



The Hagerstown Homebuilder

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March

2011

EAA Chapter 36 Aircraft of the Month



Chuck Doherty's Skyhawk

EAA CHAPTER 36

March 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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Is it Really March Again?

From the President March 2012



Wow, this winter has been a balmy rollercoaster of a ride as the weather passes by each day. With one day being as winter should be and the next being spring or even summer like. It's been fun running around in a coat in the morning and then short sleeves in the afternoon. This kind of weather just makes ya itchy for summer

to really get here and start the flying season again. That is if you haven't been up flying already.

This year I'm hoping the members of our chapter will rise again to the tasks of our one a month fly-in breakfasts, Young Eagles Day in June and our end of the year, joint event 2 day fly-in, drive in with the Hagerstown Aviation Museum in September. You may remember last year's fall Wings and Wheels event. Well this year's is planning to be even a bigger show than the last.

Our last year's fly-in breakfasts went rather well to that of the previous year. I'm hoping we'll do even better this year as planning for them has already started. As always, help has been an issue in pulling them off. I really pray that more members will step up to the tasks this summer. Many thanks to Ben, Annette, her boys, Tyler and Sandy for setting up in the wee hrs of the mornings and the pre preparations it takes in order to host last year's fly-ins. Also I'd like to thank the member and friends at the Hancock Airpark for their efforts and hospitality for the use of the airport and the hangar space. And a special thanks to the Young Eagle pilots who donated their time, planes and cost to put a smile on the children's faces who had never flown before.

As it is again March, our annual awards banquet will be held at the Mountain Gate Restaurant in Waynesboro. This year's guest speaker will be Rob Cork on the historic pilot, Wiley Post. Hope to see as many of our members and guest there as before.

Fly safe & be safe,

Mark Hissey

President, EAA Chapter 36



NOTICE

The movie Red Tails will be showing Friday, Saturday and Sunday, March 9, 10 & 11 at the Star Movie Theatre in Berkeley Springs, WV. The theatre is owned by our member Jack Sororen. Jack has permitted our chapter to use his hangar the past two years in Hancock for our breakfast fly-ins. Admission is \$3.75 for adults and the showing is at 8:00 p.m. each night.

This is a great way to support one of our members and take in a good aviation movie.

Hope to see other members there as well.



Chapter Minutes

February 7, 2012

- Meeting called to Order at 7:30. (attendance - 12 members + 1 guest)
 - Guest was Gil Motz.
 - Discussion with Gil about his aviation plans
 - January 2012 minutes read and approved.
 - January 2012 Treasurers Report read and approved.
 - Mark Hissey reminded the members that 2012 membership dues are now due. They remain at \$20 (\$30 for a family) You can send Ken a check at his address shown below, or pay him at the 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 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. Mark also reported the following:
 - The next Wings and Wheels event is scheduled for Sept. 22/23
 - Tracey is looking for some people to work as line persons to direct aircraft for an event sometime in May. Those who help will be invited to dinner - to include FAA and airport officials - a Who's Who event, we think.
 - We need to start thinking about any fly-in cook-outs this year at Hancock or the the airport firehouse. Are we going to have them, or not, etc. etc.
 - Mark is planning to hold a Young Eagles rally at the airport on or around Father's day.
 - No word yet on any scheduled outings at Green Landings.
 - Ken Jones reported he has posted the Kitfox for sale on Barnstormers.com, and has received numerous inquiries. One person from VA agreed to pay our asking price of \$7,800 and plans to take delivery on Feb. 9 (but called next day 2/8 to decline). We have several other persons who seem very interested.
 - Jay Kanagy reported no upcoming events in the next month to his knowledge.
 - Following the meeting several members moved to the EAA hanger to help in the task of collecting all items relative to the Kitfox for delivery to the person from VA, or to have it all in one place for display to prospective buyers if the buyer from VA should decline (which he subsequently did the next day - 3/8).
 - Meeting adjourned @ 8:05
- KEN JONES ADDRESS: 11935 Crestwood Circle, Waynesboro, PA 17268

Chapter 36

News and Events

Happy Birthday

March 3 – Dick Carbaugh
 March 23 – Jay Kanagy
 March 29 – Jack Raun

Happy Anniversary

March 15 – Jerry & Terry Sexton
 March 22 – Don Myers



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. →

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 →

<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>March 9 10 & 11</p>	<p>The movie Red Tails will be showing Friday, Saturday and Sunday, March 9, 10 & 11 at the Star Movie Theatre in Berkeley Springs, WV. Admission is \$3.75 for adults and the showing is at 8:00 p.m. each night.</p>
		<p>March 10</p>	<p>Chapter 36 Awards Banquet, Mountain Gate Restaurant, Rt. 16 East, Waynesboro, PA. Begins at 6:30 with plenty of good food. Plan now. Cost is \$20.00 payable to Ken Jones.</p>
		<p>March 27 - April 1</p>	<p>Sun-N-Fun is a Spring Break For Pilots! Celebrate the Centennial of Marine Aviation. See the USAF Thunderbirds. Complete information @ www.sun-n-fun.org</p>
		<p>April 15</p>	<p>Green Landings Picnic at Jerry Sextons hangar. This is always a fun time with great food. Rain date will be April 22. Mark your calendar now.</p>

News



EAA President/CEO Rod Hightower

Work on FAA Reauthorization Bill Pays Off

There's good news regarding the long effort to get a long-term FAA reauthorization bill through Congress, which would fund the agency for several years. House and Senate conferees worked out differences and finalized language in the bill, leading to both the House and Senate have passed the bill in recent days. The bill is now on to the White House for President Obama's signature. This will end the string of 23 short-term funding extensions that kept the FAA operating since 2007 and allow the agency to plan and implement some of its key projects and initiatives. EAA Vice President of Government Relations Doug Macnair reports that the final bill is very good news for GA in other areas, too. EAA and other aviation groups have worked hard to have language included that benefits GA in a variety of areas, including no user fees or aviation fuel tax increases, funding for airport improvement projects and the NextGen air traffic control system, as well as progress for vintage aircraft data and airport through-the-fence agreements. This effort toward a full FAA reauthorization bill was the result of GA groups being stronger together to represent our members and all aviators. →

EAA SPORTAIR WORKSHOPS

More than 100 current and future homebuilders attended the recent SportAir Workshops held at EAA headquarters, learning the basics of fabric covering, composite, sheet metal, and other building skills. To learn more about future SportAir sessions held across the country, [click here](#). [See the photo gallery](#). →

HINTS FOR HOMEBUILDERS: HELI-COIL INSTALLATION



Brothers Dick and Bob Koehler, both A&P mechanics with Inspection Authorization (IA), show us a handy tool that is very useful when the need for

new threads arises: the heli-coil. [Watch the video](#).

FIXED-WING AIRPLANE

Q. What are the requirements for pilots regarding printed aeronautical charts?

A. There is no [FAR](#) that requires carrying a printed sectional chart while flying a small aircraft. Large and turbine-powered multiengine aircraft are required by [FAR 91.503](#) to carry charts in the plane.

The FAA does require a pilot to take certain preflight actions per [FAR 91.103](#). A sectional map is a useful tool that can be used to meet these requirements. Also, you must be able to navigate to your intended airport and an alternate airport if your intended airport should close while in flight. It is common and a safe practice to have an updated sectional chart on board the aircraft.

With the capabilities of modern portable GPS units, many people use them as a primary navigational tool when flying VFR. Some GPSs even have a built-in database that can give the airport information that 91.103 requires pilots to check. Most believe in carrying a sectional map as backup in case the GPS should stop working while in flight.

[Click here](#) to read what the FAA policy is for carrying current charts. →

Problem: Money piling up on you.

Antidote: Build an airplane.

EAA, AOPA Say NOAA Overstepped Line in Taking Airspace Authority Over Pacific Marine Sanctuaries

Final rule leads to confusion, possible unintended violations for pilots

February 23, 2012 - A new rule by the National Oceanic and Atmospheric Administration (NOAA) usurps the FAA's authority to regulate airspace and could leave pilots unintentionally violating a restricted zone that does not appear on any current aeronautical charts. In response, EAA and AOPA have jointly sent a letter to the two federal agencies urging no enforcement action will be taken until proper coordination and education with the aviation community is completed.

NOAA's new rule, which amends overflight regulations for the Channel Islands, Monterey Bay, Gulf of the Farallones, and Olympic Coast National Marine Sanctuaries off the coast of northern California, is not officially an airspace restriction, according to NOAA and FAA. However, EAA and AOPA maintain that NOAA established the overflight rule in violation of federal law, which states that FAA is the sole U.S. airspace authority.

In [their letter](#), EAA and AOPA maintain the NOAA action "sets a hazardous precedent for other government agencies to follow" because it allows those agencies to establish flight rules without coordination with the FAA through its usual rulemaking procedures.

"The NOAA rule does not align with the existing charted sanctuary boundaries, nor does it mirror FAA's guidance found in the FAA Advisory Circular 91-36D, *Visual Flight Rules in the Vicinity of Sensitive Areas*," wrote EAA and AOPA in their letter, which was signed by Sean Elliott, EAA's vice president of advocacy and safety, and Heidi Williams, AOPA vice president of air traffic services and modernization.

EAA and AOPA also note that NOAA has provided no resources to educate the aviation community about the change and will rely on the FAA to do so. NOAA had adequate time to coordinate its efforts with the FAA to ensure compliance by aviators. NOAA also did not share the boundaries of the sanctuary with EAA and AOPA when requested to do so.

As written, the NOAA rule imposes the same operational restrictions and civil penalties as FAA-issued restrictions.

"Pilots are now facing fines of up to \$100,000 for violating a regulation where details of the boundaries have been withheld graphically until a later date when the agencies can collaborate," the EAA/AOPA letter noted.

"AOPA and EAA remain committed to educating and ensuring members adopt 'flying friendly' procedures over any noise sensitive areas," the letter continued. However, flight safety concerns must take priority and agencies without jurisdiction over flight safety – such as NOAA – should not impose restrictions that are not in alignment with the FAA, the agency tasked with flight safety and airspace regulation.

FAA: DITCH THE 3RD CLASS MEDICAL PETITION, DENIED

AOPA and EAA are expected to advance their own petition, soon, but an earlier submission from Potomac Airfield's David Wartofsky has received an official FAA response: denied. Wartofsky's petition was posted as a public docket and generated more than 1000 comments.

The petition sought to allow pilots flying aircraft under 6,000 pounds max gross weight to operate their aircraft with medical authorization provided by a valid driver's license, only, with no third class medical required.

In its clear denial, the wording of the FAA's response may allow some wiggle room for future efforts.

<http://www.avweb.com/eletter/archives/avflash/2139-full.html#206224>



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>