



The Hagerstown Homebuilder

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**The Officers of EAA Chapter 36
Wish All a Very Merry Christmas**



and the Happiest of New Years

EAA CHAPTER 36

December 2012

2011-12 OFFICERS AND SUPPORT STAFF

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End of The Year and My Term

From the President December 2012



December is here already and it's time when thoughts turn toward the holidays.

It's also the time when we start to think about next year's chapter plans. With my departure as President I hope the trend will continue with the new officers and wish them the best

for the next term. As for Sandy and I, we'll be concentrating on the Young Eagles programs and I'll continue on as a member of the Board of Directors.

Recapping, the chapter had a banner year. We held several successful breakfasts at the airports Firehouse along with many Young Eagle flights. We participated in the fall open house fly-in with the Fairchild Museum which was a real successful event.

We have a new project that is taking off slowly but hopefully will pick up steam and continue to its completion. We also sent another youngster to Young Eagles camp during AirVenture week. I'm hoping to be able to send two more this year with the credit we've accumulated from flying Y.E's and the extras from chapter 1114 in North Carolina. Our thanks go out to the Dukeman's for their contributions to our chapter.

I'd like to wish everyone a happy holiday and a safe new year. Please be safe when flying but also safe on our way to the airport or to Grandma's house for the holidays.

Don't forget our Chinese X-mass party is this month.

Again Happy Holidays to all,

Mark Hissey
President, EAA Chapter 36

OWNER-PERFORMED MAINTENANCE

I've always been fond of pointing out one of the most dangerous things in personal aviation is a private pilot with a #2 Phillips screwdriver. That's because I've occasionally come across the aftermath of an owner who tried but failed to accomplish a simple inspection or maintenance task without the proper knowledge, tools or training. Too often, the results demanded a "real" mechanic to come in and fix the mess. And, while I've tried to do as much preventive maintenance on my airplane as I can, I've often gotten in over my head and needed some professional assistance, too.

Thankfully, the FAA still allows certificated pilots to work on their aircraft, performing some relatively mundane tasks. At the same time, the relevant regulations are broadly written and can cost the unsuspecting pilot/owner more in the long run than if a professional, certificated mechanic is allowed to do the work. Let's explore some of the ways we can get in over our head, and how to avoid it.

The aforementioned #2 Phillips screwdriver is a common tool, both around the house and the hangar. And a lot of work -- especially removing inspection covers or landing light lenses, for example -- easily can be accomplished with one. But when it comes to reassembling the airplane -- or even dealing with a stuck fastener, that simple screwdriver isn't going to be enough, and actually may be a liability.

Click here to read the full article.
(http://www.avweb.com/news/redundant/owner_performed_maintenance_aviation_safety_pilot_airplane_207706-1.html)





Chapter Minutes

November 13, 2012

- Meeting called to Order at 7:30. (In attendance - 12 members)
- October 2, 2012 Minutes and Treasurer's Report were read and approved.
- Mark reported that the nominees for next year's officers are for President - Joe Boyle, for Vice President - Jim Golden, for Secretary and Treasurer - Ken Jones. Annette Trillanes then asked her name also to be included as a nominee for the position of Vice President. Elections will be held at the December meeting. The only contested election is for the position of Vice President.
- Mark reported that the fall fly-in/drive-in picnic was held at Green Landings on Oct 6. Although the weather was a little windy, it was a good turn-out.
- Sandy reported we still have a few Sheetz coupon books for sale at \$10 each.
- Members are reminded the EAA 36 Christmas party will again be held at the home of Curtis Berry on Saturday, December 15 beginning at 6:00. Please call Mr. or Mrs Berry if you wish to bring some food. Also, if you wish you may bring a gift of some sort for a Chinese gift exchange - maximum expenditure of no more than \$10.
- There was no report of work on the V-Star project, except that one of our Technical advisors, Gary Hartle, did visit the project to provide advice.
- Mark reported on the following up-coming event:
 - 12/6 - EAA Chapter 524 at Frederick is presenting an illustrated talk entitled "Flights before the Wrights". The presentation will be held at their hanger beginning at 7:30 pm.
- Mark reported that Jay Kanagy was not with us tonight because of sickness related to his heart. We believe it will require some sort of surgery. We wish him well.
- Meeting adjourned at 8:05

Submitted By: Ken Jones



Chapter 36

News and Events

Happy Birthday

Dec. 11 – David Berger

Dec. 26 – Ed Schupp



The Election of Officers for the 2013 - 2014 term, will be held at the December meeting. Please plan to attend this very important meeting, 7:30 December the 4th., in the Pilots Lounge.

Current Fuel Prices

as of Nov. 29, 2012

	SS	FS
Hagerstown	\$5.69	\$6.55
Frederick	\$5.75	\$6.50
Martinsburg		\$6.45
Winchester	\$5.75	\$6.15
Cumberland	\$5.55	
Westminster	\$5.81	\$6.26

www.airnav.com

QUICK TIPS FOR BUILDING MEDIA ATTENTION

- + Build a local media list: Use websites to find names, addresses, phone #s, email addresses of the media you want to reach.
- + Have basic facts: When your chapter was founded, how many members, what main activities are, who officers are, where it's located.
- + Build your plan: What should media know? Are you seeking to build knowledge, boost attendance, promote membership, or something else?
- + Think like editors: What would interest the readers, viewers or listeners the most?
- + Pull together the facts: What's going on, where it is, when it is, why it's interesting.
- + Keep it concise: One page is fine for a news release. Make facts clear and easy to find.
- + Include a contact: Name, phone number and email address of the person who will handle any media inquiries, plus your chapter's website address.
- + Follow up: Don't ask, "Did you get the news release?" Instead, it's "We sent you some information and wondered if you need anything else?" You may have to pitch them again.
- + Keep them company: If the media comes out, have someone available to host/help them.

News

Pilot's Bill of Rights

In light of the new Pilot's Bill of Rights, signed into law on August 3, 2012, the FAA's website now has a section to help pilots submit information requests (www.faa.gov/pilots/rights).

An individual who is the subject of an investigation related to the approval, denial, suspension, modification, or revocation of an airman certificate may follow that link to find out what information the FAA needs to process a request for air traffic data, like recordings from a control tower.

The FAA website also includes an email address — *AirmenDataRequest@faa.gov* — for the airman to send his or her request for contractor air traffic data. Keep in mind that air traffic data is only stored for short periods (5 to 45 days) so it is important to submit a data request as expeditiously as possible.

In addition to providing access to ATC information, the new Pilot's Bill of Rights also requires the FAA to improve airman enforcement proceedings, simplify the Notices to Airmen (NOTAM) system, and review its medical certification process and forms.

Pilots Bill of Rights -

www.eaa.org/news/2012/HR3816.pdf →

THE FINAL STAGES of cruise flight can be tedious, however this is a great time to get ahead of your airplane. Wally Moran tells you how to use this time to get a leg up on your approach and landing. View the tip here...

http://www.pilotworkshop.com/tips/cruise_flight_safety.htm →



WEBINARS: Free to all aviation enthusiasts

Nov. 14: **Light-Sport Aircraft Maintenance – Common Misunderstandings:** Carol Carpenter will discuss commonly misunderstood issues related to maintenance of light-sport aircraft.

Nov. 27: **Chapter Fundraising - Ideas that Work:** Alan White, who helped EAA Chapter 272 raise over \$6,000 for a Ford Tri-Motor tour stop, will share some of his ideas on chapter fundraising.

View all @ http://eaa.org/webinars/?utm_source=iContact&utm_medium=email&utm_campaign=e-Hotline&utm_content=121109+ehotline

Webinars begin at 7 p.m. Central time unless noted. Pre-registration required. →

FAA APPROVES FIVE QUICKSILVER KITS FOR 51 PERCENT COMPLIANCE

November 7, 2012 - Quicksilver Aeronautics announced this week it has received FAA letters of authorization for five of its kits - the MX Sport, MX II Sport, MX Sprint, MX II Sprint, and the Sport 2S.



The FAA's National Kit Evaluation Team performed evaluations on September 11 and 12, resulting in the addition of the models to its Revised Listing of Amateur-Built Aircraft Kits. These five, plus Quicksilver's GT 400 single-place and GT 500 tandem, give the company a total of seven kits on the listing.

"The team has determined that all five kits may allow an amateur builder to meet the major portion requirement," read an FAA statement regarding the evaluations.

Will Escutia, president of Quicksilver Aeronautics, remarked, "FAA's visit proved the company under new leadership is maintaining the high standards for which Quicksilver has been known since the early 1970s."

Escutia and Daniel Perez purchased Quicksilver Manufacturing earlier this year and continue to operate Quicksilver Aeronautics LLC in Temecula, California. →

Why 30 Days for Insurance Request?

September 18, 2012 - The first thing that a chapter officer will see when filling out a request for insurance is that the request needs to be submitted at least 30 days in advance of the event. Completing this online form should be one of the first steps in the chapter's event-planning process as it gives the chapter and EAA's risk management department ample time to process the request.

Many of the insurance requests that come in require follow-up information. For example, when the request indicates that there is a permit, lease, or other contract in place between the chapter and another entity, the risk management department follows up with the chapter to obtain a copy. Or, if the chapter is participating in another organization's event, further information may be required so we have a clear understanding of the planned activities.

The 30-day advance notice also allows time for the chapter to collect any required certificates of insurance from either the primary sponsor or from an individual or group participating in a chapter event by providing approved activities not covered under the Chapter Insurance Plan, such as radio-controlled aircraft demonstrations, formation flights, or ride hopping. Often, when the request for insurance comes in closer to the date of the event, time runs out before the other organization's certificate is available and those activities must be canceled.

Additionally, the chapter is able to get any advertising for the approved event out to the public well in advance, drawing a larger crowd and more participation in aviation. Having those extra few days of an advertisement in the local newspaper or message on a Facebook page could make all the difference.

Lastly, the online request for insurance process is not automated, and is dependent upon staff availability. There is dedicated staff to oversee the Chapter Insurance Plan and help chapters with this process; however, requests coming in on the weekend or after business hours will generally not be seen until the next business day. Last-minute requests for insurance cannot always be accommodated.

Though filling out the form is a quick and easy process, it is a critical step when the chapter is planning an event. Once all the required information is gathered and all questions are answered, the chapter can proceed with planning to host or participate in an event with peace of mind that coverage is in place.

As always, do not hesitate to contact the risk management department at 920-426-6106 or lwrolstad@eaa.org with any questions you might have.

www.eaa.org/chapters/resources/articles/120918_insurance.asp

QUESTION OF THE WEEK: HOW SAFE DO YOU FEEL?

(www.avweb.com/eletter/archives/avflash/2372-full.html#207704)

The NTSB says GA has a lot of work to do (www.avweb.com/avwebflash/news/NTSBTargetsGASafetyForImprovement_207699-1.html)

to reach acceptable levels of safety. What do you think?

EAA Tells FAA to Abandon Proposed Repair Station Rules

EAA has joined several aviation organizations in criticizing the FAA's new proposal for aviation repair stations, stating that the new rules create such cost and regulatory burden that many small repair shops could be forced to shut down. In comments submitted to the FAA prior to Monday's deadline, EAA wrote that the added burdens vastly exceed the minimal safety benefit the rules would provide. EAA also noted that FAA's cost-benefit analysis used as the foundation for the rule change was flawed, as it underestimated the industry's labor costs and time necessary to rewrite manuals and apply for recertification, which would be required under the new rules.

http://www.eaa.org/news/2012/2012-11-21_EAA-tells-FAA-to-abandon-proposed-repair-station-rules.asp?utm_source=iContact&utm_medium=email&utm_campaign=e-Hotline&utm_content=121121+ehotline



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>

Bits and Pieces

Cold Weather Operations - What, When, and How of Using Engine Preheat

Play it safe - plug it in

By [Christine Wetherell](#), Tanis Aircraft

It's that time of year again to start thinking about preparing for winter and cold weather operations. Over the years, we have become more educated about the importance of properly preheating an aircraft engine prior to attempting a cold start.

The need to preheat goes beyond just the ability to start the cold engine; it is known that proper engine preheat enables safer winter operations, helps save on fuel costs with shorter run-up times, and avoids unnecessary engine wear. The folks at Tanis Aircraft Products, Eden Prairie, Minnesota, provided us with the following information:

What are the benefits of engine preheat?

- Preheating reduces the damage caused by cold starts.
- Cold starting and inadequate preheating can cause engine failures.
- Often, preheating is the only way to get a cold engine started. Cold fuel doesn't vaporize well, and spark plugs tend to frost.
- Easier starting increases the longevity of your starter and battery.
- *Continental Service Information Letter SIL 03-1* states: "Failure to properly preheat a cold-soaked engine may result in oil congealing within the engine, oil hoses, and oil cooler with subsequent loss of oil flow, possible internal damage to the engine, and subsequent engine failure."
- All engines have wear and corrosion issues; even the best maintained engines will have problems eventually.

The main goal of preheating is to keep aircraft in a prepared state, reduce the wear, and reduce the run-up times in cold weather operations.

How do I know when engine preheat is required?

- Always refer to the engine manufacturer's recommendation.
- Here are some examples (www.TanisAircraft.com/TechData.aspx):
 - On cold weather operation-engine preheating, *Continental Service Information Letter SIL 03-1* states: "Preheating is required whenever the engine has been exposed to temperatures at or below 20°F/-7°C (wind chill factor) for a period of two hours or more."
 - *Lycoming Service Instruction No. 1505*: "The use of preheat will facilitate starting during cold weather, and is required when the engine has been allowed to drop to temps below +10°F/-12°C."
- Also refer to your POH/AFM for cold weather operations information specific to your aircraft.

BUILDERS' TIP: INEXPENSIVE RIVET-REMOVING PUNCH

Classic squeezed-rivet removal calls for a hole to be drilled in the head and a pin punch used to snap off the manufactured



head. A simple pin punch can cost \$8 or more, and a good one might be hard to find. Or perhaps you'll have to wait for a replacement to be delivered. You probably already have a ready stock of the high-grade steel of the precise diameter you need to make your own design, without realizing it. A broken drill bit of the required size and your favourite file or die handle will do the trick.

This one needed some extra stabilization inside the handle, along with grinding off square at the end to get a nice clean fit as well as a bit of a biting edge inside a newly drilled hole in the rivet head, but it works just fine