



The Hagerstown Homebuilder

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Happy New Year



From the Officers of EAA Chapter 36

EAA CHAPTER 36

January 2014

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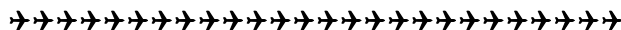
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**OUR NEXT GENERAL MEMBERSHIP MEETING WILL BE HELD JANUARY 7,
7:30 IN THE PILOTS LOUNGE ON THE HAGERSTOWN REGIONAL AIRPORT**

The President's Corner



Chapter Minutes

January 2014

December 3, 2013



I hope you all had a blessed and joyous Christmas. We did at my house and even though I look forward to the holidays to spend time with my family, I have to admit that I breathe a sigh of relief when it's over.

We had a wonderful time at the Chapter Christmas

party that Curtis and Kate Berry hosted. The food, ambiance and comradery, as well as the Chinese gift exchange, were enjoyed by all. Even though Ben Trillanes won the most coveted gift, he was generous enough to present it to me. I will treasure it always (or until I can regift it to a new unsuspecting recipient.)

I completed my welding class just before Christmas and must have passed since I received a certificate so I signed up for a TIG welding course starting in January to be held on Thursday as opposed to Monday evenings. All this welding exposure somehow caused a Miller Trailblazer 300 amp gas engine welder that only has 31 hours on it to take up residence at my house. I want to sell it if anyone knows someone who might be interested so that I can get my truck back in the garage.

I'm looking forward to rejoining the Monday evening work sessions again to help build the SA900 biplane. I really miss the company of the Monday night crew. Ken Jones and I have also acquired a Cessna 150 project to keep us out of the bars and off the streets after his Kitfox SS is completed.

Don Myers is well under way on another Kitfox IV ("Ol' Yellow Bird") that he lets me help with and there is my Aardvark to repair as well when it's warm enough again to spread epoxy around. (I'm going through sanding withdrawal.) I'm also getting remarried on January 18th so the future looks busy.

My betrothed is supportive of my aviation activity, likes to fly with me and likes riding on the Harley so I think I'll keep her. (Or maybe it's the other way around) AhhWell.....

Happy New Year to you all.....

Keep the takeoffs and successful landings equal.
Joe

Meeting called to order at 7:30pm.

Attendees:

Joe Boyle, Jim Golden, Ken Jones, Ben & Annette Trillanes, Dennis Slodysko, Jay Swift, Jay Kanagy, Tim Manahan, Don Myers, Kyle Koppenhaver, Curtis Berry, David Breezee, and guests, Micah Oberholzer and Bruce Rickli

Last month's Minutes and Treasurer's Report were read and approved.

Guests, Micah and Bruce were welcomed by our President. Both gentlemen introduced themselves and gave brief statements about their aviation activities.

The group congratulated Kyle Koppenhaver and Micah Oberholzer on recently obtaining their private pilot licenses.

Ben Trillanes reported on his research concerning the possible purchase of a deep french fryer. He reported that a good used one could be had at a cost of from \$400 to \$600. The membership voted to approve Ben to make a purchase at a cost of up to \$600.

Joe Boyle reminded the group of the upcoming Christmas party to be held at the home of Curtis and Kate Berry on December 21, beginning between 6 and 6:30 pm. Ken Jones was asked to send another Email reminder to the membership along with directions, and a reminder that there will be a Chinese gift exchange for those who wish to participate. The gift cost should not exceed \$10.

It was reported that steady work is proceeding on the V-Star project. The membership voted to approve the purchase of steel and aluminum tubing for the project at a cost of about \$435 plus shipping.

Ken Jones asked the group for recommendations of any restaurants the group might like to hold the March Awards Banquet. Suggestions were Western Sizzler in Hagerstown, Parlor House in Waynesboro, and Mrs Gibbles in Chambersburg. Ken will explore these options.

Sarah Shaffer, one of the the students our Chapter sponsored to attend the 2013 Senior Aviation Academy at Oshkosh, had planned to give a report of her experience at tonight's meeting. However, Sarah could not make the meeting because of a serious dental issue. She is now scheduled to make her presentation at the January meeting.

Meeting was adjourned at 8:25. Many members remained after the meeting for conversation.

Submitted by Ken Jones

Chapter 36

News and Events

Happy Birthday

Jan. 2 – Betty Wright
 Jan. 20 – Ken Jones
 Jan. 26 – EAA



The V-Star project is coming along very well. Work is being done every Monday evening. This is a neat project and a lot of fun for those who are taking the time to

participate in this endeavor. See you there. The following photos were taken, prior to restoration, by Mark Hissey.

Current Fuel Prices

as of Dec.23, 2013

	SS	FS
Hagerstown	\$5.70	\$6.55
Frederick	\$5.75	\$6.45
Martinsburg		\$6.35
Winchester	\$5.95	\$6.35
Cumberland	\$5.80	
Westminster	\$5.63	\$6.23

www.airnav.com



NEWS CLIPS

Fly on driver's license medical?

The General Aviation Pilot Protection Act would allow pilots to use the driver's license medical standard for noncommercial VFR flights in single- or twin-engine aircraft weighing up to 6,000 pounds with no more than six seats, as long as they carry five passengers or fewer, fly below 14,000 feet msl, and fly no faster than 250 knots. Read more @ www.aopa.org/News-and-Video/All-News/2013/December/11/new-bill-would-expand-drivers-license-medical.aspx?WT.mc_sect=tts&WT.mc_id=131213epilot →

QUESTION: Given a choice with an engine failure, would you land in shallow water near a shoreline or go for a tall stand of pine trees?

www.pilotworkshop.com/tips/emergency_landing_water.htm

SportAir Workshop

RV Assembly - Frederick, MD, - January 18-19, 2014
<http://www.sportair.com/schedule.html>

WEBINARS

January 8 - 8 p.m. CST

Is My Airplane Too Broken To Fly?

www2.gotomeeting.com/register/133526330

FAA AMT & Wings Credit

Presenter: Mike Busch

View all Webinars @ <http://eaa.org/webinars/>

Pre-registration required. →

Can You Identify This Airplane?



The answer is on Page 7.

Hints for Homebuilders

Weight and Balance: Weighing the Airplane

www.eaavideo.org/video.aspx?v=2897335227001

Thunderbirds May Perform At AirVenture

For decades, AirVenture Oshkosh officials have said that airspace considerations have prevented the appearance of military jet teams at the annual show but something has



apparently changed. EAA says the U.S. Air Force Thunderbirds will "potentially" make their debut at the 2014 edition of AirVenture and EAA says the team is planning to do its full show. →

EAA Declines FAA Exemption for Young Eagles, Eagle Flights Pilots.

EAA has notified the FAA that it is declining a partial grant of exemption that would have allowed Young Eagles and Eagle Flights pilots to obtain reimbursement for fuel costs and logging of flight time. While EAA welcomed the time the agency spent considering and formulating the partial exemption, its mandated record-keeping, coordination, and notification requirements would cause complete restructuring of the program with enormous time and expense burdens.

The World's Scariest Airport Runways



A plane approaches Princess Juliana International Airport on the island of St. Maarten

How can a VFR pilot determine the worst weather conditions they can fly in and still be safe? Bob Martens offers his opinion here...

www.pilotworkshop.com/tips/pilot_personal_minimums.htm

User Fee Alert Sounded By HAI

User fees will likely form the foundation of a bipartisan budget deal aimed at avoiding another government shutdown and that has at least one aviation group calling its members to action. House Budget Committee Chairman Rep. Paul Ryan, R-Wis., and his Senate counterpart Sen. Patty Murray, D-Wash., are negotiating a spending plan that would avoid the political gridlock that led to the 17-day shutdown in October.

According to Politico, they need to raise a few billion dollars to make ends meet and, given the Republican aversion to any kind of tax increase, have reportedly settled on user fees to bring in the needed revenue.



While there has been no specific mention of general aviation as a target, the president of the Helicopter Association International wants to keep it that way.

"User fees are the single greatest threat we face in Washington," said HAI President Matt Zuccaro. He's calling on the membership to contact their elected representatives to ensure GA user fees are not part of the agenda.

Ryan and Murray have apparently agreed that user fees are a politically acceptable substitute for tax increases that would otherwise raise the needed money. The semantics have apparently satisfied some of the most hard-line Republicans.

"That sort of thing is a user fee, it's not a tax," Rep. Tom Cole, R-Okla., told Politico. "It's not something that I would have an objection to as a tax increase."

So far increased fees on airline tickets are the only specific target mentioned but the suggestion is that user fees will be applied to a wide range of government services to raise the additional revenue.

"Elected officials and the FAA need to stop playing political games and start calling user fees what they really are, another tax," said Zuccaro. →

***'No man's life, liberty, or property is safe while the legislature is in session'.
Mark Twain (1866)***

House Pushes Expansion Of Driver's License Medical

Representatives in the house Wednesday introduced legislation that would expand the use of a driver's license as an acceptable qualifying medical standard for pilots flying light certificated GA aircraft.

The General Aviation Pilot Protection Act would set the driver's license as the medical requirement for noncommercial VFR flights in aircraft with no more than six seats and weighing 6,000 pounds, or less.



As written the proposal would cover most (nearly all) single-engine aircraft, and also some twins — the Beech Baron 55 and 58, and Cessna 310, for example. But there are other conditions.

Pilots would be restricted to flying no more than five passengers and at altitudes below 14,000 feet msl. They also could not operate aircraft that fly faster than 250 knots. The legislation calls on action from the FAA to review the rule after five years and report on any safety consequences observed by the rule's implementation. The bill was brought forward by Representative Todd Rokita, R-Ind., and Sam Graves, R-Mo. Both men are pilots and AOPA members.

The bill has picked up a handful of other sponsors, who are all members of the GA Caucus. For their part, AOPA and EAA have petitioned the FAA to lower the standards for third-class medical certifications for pilots.

AOPA wrote, Wednesday, "Congress has taken matters into its own hands, offering up legislation that would vastly expand the number of pilots who could fly without going through the expensive and time-consuming third-class medical certification process." →



First Eagle Flight Pilot

New pilot satisfies long-held desire to fly

The Lewis family members are all EAAers, including (l to r) Tyler, Brian, Brenda, and Kaitlynn.



September 11, 2013

Ever since he was growing up in Los Angeles, Brian Lewis knew he wanted to fly. He fondly remembers family outings at LAX where they'd park near the end of the runway at night to marvel at the big planes taking off and landing.

Lewis, now 54 and living in Cottonwood, Arizona, finally realized his dream of becoming a pilot this year thanks in large part to EAA's year-old [Eagle Flights](#) program. He went up with Dale Williams, EAA 1058739, in Williams' Cessna Cardinal (177B) for an Eagle Flight on November 27, 2012, and this past July Lewis became the first "Eagle" to earn a pilot certificate.

After that initial flight and others with Williams, Lewis started flight training in April this year, taking advantage of Williams' generous offer to use his Cardinal. On May 19, with just in excess of nine hours logged, he soloed for the first time, quickly followed by his dual cross-country and solo cross-country in June.

Lewis' instructor was Edward Kalabus Sr., a retired 767 captain with US Airways who flew internationally. Lewis called Kalabus "an amazing man and instructor. He had a lot of confidence in me and was truly inspirational in me achieving this goal."

When they started flight training, Kalabus would fly his Christen Eagle from Prescott (PRC) to Cottonwood. Later Lewis flew to PRC to pick up Kalabus.

On July 30, and with 42.7 flight training hours logged, Lewis passed his checkride to earn his private pilot certificate. He also scored 100 percent on the FAA written exam.

Williams, EAA 1058739, also of Cottonwood, recalled the FAA examiner commenting, "Nobody gets their license with 42 hours!"

Williams adds that he feels his late-in-life involvement in EAA's flight mentoring programs (he's also flown double-digit Young Eagles) allows him to give back some of what aviation has given him over the years.

Williams earned his private ticket in 1954, and got involved in flying through the Civil Air Patrol where he advanced to the rank of cadet commander. Lewis, now an elementary school teacher, was previously a police officer. He earned wings of a different sort - motorcycle wings - while serving, but he also fed his aviation appetite by flying virtually with X-Plane flight simulator. Becoming very proficient, Lewis feels his advanced sim experience gave him a leg up when actual flight training began. His fast-track to flight over the past year was actually ignited by another EAA program - Young Eagles. That's how he met Williams, who set up an exhibit at Cottonwood Municipal's Airport Fest in 2011. Lewis' son, Tyler, signed up to take a flight with Williams, 79, who's been flying for 60 years.

Williams and Lewis eventually became good friends, with Williams taking Lewis' daughter Kaitlynn for her Young Eagles flight, as well as flying his wife Brenda on an Eagle Flight. They're all EAA members now, as Lewis, EAA 1103446, took out a family membership. With 53 hours in his logbook, Lewis looks forward to what he calls "the best flying weather of the year" - although in Arizona, it's pretty good throughout the year. He also plans to buy his own airplane someday.

Lewis is certain his son Tyler, now 14, will be a pilot some day. After his Young Eagles flight with Williams, Tyler completed the online Sporty's Learn to Fly course. There's been talk of getting into gliders until he starts flight training himself. Otherwise it's a pretty good bet father and son will fly together whenever they can.

On the day Lewis passed his checkride (July 30), Kalabus received a call from his son; he had just landed in Oshkosh during AirVenture for the first time, and Lewis could see the look of pride on his instructor's face.

"I would also love to fly to Oshkosh during AirVenture someday," Lewis said, "and make that call back home." →

The Mystery Airplane, page 5, is a 1935 Fairchild 82. →