



The Hagerstown Homebuilder

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2012

EAA Chapter 36 Aircraft of the Month



Bernie Frank's Baby Ace 1

EAA CHAPTER 36

May 2012

2011-12 OFFICERS AND SUPPORT STAFF

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Lounge, at the Hagerstown
Regional Airport.

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IT'S NESTING TIME AGAIN!!

From the President May 2012



Spring is in the air and so is spring fever for the birds and the bees. You can tell 'cause it's nesting time for them again. Every year about this time the birds love to start building their nests wherever they can. In rafters under the roof, in barns, hangars and some even nest in the grass. A Kill Deere is one of those that

build it nest in this way and when approached the bird will act as though it was injured by squawking and limping in a direction away from its nest. You can often see these at airports where they've built their nest in the grass along side of taxiways and runways. Then there are the bees, Yellow Jackets and Mud Daubers out doing their part as well. Finding any little crack or crevice in a house, hangar or a plane to build their nests. And then there are those pesky Carpenter Bees that just lover to bore holes in wood for their place to live.

All this spring activity brings to mind, what about our planes, especially those sitting outside in the tie down area? Those too can become nesting places for nature's creatures as well and quickly too I might add. I remember when our plane used to be tied down outside all covered up with a canopy and wing covers in an attempt to keep them from nesting in it. However, the birds and the bees were relentless in trying to a make homes of there own by taking up "squatting right" in places I never thought they would.

One day Sandy and I decided to go to a fly-in breakfast only to find the birds had nested in the engine compartment through the nose of the engine cowling and down into the air intake tube for the oil cooler. They had also found their way into the tail cone via the slot for the trim tab rod. Needless to say the ride was canceled and we started to take the plane apart to clean out the infestations.

Once back together again, and wash off all the dirty bird "stuff", we cover the plane back up thinking we would just go for a flight the next morning. Well if you didn't know, birds are persistent! The two or more birds rebuilt most of their nest again overnight! The next morning we found ourselves cleaning them out all over again.

Yellow Jackets are another determined bug. While doing my walk around I discovered they too had found places to squat. Would you believe inside the main wing!? Yep right through the hole where the aileron rod and coupling come through. The Mud Daubers too had made their mud huts under the flap hinge and in between the wing and aileron. The bees had also found places in the rudder and stabilizer areas. These guys were as persistent as the birds are. You'd think that by flying at 100+ knots they would have lost interest. Nope, they either waited until we came back or went along for the ride. I know they can move fast but flying alongside for the better part of an hour flight...doubtful. But it would be interesting to find out.

If you happen to have a hangar to keep your plane in, it helps reduce the likelihood of their nesting in it. But don't be complacent in thinking that it will keep the birds and the bees out. Some T-hangars have open rafters to neighboring ones which can give them full range over the length of the building and all the planes kept inside. Once they're in, it's very hard to get rid of 'em.

Doing a thorough walk around in any case is always important. Keep on the lookout for our feathered friends. It can make for a bad flight if a nest in the engine compartment happens to get caught on fire in flight. If your allergic to bees, be extra cautious walking around the plane especially those that are kept outside.

Fly safe, be Safe,
Mark Hissey

President,
EAA Chapter 36



Chapter Minutes

APRIL 3, 2012

- Meeting called to Order at 7:30. (attendance - 13 members, one guest, Chuck Fulton from Berkley Springs.
- March 2012 minutes read and approved with the following exceptions - Special recognition award was given to Annette Murphy - the Green's Landing's picnic dates are April 15 with the rain date of April 22.
- No Treasurer's Report as the Treasurer was not at the meeting.
- Sale of Kitfox was discussed, as well as location of next year's banquet. Annette said she will look into Ryan's.
- Mark also reported the following:
 - Our Treasurer, Ken Jones, is now accepting Chapter dues for the year 2012 still \$20 (\$30 for a family). You may send them to him at address shown below.
 - The next Wings and Wheels event is scheduled for Sept. 22/23. Still to be determined if we will serve breakfast or lunch.
- After discussion it was unanimously voted to hold 3 fly-in breakfast events at The Hagerstown airport firehouse on Saturdays, 6/16, 7/14 and 8/11 from 8 to 11 am.
- Next outing at Green Landings is scheduled for April 15th , Rain date April 22^{ed}.
- Discussion held about possibility of moving to another hanger- perhaps at Green Landings.
- Discussion of Curtis Berry's trip to Sun N Fun, and his getting his CFI ticket.
- Discussed ideas for things the Chapter might like to do, like a tower tour or a tour of the AP School.
- Dean Truax reported he is thinking of holding a garage sale of left over aircraft parts possibly on May 12th. He will have Jay Kanagy post the date in the newsletter and website.
- Meeting adjourned at 8:45 PM
- Ken Jones address to mail dues - 11935 Crestwood Circle, Wayn

Chapter 36

News and Events

Happy Anniversary

May 20 – Sandy and Mark Hissey
 May 26 – Bobbie McBee

FLIGHT ADVISORY

National Special Security Event

G-8 SUMMIT
 Thurmont, MD

May 18-19, 2012

Additional information available [here](#)

Current Fuel Prices

as of March 25, 2012

	SS	FS
Hagerstown	\$5.60	\$6.29
Frederick	\$5.62	\$6.37
Martinsburg		\$6.50
Winchester	\$5.75	\$6.15
Cumberland	\$5.25	
Westminster	\$6.21	\$6.51

AirNav.com

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.

E V E N T S

May 6, 13, 20 & 27

Flying Circus Airshow. The Flying Circus Airshow performances are held every Sunday afternoon starting at 2:30 pm, May through October, at its home aerodrome located at 5114 Ritchie Road (Route 644) in Bealeton, VA, weather permitting. For detailed schedule of events, please see: www.flyingcircusairshow.com. Contact: David Weston. Phone: (540) 439-8661, [Send an Email](#)

May 6

Pancake Breakfast Fly-In, Piper Memorial Airport ([LHV](#)). All you care to eat pancakes, REAL MAPLE SYRUP, eggs, sausage, potato patty, OJ, Coffee & Tea. \$7 Adults, \$3 Under age 10, Under age 5 FREE. Airplane Rides Available. Benefits Sentimental Journey Fly-In. Piper Aviation Museum. Open 9 AM - 4 PM. Contact: Ed Watson @ 570-748-5123, [Send an Email](#)

May 26

Garage Sale. Dean Truax is in the process of trying to downsize a bit. He built a new home and does not have the storage he had before. So he is planning on having a garage sale to sell many aviation items he no longer needs. [Flyer](#).

May 27

Pancake Breakfast, Greater Cumberland Regional Airport ([CBE](#)), All you can eat breakfast, Sausage, Eggs, Hotcakes, Home Fries, Coffee, Orange Juice. Adults \$7 Under 12 \$4. Breakfasts scheduled last Sunday of the month April through October by EAA Chapter 426. Contact: Bernie Frank @ 814-784-3576, [Send an Email](#)

News

THIRD ANNUAL INTERNATIONAL LEARN TO FLY DAY IS MAY 19



Events continue to be scheduled for EAA's third annual International Learn to Fly Day (ILTFD), set for Saturday, May 19. Tens of thousands of future aviators are expected to participate,

taking the first step toward discovering the fun, freedom, and accomplishment of flight. Local EAA chapters are leading the way for this aviation community-wide effort. Chapters will offer complementary adult orientation flights, helping to connect aviators with those who have always wanted to discover flight. [Read more](#) →

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](#). →



DAD, CAN I BORROW THE STEARMAN?

This week, the Hightowers became a second-generation family of aviators, as John Hightower - son of EAA President/CEO Rod Hightower - soloed his

dad's PT-17 Stearman on Monday, April 9, at Creve Coeur Airport near St. Louis. Monday was also John's 16th birthday, which was the first day he could legally fly solo in the Stearman. John's instructor was Rudy Haug. The new pilot and the proud dad are shown after John's solo flight.

[Watch the video](#). →

HINTS FOR HOMEBUILDERS: FILLER RODS FOR GAS WELDING 4130



Dr. Joe Maj, AirVenture volunteer in the gas welding workshops as well as a SportAir Workshop instructor, shows us the top filler rod choices for gas

welding 4130 alloy, and the application for each one. [Watch the video](#) →

B-17 ALUMINUM OVERCAST SET TO BEGIN SPRING TOUR



Spring is finally here, and this month EAA's restored B-17 *Aluminum Overcast* will kick off an eight-city tour of the West Coast. The tour starts with an April 20-22 stop in Torrance,

California, at Zamperini Field Airport, followed by an April 27-29 stop at Van Nuys Airport. The Flying Fortress will work its way up the West Coast before the last tour stop June 7-10 at Denver's Centennial Airport.

Self-guided ground tours of the B-17 are available daily from 2-5 p.m. costing \$10 per individual or \$20 per family (including children up to age 17). Active military or veterans can tour free of charge. Visitors can also book a mission flight on *Aluminum Overcast*; passengers can save by pre-booking, but walk-ups are always welcome. For more information including the full tour schedule, history of the aircraft, and to pre-book the flight of a lifetime, visit the [B-17 website](#). →



Vintage Newsreel Archive: The Doolittle Raid

April 18 marks the 70th anniversary of one of the most daring missions of

World War II - the Doolittle Raid. AirVenture 2012 will pay tribute to The Greatest Generation in the Air, including salutes to the Doolittle Raiders as well as the Tuskegee Airmen. This week enjoy some vintage newsreel footage describing the Doolittle Raid, launched from the decks of the carrier USS Hornet. [Watch the video](#). →

FAA Safety Team | Safer Skies Through Education

FAA Removes Requirement to Carry Special Issuance Authorization Letters

In a direct final rule published March 22, 2012, the FAA has removed the requirement for individuals granted the Special Issuance of a Medical Certificate to have their letter of Authorization in their possession or readily accessible while exercising pilot privileges. This rule, which goes into effect July 20, 2012, does not change the longstanding FAA operational requirements under 14 CFR section 61.3 regarding FAA certificates that must be carried while exercising pilot privileges, including FAA medical certificates.

Once the rule becomes effective, paragraph (j) of 14 CFR section 67.401 will be deleted, along with the "Note" found on FAA medical certificates under the header "Conditions of Issue," which directs affected individuals to carry their letter of Authorization. For more details on the new rule, go to: <http://www.gpo.gov/fdsys/pkg/FR-2012-03-22/html/2012-6886.htm>.

Bulletin Cautions Pilots on Proper Use of Airplane Seat Restraints

On April 16, 2012, the FAA issued a Special Airworthiness Information Bulletin (SAIB) advising pilots of an airworthiness concern relevant to all airplanes equipped with a seat restraint system. A 2011 NTSB study of inflatable restraint systems revealed that in some accidents the restraints were not used correctly (i.e, passengers inadvertently fastened the wrong restraint or did not position the restraints properly). Both the FAA and NTSB contend these safety issues apply to any type of restraint, and that when these systems are used improperly, it could impair their life-saving benefits. The SAIB contains a diagram illustrating the correct way to fasten and position both a three- and four-point inflatable restraint system and recommends referring to your aircraft's POH for specific instructions. The FAA also reminds aircraft operators that it is the PIC's responsibility to ensure that all passengers are instructed on the proper use of the seat restraint system and to fasten them prior to take off. The SAIB is available here: [http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgSAIB.nsf/\(LookupSAIBs\)/CE-12-27?OpenDocument](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgSAIB.nsf/(LookupSAIBs)/CE-12-27?OpenDocument)

Aviation Explorers an Excellent Outlet to Engage Youth

*By Jeff Skiles, EAA 336120
EAA Vice President of Chapters and Youth Education*

April 3, 2012 - Recently, I met with Oshkosh area representatives for both Scouting and Learning For Life. These are the two organizations that administer an array of youth programs, including Cub Scouts, Boy Scouts, and Explorers.

A few months back, they were covered in Rod's column in EAA Sport Aviation, which expressed support for Aviation Explorer posts, and were here to see what opportunities were available for a joint effort. After a 30-minute presentation on the many youth programs EAA offers, they were extremely impressed and were eager to move forward collaboratively.

Many EAA chapters have expressed a desire for a program that will engage youth in a more ongoing fashion. A program that can be started at your chapter today is Aviation Explorers.

Last fall, I received a request from a Scout leader who was looking for a sponsoring organization for an Aviation Explorer post. The leader, the district Scouting representative, and I presented the program at the monthly meeting of Chapter 93 in Cottage Grove, Wisconsin. Chapter 93 rallied around the proposal and is now a sponsoring organization; it costs \$10 per year, and at last count the post has 22 members. This tremendous membership response is in large part due to the fact that one of the post advisors teaches an aviation course at a local high school.

An Aviation Explorer post has minimal requirements for the chapter and no insurance issues. It is a fantastic opportunity to engage young adults on a monthly basis, or however often you choose. Just call your Scout Council Office for more information or contact Brian O'Lena, EAA Young Eagles and Youth Pathways manager, at 920-426-6297 or bolena@eaa.org.

If It's Broke, Fix It

By [Dan Grunloh](#), Editor - *Light Plane World*, EAA 173888

It began as an occasional single drop of fuel from a brass fuel shutoff valve at the lowest point of the fuel system on a weight-shift-control experimental light-sport aircraft. It was rarely noticed, and never apparent when operating from sod airstrips. The owner considered it to be little more than an inconvenience for months, until it was parked for a time on a concrete tarmac for breakfast at a local airport restaurant.

The concerns about the hazards of the flammable fuel we use in our aircraft can never be overstated. The history of aviation right up to today proves that an in-flight fire is about the worst thing that can happen short of the wings falling off. Our fathers or grandfathers suffered with it in the war years, and fuel fires on the ground after accidents still occur to remind us of the danger. Ultralights and light planes can be more susceptible because our fuel lines and other fuel system hardware may not be as robust as those used in heavier aircraft. Many years ago an ultralight struck power lines, slicing a plastic fuel tank open and igniting the fuel (and wing fabric) on its way to the ground. More recently a powered paraglider pilot found himself tangled in lines with the canopy on fire due to leaking fuel. These are spectacular examples to be sure, but you can still get hurt badly in a much more mundane manner. Now that she has departed this world I can write that one of the kindest and most generous women you could ever meet in aviation, Sharon Wescott, always wore long-sleeves shirts (even in hot weather) because her arms were badly scarred in a fuel fire. The fire was caused by static electricity while filling a wing tank with fuel cans.

We tend to think that it can't happen to us, that we have been pouring fuel from cans for decades with no problems. The sweater or jacket we are wearing, or that rug or carpet scrap on the hangar floor may change our fate. The same is true for the occasional drop of fuel leaking from an airplane. All it takes is a careless bystander tossing a cigarette that gets rolled under the plane by the wind. It is for good reason we all keep a lookout for fuel leaks and for the ban on smoking near airplanes. The outcome could be much worse than having to leave your plate of scrambled eggs and walk through a room full of pilots because someone saw a drop of fuel under the plane. Admitting that it was only a slow leak wouldn't help the picture much.

The message I always try to communicate to my fellow EAA chapter members at this time of the year is that now is the best time for doing your maintenance or annual condition inspections. The key to "happy flying safely" (to borrow an expression from Duane Cole) is to have that airplane ready to go when the flying season really gets started in about two months in our area.

Do it now or get it done now because you don't know what will be needed until you begin. We have good flying weather here in Illinois all the way into January, and then it begins again in April. So I do my annual inspection in February or March. Now I have to go replace a fuel valve. →



Team RV to Perform at AirVenture for the First Time

Team RV, the world's largest air show team that combines precision formation flying and formation aerobatics, will make its first Oshkosh appearance this summer when it performs at EAA AirVenture Oshkosh. Team RV members will fly the RV kit aircraft from Van's Aircraft, the most popular amateur-built aircraft in the world with more than 7,000 currently flying. As the RV aircraft are built by individuals, no two are exactly alike, and the multitude of paint schemes creates unmatched color swaths across the sky. [Read more](#) →



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>