



The Hagerstown Homebuilder

www.36.eaachapter.org/

Hagerstown, MD

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2013

EAA Chapter 36 Aircraft of the Month



Jerry Sexton's Quicksilver2

EAA CHAPTER 36

March 2013

2013-14 OFFICERS AND SUPPORT STAFF

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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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President:

Joe Boyle
17807 Daisy Dr
Hagerstown, MD 21740

Secretary:

Ken Jones
11935 Crestwood Cr.,
Waynesboro, PA 17268

Young Eagles Coordinator:

Mark E. Hissey
17642 Springtown Rd.,
Fannettsburg, PA 17221

Technical Counselor:

Jack Raun
211 Taxiway Dr.,
Hedgesville, WV 25427

Vice-President:

Jim Golden
230 Sandy Lane
Berkley Springs, WV 25411

Treasurer:

Ken Jones
11935 Crestwood Cr.,
Waynesboro, PA 17268

Tech Counselor - Flight Advisor:

Gary Hartle
9894 Grindstone Hill Rd.,
Greencastle, PA 17225

Technical Counselor:

Dean Truax
5884 Timber Ridge Rd.,
Big Cove, PA 17212

Board of Directors

Jack Raun Mark Hissey

Webmaster

Curtis Berry
16137 River Bend Ct.,
Williamsport, MD 21795

Newsletter Editor

Jay Kanagy
307 Macintosh Way
Chambersburg, PA 17201

The President's Corner

March 2013



February is almost history. Where has this month gone?

I want to take the time here to thank John Seburn for presenting the program at last month's meeting. John is an engaging and humorous speaker.

He presented a program on the Hagerstown Aviation Museum's background, present collection and the newest addition, a Fairchild C-123.

Those who were absent missed an interesting and informative session.

The banquet will be held this year on March 16th at Ryans Restaurant.

Gary Hartle is our speaker, presenting a program on the repair/ restoration of a 1935 Kinner Sport aircraft. It was one of only eight built, a very rare and valuable bird. Be sure to contact Ken Jones for reservations and to vote for the awards winners.

On March 16th, during the day, an organization that Jerry Sexton is a member of will be training and flying Boy Scouts who want to earn their Aviation Merit Badges at Carlisle airport. They can use help in many areas and would welcome any participation from our Chapter members and their aircraft.

Don Myers is making real progress on the Kitfox IV he is building and Ken Jones is back working on his Kitfox VII SS.

The Monday evening troops are making preparations to begin assembling a wing on the Chapter project, a SA900 Starduster Bi-plane.

Tyler Ford and company have thoroughly cleaned the fuselage and have given it a coat of primer to preserve it. All are welcome to come out on Monday evenings and help or to just have a cup of coffee and schmooze.

I'm slowly repairing the damage I did to the Aardvark and have decided to re-do the landing gear (ala Grove) with a one piece aluminum gear leg while I'm at it.

I found replacement prop blades on Barnstormers so

the rest is mostly just manual labor. (MORE LAYUPS AND LOTS MORE SANDING)

It's exciting to see new birds being hatched and broken wings being splinted.

I hope to see you all at the banquet.....

Joe



Paper FAA Certificates to Expire March 31

February 21, 2013 - March 31 signals the end of an era, as the last paper airmen certificates become invalid that day. Those include FAA certificates for A&P mechanic, repairman, flight engineer, and ground instructor, meaning that if you only have a paper certificate, you are not eligible to exercise those privileges until you receive a new, plastic certificate from the FAA.

The transition cost from a paper certificate to plastic is \$2, and airmen may apply for a new card online @ www.faa.gov/licenses_certificates/airmen_certification/certificate_replacement/. Applications submitted by mail typically take four to six weeks for processing, but forms submitted online take only seven to 10 days to process.

The FAA's elimination of paper certificates began in 2005 when the current, difficult-to-counterfeit plastic card was introduced as part of a Notice of Proposed Rulemaking. In 2008, the final rule was published, providing two years for pilots and five years for nonpilots to adopt new plastic certificates.

Airmen are not required to surrender their paper certificates and may retain them as keepsakes. However, those paper certificates will no longer be officially recognized after March 31 - even if you have ordered a plastic replacement that has not yet arrived. →



Chapter Minutes

February 5, 2013

Meeting called to order at 7:30pm.

Attendees:

Jim Marsden, Annette Trillanes, Ben Trillanes, Joe Boyle, Ken Jones, Jay Kanagy, Curtis Berry, Gil Motz, Keith Ford, Gary Hartle, Speaker - John Seburn

Everyone welcomed Jay Kanagy back after his heart surgery. Jay reported he is doing fine.

Treasurer's Report and last month's minutes were approved.

V Star Project - no progress to report - folks are waiting for a leader to provide guidance.

Curtis Berry reported the address of our new web site is www.36.eaachapter.org

Membership voted to authorize \$500 to \$600 for purchase of a projector and screen.

Ken Jones reminded everyone that he is accepting reservations for the 2012 Annual Awards Banquet to be held at Ryan's Steak House in Hagerstown beginning @ 6:00 on March 16. He also reminded everyone that he is also accepting membership votes for the Hale Andrews award for the member you believe did the most for the Chapter in 2012.

Please contact Ken with your reservations and votes via USmail, Email, or by phone - your choice. Jay Kanagy stated he would send an Email providing ballot and reservation forms, including Ken's address, Email and phone number.

Ken also reminded the membership he is now accepting 2013 dues. The Banquet is a good time to do this.

John Seburn, President of the Hagerstown Aviation Museum, informed us that the Museum's 2013 "Wings and Wheels" event is now planned for Sunday, September 22, 2013.

The business meeting was adjourned at 7:50.

Monthly Meeting Focus Event:

John Seburn gave a very enlightening slide presentation of the history of Fairchild followed by a fascinating story and slide presentation of the Museum's acquisition of a new aircraft exhibit - a really nice (and airworthy) C-123K.

The aircraft is currently sitting at the airport in Fort Lauderdale, Florida. The Museum is currently working on fund raising to bring it home. The background of this aircraft and the circumstances of its acquisition by the Museum as presented by John was quite interesting.

Submitted by Ken Jones

Chapter 36

News and Events

Happy Birthday

March 2 – Justin Murphy
March 4 – Richard Carbaugh
March 23 – Jay Kanagy
March 29 – Jack Raun



Our Awards

Banquet is coming up on March the 13, 6:30 @ Ryan's Steak House, Hagerstown MD.

Please get your reservations in to Ken Jones as soon as possible

Current Fuel Prices

as of Feb. 24, 2013

	SS	FS
Hagerstown	\$5.79	\$6.45
Frederick	\$5.70	\$6.45
Martinsburg		\$6.45
Winchester	\$5.75	\$6.15
Cumberland	\$5.55	
Westminster	\$5.63	\$6.23

www.airnav.com

EAA RV AIRCRAFT ASSEMBLY WORKSHOP

Date & Location:

March 2-3, 2013; Frederick, MD

Cost:

\$349 member, \$389 non-member

Workshop Alumni receive a 10% discount. Groups of two or more receive a 15% discount. Non-member pricing includes a one year complimentary membership.

Join us at our workshop coming to Frederick, where you will get the hands-on knowledge you need to build your own aviation projects.

Register Now @ <https://secure.eaa.org/sportair/registration.html>

The RV Assembly course will help you become proficient in all of the basic sheet metal skills. You will build a small airfoil section patterned after the RV wing. After completion of this workshop you will certainly have the confidence level needed to begin or complete your RV aircraft.

We provide the facility, tools, and the expertise. Don't miss out on this one-of-a-kind building experience!

News

Safety Tip of the Month

Orographic cloud formation

By [Ian Brown](#), Editor - Bits and Pieces, EAA 657159

Even though you might not fly in mountainous areas often, it's worth remembering that even small mountains or hills produce unique weather patterns. Glider pilots love this effect, but if we don't keep in mind the big picture we can run into trouble with **orographic uplift** or downdraft.

In my area, we often see **orographic clouds** forming over local hills. The effect is caused by lower, moist air being forced up over the hill. The resulting temperature drop causes the air to reach its dew point (100 percent humidity).

We need to keep an eye on our altitude when passing a hill or mountain because of potential rising air currents upwind of a mountain. The downwind side of a mountain can easily cause you to lose altitude unexpectedly as the air tries to regain its original level.

As the air cools at the approach of dusk, the heavier cold air can slide down the side of the mountainous terrain, causing downdrafts, so be especially alert in the sunset hours.

Traveling cross-country, the threat of unexpectedly changing your planned altitude is always present, and never more than when passing a change in ground level.

Bob Martens offers a simple rule of thumb for deploying flaps in the traffic pattern.

View the tip here...

http://www.pilotworkshop.com/tips/flaps_approach_landing.htm

AOPA/EAA Medical Exemption Update

The FAA's Aviation Safety organization is reviewing over 16,000 public comments to a recent petition for exemption from the Aircraft Owners and Pilots Association and the Experimental Aircraft Association.

AOPA and EAA (petitioning collectively on March 22, 2012) request relief for their members from some of the FAA's medical certification requirements.

If the FAA granted AOPA/EAA's petition for exemption, pilots holding recreational, private, commercial, and ATP certificates would be able to fly (with specific limitations) in many GA aircraft using a medical self-assessment process that would replace the third-class medical certificate currently required in 14 CFR part 61 of the regulations.

Although the extended comment period for the petition closed on September 14, 2012, you can review the petition from AOPA/EAA and all the comments at regulations.gov, docket number FAA-2012-0350. →

WEBINARS: Free to all aviation enthusiasts

March 6: Five Secrets of Cost-Effective Maintenance (FAA AMT & Wings Credit) - Presenter: Mike Busch

March 13: Ford Tri-Motor 101 - Presenter: Cody Welch

View all Webinars @ <http://eaa.org/webinars/>
Webinars begin at 7 p.m. Central unless noted. Pre-registration required. →

Can a pilot get away with flying an aircraft that he/she has never flown before, but may be similar to a model they have been checked out in?

Wally Moran provides the answer here...

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

Bob Martens tells you the #1 rule for surviving an engine failure at night.

View the tip @ www.pilotworkshop.com/tips/pilot_emergency_training.htm →

Form and Function

How the Pilot's Bill of Rights Affects Application for a Medical Certificate

You will find a new electronic form to sign as you prepare for your next visit to the Aviation Medical Examiner (AME) to renew your FAA medical certificate.

Why another form, and what might it be? As you have probably seen in the media, in August 2012, the President signed Public Law 112-153, more commonly known as the Pilot's Bill of Rights. In accordance with this law, the FAA's Aerospace Medical Certification Division is now required to provide applicants for a medical certificate with written notification(s) related to the investigation of the applicant's qualifications for an airman medical certificate.

What the FAA Must Provide

Here's the gist of it. In accordance with the new law, the FAA is required to tell you explicitly that the FAA will use the information you submit on the FAA Form 8500-8, Application for an Airman Medical Certificate, as part of the basis for issuing an airman medical certificate to you under Title 49, United States Code (USC) section 44703(a).

The FAA must also "investigate" your qualifications (e.g., via the medical examination that the AME performs on behalf of the FAA). If the investigation shows you to be qualified and physically able to safely perform the duties associated with the level of medical certificate that you seek, the AME will issue the appropriate medical certificate.

As you know from previous reporting, the use of the online MedXPress application system is now mandatory. The MedXPress registration and application process now includes several statements required by the Pilot's Bill of Rights:

The nature of the Administrator's investigation, which is precipitated by your submission of this application, is to determine whether you meet the medical standards for airman medical certification under Title 14, Code of Federal Regulations (CFR) part 67.

And, similar to the "Miranda rights" notification that you've seen on television shows, the FAA is also required to tell you that:

Any response to an inquiry by a representative of the Administrator by you in connection with this investigation of your qualifications for an airman medical certificate may be used as evidence against you.

The notification you receive on MedXPress will also advise you that you may obtain a copy of the releasable portions of your airman medical file upon written request to the Aerospace Medical Certification Division (AMCD) in Oklahoma City.

What You Must Provide

As part of the MedXPress initial registration and application process, you will also need to complete a "Certification of Receipt" statement acknowledging that you have received written notification of your rights under the Pilot's Bill of Rights.

If you decline to complete and electronically sign this part of the form, the system cannot continue to process or submit your application for a medical certificate.

If you're new to the MedXPress system, check out Tom Hoffmann's *Take the XPress Lane* primer on p. 20. It's fast, it's easy, and it will greatly facilitate your next application for an FAA medical certificate.

Credit: Susan Parson (susan.parson@faa.gov, or @avi8rix for Twitter fans) is editor of FAA Safety Briefing. She is an active general aviation pilot. →





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>

Fastest Most Accurate Way to Adjust a Compass

by Syl Heumann (syl@syl.net)

There is no mystery to adjusting a magnetic compass. The only things needed are a non magnetic screwdriver and maybe some masking tape. No compass rose, no pelorus, no special equipment. Just follow the instructions below. These adjustments should be made away from any hangar buildings or other possible sources of magnetism. They should also be made with the engine running at enough RPM to assure that the voltages are at cruising levels, and with all radios and normal electrical equipment turned on. If the airplane has a canopy, it should be closed.

It is important in the following steps that the 180 degree turn be done as precisely as possible. If you have a gyro, use it. If not, mark left and right wing shadows with tape on the ground, and make the turns using the shadow. If this is the case, be aware that the sun moves 1/4 degree each minute. Go north (or south) by the magnetic compass. Zero the gyro (un-slaved) or put masking tape on ground.

Do a 180 degree turn by the gyro or shadow. Halve the compass error using the N-S adjustment screw (non-magnetic screwdriver).

Repeat steps 1 through 4 until there is no error.

Go east (or west) by the compass.

Zero the gyro - or use tape.

Do a 180 degree turn by the gyro or tape.

Halve the error using the E-W adjustment screw.

Repeat steps 6-9 until there is no error.

Now go north by the compass and zero the gyro if necessary. Make turns of 30 degrees by the gyro and note any errors on the magnetic compass.

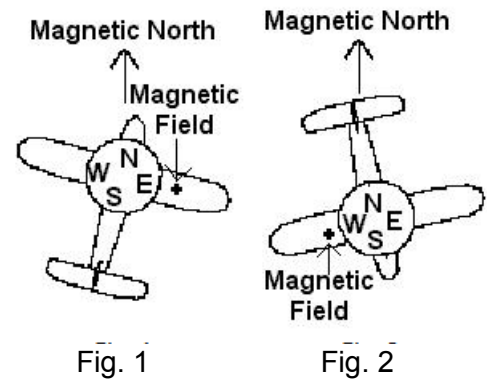
These errors should be recorded for the compass correction card.

The compass is now adjusted as accurately as it can be without changing external factors. Never change the adjustments except when on a N-S or E-W heading, and then only the proper screw. It is not possible to adjust headings other than the cardinal ones without upsetting the entire adjustment of the compass.

If these adjustments won't correct the compass on N-S and/or E-W headings, then something in the airplane is amiss. You will have to research whether the problem is with the airframe, under the panel, or elsewhere. There is a strong magnetic field lurking in there someplace.

Don't even try to adjust your compass using an airport compass rose because of the difficulty of aligning the airplane accurately. The method outlined above will produce better results in a fraction of the time!

Now, why does this method work? It's easy! Look at Figure 1. The magnetic disturbance in the airplane is to the right of the compass so the compass has a clockwise error. Figure 2 shows that in doing a 180 degree turn, the disturbance is now on the left of the compass and it now has a counter-clockwise error. This explanation is for the N-S errors, but applies equally well to the E-W ones.



If the compass is adjusted so that when you do an exact 180 degree turn by the gyro or shadow, and the magnetic compass also makes a 180 degree turn, then all of the magnetic forces or disturbances inside the airplane must be balanced on both sides of the compass. The adjusting of the N-S screw made the compass think that there was an equal and opposite force on the other side of the airplane. See Figure 3. The magnetic compass is now acted upon only by forces outside the airplane - and that force is the earth's magnetic field.

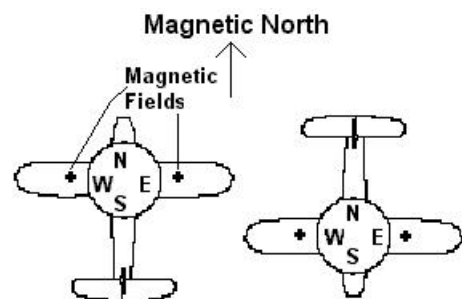


Fig. 3

Now you can go and check the compass rose at your airport. If it doesn't agree with your compass, then the compass rose is probably wrong! This entry was posted on Friday, August 31st, 2007 at 9:40 am and is filed under "Articles" @ www.sancarlosairport.org →