



The Hagerstown Homebuilder

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February

2011

EAA Chapter 36 Aircraft of the Month



Dave Brizzee's Bellanca

EAA CHAPTER 36

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

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Is it Really January Going Into February?

From the President February 2012



This year has started out similar to last year as for the weather. From warm balmy spring like days to the more seasonal colder ones it's been a rollercoaster ride. Now finally after being teased with snow as early as last October's Halloween, we finally got a good snow with four plus

inches.

As a reminder, with snow melting and spring type rains the water can refreeze causing real problems when it comes to the takeoffs and landings. Be cautious and alert to the black ice that can form on the runways and taxiways.

Do you know how to land on a snow or ice covered runway with a possible cross wind? One good tip from grass field landing would be to do a touch and go just to see how slick the landing surface might be first. The next time around you'll know what to expect and be prepared to correct for it. It's also a good practice when it's been raining and the runway may not have good drainage. These techniques might just save you, your passengers and the plane.

This month also brought a big surprise to national EAA members. The announcements of several key people at EAA head quarters being let go. One of those persons was a big surprise and has caused considerable expressed outrage from members and friends with thoughts of discontinuance of their own memberships.

Although I'm not privy to the details leading up to the circumstances with the layoffs or forced resignations, it was said not to have a knee jerk reaction in doing so.

In a letter and video from our new national EAA President, Mr. Hightower, the *changes* made were 'a restructuring move to better the EAA as a whole. My one word opinion on that, "Commercialize"! As member since 1996, I've seen a big change in the EAA and it become much more commercialized. Anyone who attended what used to be known as Oshkosh in the past and to the more recent AirVenture's will attest to it. It keeps getting bigger and bigger with more and more vendors and those are not just related to aviation. I've heard more pilots say they would rather go to Sun N Fun now due to AirVenture departure to its grass roots of fly-in of the 50's & 60's. I guess we'll have to see what the future holds for us and the new EAA.

Remember, the first Tuesday of the month at 7:30 with a social starting at 7:00. At last month's meeting there were only 10 members and 2 guests in attendance.

Fly safe & be safe,

Mark Hissey
President, EAA Chapter 36





Chapter Minutes

January 3, 2012

- Meeting called to Order at 7:30. (attendance - 10 members + 2 guests)
 - Guests were Micah Oberholzer and Alan Lehman. Micah is interested in learning to fly. Alan, his friend, has aircraft maintenance experience.
 - December 2011 minutes were read and approved with one minor revision.
 - December 2011 Treasurers Report were read and approved.
 - Mark Hissey reminded the members that 2012 membership dues are now due. He asked the membership if the dues should remain at \$20, or should we considered increase. The membership agreed to keep the dues at \$20 (\$30 family). You can send Ken a check at his address shown below, or pay-up at our next meeting on February 7, or at our upcoming banquet on March 10.
 - Mark reminded the membership that arrangements have been made with the Mountain Gate Restaurant in Waynesboro for the March Awards banquet. The date is March 10. We will begin arriving at 6:00 pm. The cost is the same as last year - \$20 for adults, \$12 for kids 12 and under. Call or Email Ken Jones with reservations at 717-762-0521 or kmamjones@comcast.net, or send him a note via US Mail at his address shown below. Don't worry - if necessary, reservations can be canceled at no cost. Ken will accept payment for the banquet by check or cash by mail or at the banquet.
 - Mark informed the membership we are now accepting nominations for the Hale Andrews and Chapter 36 Spirit awards to be presented at the Awards Banquet. Ballot forms are available on our website which you can mail to Ken Jones, or just give him a call, or send him an Email. The deadline for your Banquet Awards votes is February 24. The deadline for your Banquet reservation is March 6.
 - Mark reported that he will continue as President, as discussed in last month's minutes, but we still need someone as Vice President. No one as yet has volunteered.
 - Sandy reported that the Christmas party hosted at the home of Curtis Berry on December 17 was well attended in spite of the late notice. The Chapter presented a wrapped gift to Curtis and his wife for their hosting efforts. Another such party next year is being planned for December 15, 2012. Members may wish to ear-mark that date.
 - Ken reported he has now received the FAA Registration for the Kitfox, and will begin national advertising of it for sale starting next week.
 - Mark reported that EAA has raised their fees for hanger insurance. Last year we paid \$733 for \$2 million coverage + \$50 annual dues. The same coverage fee for this year amounted to \$1250 with dues. The chapter dues remained the same. The members agreed to the reduction in coverage to \$ 1 million at a cost of \$415 + annual dues of \$50 - totaling \$465 for 2012.
 - Jay Kanagy reported that an EAA SportAir workshop class for LSA Repairman Inspection Certificate is scheduled in Frederick on January 21 and 22.
 - Floor was opened for discussion which was lead by Micah about his concerns and questions for obtaining Private Pilot training and the purchasing of a plane.
 - Meeting was adjourned at 9:00 PM.
-
- KEN JONES ADDRESS: 11935 Crestwood Circle, Waynesboro, PA 17268

Chapter 36

News and Events



Our Awards

Banquet will be held on March the 10th. 2012, beginning at 6:00 P.M., in the Mountain Gate Restaurant, Rt. 16 east of Waynesboro, PA.

Please see that Ken Jones gets your

Awards and Reservation form as soon as possible. This has always been a terrific event with excellent food, so plan your other activities around the banquet. →

Happy Birthday

Feb. 16 – Walter Green
Feb. 18 – Donald Myers
Feb. 25 – Mark Hissey

Happy Anniversary

Feb. 02 – Don Wilson

Attention All Members

A gate pass **MUST** be displayed when on airport property.

Membership Dues are now due. To remain in good standing, please send \$20.00 to Ken Jones now. Thank You →

Civil Twilight

Civil twilight is defined to begin in the morning, and to end in the evening when the center of the Sun is geometrically 6 degrees below the horizon.

This is the limit at which twilight illumination is sufficient, under good weather conditions, for terrestrial objects to be clearly distinguished; at the beginning of morning civil twilight, or end of evening civil twilight, the horizon is clearly defined and the brightest stars are visible under good atmospheric conditions in the absence of moonlight or other illumination.

In the morning before the beginning of civil twilight and in the evening after the end of civil twilight, artificial illumination is normally required to carry on ordinary outdoor activities.

Complete darkness, however, ends sometime prior to the beginning of morning civil twilight and begins sometime after the end of evening civil twilight.

Still confused??

News

HINTS FOR HOMEBUILDERS: LOCK WASHERS



Dick Koehler explains the different types of lock washers used on homebuilt aircraft, and how to install them using a test plate. Dick is a Technical Counselor for Chapter 186, an A&P aircraft mechanic with Inspection

Authorization (IA), and a SportAir Workshop instructor. [Watch the video](#) →

PRIVATE HOUSING RESERVATIONS OPEN THROUGH OSHKOSH CVB WEBSITE



One of AirVenture's best-kept secrets is that hundreds of beautifully kept private homes are available to rent,

all within 10 miles of the convention grounds. Thanks to the Oshkosh Convention & Visitors Bureau, you can find the perfect oasis for you and your group. Reservations for private residences are now being accepted through the Oshkosh CVB.

[Read more](#) →

MANUFACTURING OF 121.5 MHZ ELTS TO END



The FAA has published a notice that will cancel the TSO standard that governs manufacturing of ELTs operating on 121.5 MHz. That means that once the TSO is canceled, probably

later this year, no new 121.5 MHz ELTs will be made, but all existing units can continue to be used. A normally functioning "yellow-tagged" 121.5 MHz ELT could also be installed in a different airplane. [Read more](#) →

An oil pressure rise on the first start of your new engine is like the birth of your first child; you'll never forget it.



LAZAIR HOVERING

Twin-engine Lazair ultralight hovers in a 28-mph headwind.

[Watch the video](#) →

"WHY WE NEED AVIATION USER FEES"



A petition titled "Take Aviation User Fees off the Table" has been sent to the White House with well more than 8,500 signatures, and the White House has offered an official response.

The response is titled "Why We Need Aviation User Fees."

It presents the Obama administration's "conclusion" that "a \$100 per flight user fee is an equitable way for those who benefit to bear the cost of this essential service."

The response is signed by Dana Hyde, associate director for general government programs, Office of Management and Budget, who twice raises the issue that users must pay or do their "fair share." The fee would be targeted, omitting all piston aircraft.

NBAA President and CEO Ed Bolen has responded, calling the administration's position an "administratively burdensome, bureaucracy-building, foreign-style user fee scheme that has very little to do with actual costs imposed on the system."

<http://www.avweb.com/eletter/archives/avflash/2105-full.html#206021> →

FAA Safety Team | Safer Skies Through Education

New FAA Safety Briefing Available

Notice Number: NOTC3357

Airports come in all shapes and sizes and can provide pilots with opportunities for both education and enjoyment at any level. This is the focus of the November/December 2011 issue of *FAA Safety Briefing*, which takes an in-depth look at the nation's wide array of public-use airports. Articles highlight the benefits of exploring new places to land as well as help raise awareness of runway safety and wildlife hazards.

In this issue you can also read about what goes in to building an instrument approach, learn more about deciphering airport sign language, and appreciate the lessons learned from a runway incursion. In addition, the issue's Nuts, Bolts, and Electrons department takes a look at some changes on what it means to be actively engaged for an aviation maintenance technician with inspection authorization (IA). Be sure to check out all this issue has to offer!

The link to the online edition is:

http://www.faa.gov/news/safety_briefing/

New FAA Safety Briefing Issue Now Available

The January/February issue of *FAA Safety Briefing* is now available online at www.faa.gov/news/safety_briefing/.

This first issue of 2012 explores some of the resources available to help you in your initial quest for pilot certification, as well as the lifelong quest to improve your aeronautical knowledge.

Feature articles show you how to leverage the information power of aviation regulations and handbooks as well as provide tips to help prepare for your next checkride and find an aviation school that's right for you. Check it out today!

Take the Mystery Out of Airport Sign Language

With an average of three runway incursions each day in the United States, it's always a good idea to regularly review airport signs and markings and regard airport surface operations with the same importance as any other phase of flight. You can learn more on taking the mystery out of airport sign language in the article "How a Runway Earns Its Stripes" on page 12 of the Nov/Dec issue of *FAA Safety Briefing*. The article also has a full-page quick reference guide on airport signs and markings. http://www.faa.gov/news/safety_briefing/2011/medi a/NovDec2011.pdf

In Flight

Check groundspeed — Higher-than-expected headwinds can quickly cut into fuel reserves. Keep an eye on your groundspeed and be prepared to divert if the situation warrants it. GPS receivers with instantaneous groundspeed and ETE displays are particularly helpful.

Lean and mean — If you haven't leaned the mixture, your engine is almost certainly consuming more fuel than it needs. Follow the recommended leaning procedures in your aircraft's POH. Some people may tell you not to lean below 5000' MSL. Don't believe them. Most aircraft engines can be leaned safely whenever at or below 75% power, regardless of altitude.

Switch tanks regularly — In aircraft with tanks that feed independently, remember to switch tanks on a regular basis. This prevents lateral imbalances and serves to remind you of your fuel status.

Be prepared to divert — Doubts about your fuel situation? Do yourself a favor: *Land and refuel*. Far too many pilots have passed up multiple opportunities to refuel, only to force-land a few miles short of their destination. Remember: It **can** happen to you. Hundreds have crashed when they were certain they could make it.

Tell ATC — If you're in contact with ATC, don't hesitate to let them know if your fuel situation is getting critical. A "minimum fuel" declaration tells controllers that, upon reaching your destination, you cannot accept any undue delay. Be aware, however, that a minimum fuel declaration doesn't guarantee traffic priority. If you need traffic priority to ensure a safe landing, declare an emergency.

Icing is here with a vengeance

Bob Miller, Over the Airwaves, Oct. 2011



It's that time of year again for those in the northern hemisphere as I discovered on a recent flight from Buffalo, NY, into the New York City area.

While passing through 9,000 feet on

the climb, my windscreen suddenly iced over obliterating all forward vision. The radar pod, suspended off of the right wing, was encased in several inches of ice. Worst of all, my rate of climb quickly dropped from 1,300 feet per minute to about 200 feet per minute with both the prop control and throttle to the wall.

The accompanying photo (above) shows ice remaining on the wings after reaching clear air above and cycling the wing de-icing boots.

I had encountered a curious meteorological phenomenon that had neither been predicted nor reported by pilots passing through this area earlier in the day.

Fortunately for me, the tops were just above - at 11,000 feet.

Part of the plan

Intelligent winter flying requires us all to always be within minutes of a "golden backdoor."

Either up or down, we need to know where either VFR or above-freezing-temperatures can be reached before a worst-case icing event occurs. For me, it was about 2,000 feet above.

Winter flying, even in sub-freezing clouds, can be as safe as operating during the balmy days of July - IF we know what we're doing. Basic to all of this is having a solid gold "backdoor" to escape through whenever airframe icing is encountered.

A birds-eye view of a perfect landing

We aviators have always enjoyed a love/hate relationship with birds. On the "hate" side, birds represent a substantial collision risk. On the "love" side, birds can teach us a great deal about stabilized approaches and landings.

To illustrate, click [HERE](#).

Thanks to Sue Wonderling of Broken Arrow Airport in NW Pennsylvania for sharing this site with us.



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>