



The Hagerstown Homebuilder

www.36.eaachapter.org/ Hagerstown, MD

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July

2014

EAA Chapter 36 Aircraft of the Month



Dean Truax's Europa SX

EAA CHAPTER 36

July 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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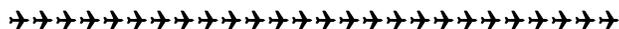
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**OUR NEXT GENERAL MEMBERSHIP MEETING WILL BE HELD JULY 1,
7:30 IN THE PILOTS LOUNGE AT THE HAGERSTOWN REGIONAL AIRPORT**

The President's Corner

July 2014



This year's first Pancake Breakfast and Young Eagles Day is now in the books. The weather was less than cooperative but we got it in. We will have a full report at the July meeting. Thanks to all who helped. We had ample help and the event was fun.

The new signs were helpful. We need to make up one more and add a little more info. Thanks to Mark and Sandy Hissey for finding the funding to get us much needed new chairs. Thanks also to Phil Ridenour and the airport crew for their cooperation and help.

The airport firehouse is a wonderful venue and we are fortunate to have it.

I am happy to report that progress is being made on the Chapter project. Jim Marsden and Gil Motz have pinpointed the problem with the aileron fit. We removed the outboard ribs and scarfed on new pieces to correct the taper in the spar. When the carpentry is complete, we will re-install the outboard ribs and will then be ready for the trailing edge stock and the leading edge boots. With this completed and the trial fit completed, we will be ready for fabric on the ailerons. The spar material for the upper wings and trailing edge stock for all the wings is on order from Wicks. Ken Jones and I will pick it up at Oshkosh to save shipping costs.

Don Myers is hard at work on "Yellow Bird". The fabric and paint are complete and Don is now making up and fitting the firewall. She is on the gear and the plumbing for the brakes is roughed in. It's almost time for the other members of the team to get involved and get the engine hung and running and get the instrument panel and avionics installed and wired.

Gary Hartle is ready to trial fit his wings on his Pietenpol project.

Ken Jones is working on the Kitfox 7 fitting the firewall and cowling.

Plan to be at the July meeting to learn about fabric covering and finishing from a guru.

Enough for now.....

Make your takeoffs equal your successful landings....
Joe

Chapter Minutes

June 3, 2014

Meeting called to order at 7:30pm.

Attendees:

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

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

Joe Boyle informed the membership that he, Gil Motz and Jim Marsden had attempted to attach the V Star ailerons to the wing spars, but became concerned because they did not match evenly with the wing surfaces. He and the group have decided to change the end ribs of the ailerons by modifying the end of the aileron's spar tips by removing some of the wood material on one side and scarfing new wood on the other side.

Ken Jones reminded everyone that he is now collecting 2014 dues - still at \$20. You can send him a check at his home address of 11935 Crestwood Circle, Waynesboro, PA 17268.

Joe Boyle reported that Mark Hissey had informed him that he did acquire new big letters to use on our signs to advertise the up-coming fly-ins to avoid the constant repainting of existing signs, and that Mark has requested the Monday night work group begin working on the new signs.

There was discussion of work to be done for the upcoming June 21 fly-in and breakfast. Subsequent to the meeting Annette informed Joe she has been in contact with Joe Pierce by text. Joe Boyle is planning a fly-in planning session next Monday night if he can get all interested folks together that night.

Annette suggested we plan to fly young eagles a little beyond noon on the fly-ins until perhaps 1:30 in order to switch to serving lunch as well as breakfast. There were no objections.

Joe Boyle reminded the group that a picnic is scheduled at Green Landings on June 29.

Meeting was adjourned at 8:30.

Submitted by: Ken Jones

Chapter 36

News and Events

Happy Birthday

July 10 – Chuck Doherty
July 14 – Joe Boyle
July 18 – Terry Sexton



FlyIns Are Here.

Be sure to check the Calendar of Events both here and online @ www.eaa.org
 The next FlyIn for our chapter will be July 19, but in the meantime, please check-out all the

events online.

Current Fuel Prices
 as of June 23, 2014

	SS	FS
Hagerstown	\$5.70	\$6.55
Frederick	\$5.85	\$6.60
Martinsburg		\$6.45
Winchester	\$5.95	\$6.35
Cumberland	\$5.80	
Westminster	\$5.90	\$6.55

www.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	<p>July 19</p>	<p>EAA Chapter 36, Fly-in Drive-in Breakfast & Young Eagle Flights, Hagerstown Regional Airport. Fly-in, Drive-in Breakfast located at the airport Firehouse next to main terminal. All you can eat; Pancakes, Scrambled Eggs, Sausage, Toast, Coffee, Orange Juice. Adults \$7, Children 6-12 \$4, Under 6 **FREE** Contact: Mark @ 717-349-7191 or email mehissey@embarqmail.com</p>
		<p>July 26 - 27</p>	<p>READING AIR Fest 2014, Reading Regional Carl Spatz Field (KRDG). 2 full days of action and excitement. The US Army Golden Knights 'drop-in' for the 1st time in 16 years to the Reading Airport. The South Pacific Fly-in Clam Bake and B.B.Q., a Classic Car Show, wing-walker Ashley Battles, the Worlds Smallest Runway, and a whole lot more. At 5pm the READING AIR Concert Series begins with Frog Holler to start, and then Southern Rock Legends, The Marshall Tucker Band takes the stage at 7pm. Don't miss THE Fly-in event of the Summer! Contact: 1-877-594-7932 www.readingairfest.com</p>
		<p>July 27</p>	<p>EAA Chapter 426, FlyIn / DriveIn Breakfast, Greater Cumberland Regional Airport – (CBE). Information @ 301-268-2624.</p>

NEWS CLIPS

Welcome to the New EAA.org

This week, EAA launched its newly restructured flagship website, www.EAA.org, bringing together its family of websites under a single banner, with faster, state-of-the-art navigation, integration with mobile devices, and a bold new look. "EAA's main website has served us very well for nearly a decade, but EAA members and other aviation enthusiasts require digital and web services that meet today's technology," said Rick Larsen, EAA's vice president of marketing. →



Webinars: Free to all aviation enthusiasts

July 2, 8 PM. CDT: Rules of the Maintenance Game. Presenter: Mike Busch.

July 9, 8 pm. CDT: Building and Flying the Amateur-Built KR-2S. Presenter: Mark Langford

View all Webinars @ www.eaa.org/en/ea/aviation-education-and-resources/aviation-videos-and-aviation-photos/ea-webinars.

Pre-registration required. →

Hints for Homebuilders

Fiberglass Cloth with EAA Technical Counselor Mike Busch

www.eaavideo.org/video.aspx?v=3547191098001 →

What's the best way to determine true airspeed?

Bob Nardiello provides the answer in this week's tip... www.pilotworkshop.com/tips/pilot_true_airspeed.htm

With short field takeoffs and landings,

how do you determine the flap setting, speed and technique that will give you the best results?

Bob Nardiello provides the answer here...

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

FAA Safety Team | Safer Skies Through Education

Beware The Frankenplane!

There are an infinite number of modification possibilities for which a person might apply for a Supplemental Type Certificate (STC) and independently, it is unlikely that any *one* approved STC would pose a threat to the airworthiness of an aircraft. It is when there are multiple STCs applied, however, that a "monster" can be born and the results of this can be disastrous. To read more about it check out "Beware the Frankenplane – The Hidden Dangers of Layering STCs" in the May/June, 2014 edition of *FAA Safety Briefing*. The magazine is available at: www.faa.gov/news/safety_briefing/

Leveraging Certification and Standards to Avoid Monstrous Maintenance Mistakes

The May/June 2014 issue of *FAA Safety Briefing* is all about Airworthiness Certification and Standards. In this issue we look at the hidden dangers of layering supplemental type certificates (STC), who to go to when your plane has an issue, and how to take care of an aging aircraft. In addition, you can learn more about the airworthiness directive (AD) process and how to apply for an STC.

The link to the online edition is:

www.faa.gov/news/safety_briefing/.

NOTICE

FDC 4/9152 has been issued for the Leesburg Maneuvering Area with updates and clarifications of procedures. A copy of the issued NOTAM has been attached to the link below. Special awareness training will be available June 5th 2014, for the Washington DC metropolitan area and is available in the aviation learning center at www.FAAsafety.Gov. It is strongly recommended that all pilots flying within 100 NM of the DCA VOR/DME complete this training. The training is mandatory for all pilots that fly under VFR within 60 NM of the DCA VOR/DME. →

Do You Need to See a Specialist?

Editor Sabrina Woods provides a concise guide on who should be fixing your plane in her article "The 'Doctor' is In" on page 18 of the latest issue of *FAA Safety Briefing*. Woods offers a prescription as to who should be doing what on your aircraft and what certification those providers should hold. The issue is available at www.faa.gov/news/safety_briefing/ →

Perfect Landing *by Bill Greenwood*

I think many people like to grade their landings in their mind and I do also, on a scale of 10. Most of mine are 8 or 9. There's really no safety



difference between a 7 and a 10, both are safe in most planes. Now if you are flying a Pitts or ME-109 every one may need to be a 9 or 10. Anyway, these days I mostly fly a Bonanza and they are famous for being easy and forgiving to land. Mine is a B36 with the larger fuselage and the longer wings, so it does lose some aileron effectiveness as you get slower, but you just have to make bigger control movements. And it stalls a little faster than the earlier lighter v tail ones. Still it is pretty forgiving, so it is too easy to get a little complacent and accept an 8 rather than a 9 or 10. The difference is that for the really best landing I need to keep making corrections all the way to the ground, and mostly it is a matter of making a full flare, not dropping in or rolling on the nosewheel. I came back to Aspen 2 days ago, the weather had been poor, windy and overcast but now was great, calm and CAVU.

I just kept making corrections all the way down and my landing was a 10 !. In thinking about it afterwards I can't see any way to improve on that one. It was on center, nose straight, right speed, a full flare and a touchdown so smooth that one second I am flying and the next I am rolling. I don't make many that good and while it is more a matter of style than safety, that one made me smile all afternoon. I'm thinking, "Man that was easy, and I'm really good, and why aren't all the rest that perfect."

Now, can I do it on the next one? →

What's the best way to find out whether you can go through a restricted area or not? Bob Martens provides the answer here... http://www.pilotworkshop.com/tips/restricted_area_aircraft.htm

How should you approach landing at a strange field with no wind sock if you suspect a cross wind might exist? Bob Martens provides the answer in this week's tip... www.pilotworkshop.com/tips/crosswind_landing_prep.htm

AOPA to Congress: Support Airports

In testimony before a House Aviation Subcommittee, AOPA President Mark Baker urged continued funding for airports because they are "the true backbone of aviation."

The hearing was convened by Aviation Subcommittee Chairman Frank LoBiondo, R-N.J., who is also a member of the House General Aviation Caucus, to consider how anticipated growth in air traffic will affect the physical infrastructure of the nation's airports and to look at sources for financing infrastructure needs. Baker told the subcommittee that general aviation airports rely on federal money, making it vitally important that Congress maintain Airport Improvement Program (AIP) funding at least at current levels.



"General aviation airports rely on AIP funds to execute a wide range of maintenance, expansion, and improvement projects that address safety, capacity and environmental concerns. The need for such projects is high," Baker said.

Funding for the federal Airport Improvement Program comes from the FAA's Airport and Airway Trust Fund, which receives revenues from a series of excise taxes paid by users of the national airspace system, including taxes on aviation fuels. The Trust Fund was designed to finance investments in the airport and airway system.

Without federal funding, many small airports could not perform necessary maintenance projects to ensure runway safety, provide airport lighting, or offer essential facilities like hangars and aircraft tie-downs, Baker said.

According to a recent FAA report to Congress, airport infrastructure needs far exceed available funding. From 2013 through 2017, the FAA estimates that airports will require some \$42.5 billion to meet all AIP-eligible infrastructure development demands. That's significantly more than the roughly \$3.35 billion annual allotment. →



E.A.A. Chapter 426

Greater Cumberland Regional Airport-CBE

Fly-In / Drive-In Breakfast

9:00 A.M. Until 2:00 P.M.

**Sausage, Eggs, Hotcakes, French Toast, Home Fries, Coffee Orange
Juice**

Eat on Premises only

All You Can Eat For One Low Price

Adults- \$7.00 Under 12- \$4.00

2014 Schedule

April 27 - May 25 - June 29

July 27 - Aug 31 - Sep 28 - Oct 26

**Young Eagle Airplane Rides
Weather Permitting**

For More Information Call 301-268-2624

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AWOS 128.62