an arrangement for insurance at a slightly higher price, but the pilot was required to attend a three-day high-performance aircraft course on an annual basis. Further, the pilot decided to obtain his instrument rating.

With the annual course requirement, the additional training, and instrument rating, the insurance company ended up with a much better risk...without simply charging a large increase in premium.

If you have an accident:

- Secure the airplane from further damage
- Get all the facts
- Don't assume any responsibility or admit fault
- Contact the insurance company or your insurance agent
- Don't try to hide any facts from the insurance company, and
- Do whatever you can to assist the insurance Company

Stuff happens; that's one of the reasons we buy insurance. Be smart, be safe, and make sure if something happens you cooperate with the insurance company.

If you need assistance with your aircraft insurance, you can find the help you need with the EAA Aircraft Insurance Plan administered by Falcon Insurance Agency, Inc. All you have to do is call 866-647-4EAA (4322), or you can [learn more about the EAA Plan and request a quote](#). Happy and safe flying!

Bob Mackey is senior vice president with Falcon Insurance Agency, the official administrators of EAA Insurance Solutions. →

The Aircraft pictured on page 5 is a:
1946 Fairchild F-11 Huskie