



The Hagerstown Homebuilder

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August

2011

EAA Chapter 36 Aircraft of the Month



Dean Truax's Papoose

EAA CHAPTER 36

**August
2011**

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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Oshkosh-AirVenture Time, Again...!

From the President July 2011



As in the past few years we left home Friday morning and drove to Elkhart, IN. to spend the night and relax from the first leg of the trip. Come Saturday morning, we hit the road about 10:00 am heading for Chicago and onward to Oshkosh. We arrived at the college dorms about 2:00 pm. making the trip around 14 hours total

driving time this year. A difference this year, we drove our new Honda Insight. Fully loaded and with all the mountains and Chicago traffic, we still managed a respectable 45 MPG on two tanks full or about 20 gallons.

Jack Raun and his son are expected to fly out in his RV-7 on Sunday and stay at the dorms again this year. Some others from the Chapter are due to arrive throughout the week. A few friends from Denver and Iowa are coming out as well.

Sandy and I volunteered again this year for the Young Eagles for a few days during the week. On Sunday we plan to head over to check in at the volunteer booth and get our volunteer package. Then we'll be off to check out ground layout. Monday morning we'll be driving the Young Eagles golf cart around handing out Y.E. supplies and talking to pilots about the program. It's a great way to hear hangar stories, meet fellow pilots and check out the planes. Tuesday we'll be out on the flight line loading up planes with the lucky kids that will get to fly here at Oshkosh during the day.

Wednesday morning we'll be attending the Y.E. Workshop where we'll hopefully get to talk with our Y.E representatives, Sully and Skiles again. The President of AOPA and the President of Sporty's usually make an appearance as well. Both have now joined forces with the EAA to support aviation and the Y.E. program.

Later that evening, we'll be attending the Y.E. and Air Academy awards banquet at the Eagle Hangar museum.

The rest of the week is ours to enjoy the show, shop and take in all the planes parked here. By Sunday, both of us will be beat and Oshkoshed out and ready to head for home.

The weather predictions are for summer like weather for most of the week. Temps are to be mostly in the 80's by day and 70's by evening. Although it's going to be hot, the nights should cool things off for sleeping.

Unlike the past few years where we have been sweating it out, we decided to get one of those portable A/C units to help keep our cool. And just like clockwork it always rains at Oshkosh at some point during the week. It's already started with thunderstorms in the area as we were unpacking. Luckily it passed to our south as we got things out of the car.

Every afternoon a warm up or pre-show starting at 2:00 with the manufacturers doing fly by's and talking about their aircrafts. The main event starts at 3:00. One of the featured aircraft will be the Boeing 787 to arrive on Thursday.

Other highlights and photos on the event can be found on <http://www.airventure.org/>. They're worth having a look at.

We really enjoy seeing old friends from Iowa and catching up with others. Oshkosh is not only an air show but a family reunion as well.

Mark Hissey
President, EAA Chapter 36.





Chapter Minutes

JULY 5 2011

- Meeting called to Order at 7:30. (Low attendance - no quorum)
 - June 2011 minutes read and approved.
 - June 2011 Treasurers Report read and approved.
 - Mark Hissey elaborated on the Treasurer's report by cautioning the membership that our balance is becoming dangerously low. We have only enough money left for two months of hanger rent (August and September).
 - Mark stated he had contacted airport authorities to request a reduction in the hanger rent due to our financial problems. He was told his request would be submitted to the airport Board.
 - Mark suggested and the membership agreed that this subject should be reviewed immediately by the Chapter 36 Board of Directors. A meeting at 7:00 pm at the Pilot's Lounge was set for Monday, July 18.
 - Jim Marsden reported that he has been in contact with Tom Cozzelli, and his check for \$1,700 should be received shortly.
 - Mark reported that National EAA is now offering a free website service. Jay Kanagy reported that he has researched it and found the free website to be an unacceptable disaster. Jay said he was initially excited about it, but after research was disappointed and does not recommend it for our use.
 - Mark reported that the June fly-in was a nice event with about 15 incoming planes and a net profit of about \$100 (not counting propane usage).
 - Mark then reported on plans for the up-coming July 9 fly-in at Hancock, including plans for biscuits on the menu.
 - Mark reported he has talked recently with the Hagerstown Museum Treasurer. He stated they are still planning for a full event but that food provisions have not yet been decided upon. The next meeting of the planning committee is scheduled at the Main Terminal Conference Room from 3:00 to 4:00 pm on July 20. Ben Trillanes said he will attend on our behalf.
 - Annette Murphy reported that her son, Justin, had arrived safely at the Young Eagles camp at Oshkosh.
 - Meeting was adjourned at 8:45 pm
- Submitted by: Ken Jones

Chapter 36

News and Events

Happy Birthday

Aug. 9 – Daniel Swift
 Aug. 10 – Carolyn Motz
 Aug. 27 – Jim Golden
 Aug. 29 – Dave Brizzee



The Spirit of Aviation

was alive and well, Saturday, July 9, 2011, at the Potomac Airfield. Members of Chapter 36 and friends gathered together for a fly-in, under excellent weather conditions.

There was a lot of good food, good friends, good fellowship and of course, airplanes that flew in. To sum it up, the day was great for a fly-in. [Photos.](#)

Monday Evening work sessions

can use more help. Please consider helping a little each month. You will be rewarded. The sessions happen each Monday evening from 7:00 until 9:00 PM, in the chapter hangar.

The Events page, on our [website](#) has been updated. Check it out for all local activities.

<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>August 13</p>	<p>EAA Chapter 36 Breakfast Fly-In Drive-In. Potomac Airpark (KW35), Hancock, MD/Berkley Springs, WV. Latitude: 39° 41' 33.40" N. Longitude: 078° 09' 57.90" W. Young Eagles will be flown. Poster.</p>
		<p>August 19-21 And August 30-31 Harrisburg (CXY)</p>	<p>B-17 Tour Stop hosted by EAA Chapter 73. LEESBURG EXECUTIVE (JYO) airport. EAA is offering historic flight experiences in its beautifully restored B-17G Flying Fortress "Aluminum Overcast." One of only 14 Fortress's still flying, this aircraft is an icon of the Allied strategic bombing effort that helped turn the tide of battle in World War II. Unlike reading a history book, you can actually fly a mission back in time and feel the might of this magnificent machine, just as those brave young men did more than 60 years ago. Self Guided Ground Tours daily from 2-5 pm. Cost \$5 per adult, \$15 per family. Active Military or Veterans free. To book a flight please call 1-800-359-6217, Contact: EAA. Phone: 800-359-6217, Send an Email. Website</p>
		<p>July 31</p>	<p>Pancake Breakfast, Greater Cumberland Regional Airport, CBE, all you can eat buffet, adults \$7.00, children under 12 \$4.00, Sausage, Eggs, Hotcakes, French toast, Home Fries, Coffee, Orange juice, Held last Sunday of month April thru Oct. Contact: Bernie Frank, Phone: 814-784-3576, Send an Email</p>

Visit www.eaa.org/calendar/

News

The Pilot's Bill of Rights

July 7, 2011 –A bipartisan group of 23 lawmakers have signed as co-sponsors to "Pilot's Bill of Rights" legislation introduced Wednesday in the U.S. Senate.

The measure, if passed, would provide pilots with expanded due process rights in case of FAA enforcement actions, as well as clarify NOTAM and medical certification procedures for general aviation.

EAA and AOPA helped compile the legal issues and enforcement procedure background that led to the text in the bill, and also helped seek co-sponsors of this important protection of pilot's rights.

"It is always our goal to keep pilots flying and to lower barriers to aviation, whether they are regulatory, legislative, or economic," said Rod Hightower, EAA president/CEO. "EAA supports any legislative actions that enhance pilots' opportunities for legal due process in FAA enforcement cases."

Among the bill's major provisions:

Requires that in an FAA enforcement action, the FAA must grant the pilot all relevant evidence 30 days prior to a decision to proceed with an enforcement action.

Clarifies statutory deference as it relates to National Transportation Safety Board reviews of FAA actions that diminish the appeals process. Introduces an option for federal district court review of appeals from the FAA.

Requires a NOTAM Improvement Program, requiring simplification and centralized archiving of NOTAMs.

Makes flight service station

communications archives available to all pilots.

Reviews the FAA's medical certification process and forms.

The complete bill is available at <http://inohofe.senate.gov/public/>. →



At the worst time and in the worst way, general aviation user fees are back on the table.

The GA community is still down, our planes are not flying as much as they used to, fuel prices are high, a GA workforce that is the envy of the world is not back on its feet; and now, right in the middle of the debt ceiling negotiations to avert that crisis, the Obama Administration has put a new tax/user fee proposal on the table.

There are not many details. Some say it would be \$100 for every aircraft operation. Some say less. Some say only jets. The problem with this concept is that in EVERY COUNTRY that has embraced user fees, a big new bureaucracy forms to collect the money from a few and pretty soon it's expanded to the many.

This idea must be stopped. But, here's another rub.

We have built literally hundreds of supporters in Congress who follow aviation issues and serve on key committees. But, the negotiators on the debt ceiling are a new group. And, a new crop of Congressmen are ruling out any kind of taxes....even the surcharge on aviation fuel that we agreed to almost four years ago.

So, we have a lot of ground to cover in a short period of time. But, we have many Members of Congress that are also very concerned about the 2012 election year....and, that means the number of requests for support are being added at a rapid rate. Normally, I'd wait until the election year to make this request. But frankly, next year will be too late.

If you will take just a moment, we need your [AOPA PAC contribution](#) for this election cycle today. It is the only way to hold off what will amount to millions and millions of dollars of fees in the years ahead.

Watch for updates as this debate continues. We will most likely need you to contact your Congressman and ask that this very dangerous user fee proposal be rejected. →



Webinars



EAA Webinars Schedule - [Register Now!](#)

Thank you for previously participating in EAA Webinars. We've added new Webinars to our July-August line-up that you can enjoy from the comfort of your home.

EAA Webinars are free to all aviation enthusiasts, but pre-registration is recommended since space is limited to the first 1,000 registrants.

Upcoming webinars, include the following topics and presenters:

July 12 - 7 p.m. CDT

[Chapter Web Sites - Let's Get Started!](#)

Presenter: Hal Bryan

August 10 - 8 p.m. CDT

[Owner-Produced Parts for Certificated Aircraft](#)

Presenter: Mike Busch

July 13 - 7 p.m. CDT

[Sonex E-flight Update](#)

Presenter: John & Jeremy Monnett, Pete Buck & Andrew Pearce

August 25 - 7 p.m. CDT

[Surviving Forced Landings](#)

Presenter: Eric Basile

July 14 - 7 p.m. CDT

[Emergency Maneuver Training – Controlling Your](#)

[Airplane during a Crisis](#)

Presenter: Rich Stowell

August 30 - 8 p.m. CDT

[Don't Lose Your Medical](#)

Presenter: Dr. Greg Pinnell

July 19 - 7 p.m. CDT

[Fund Your Aviation Idea](#)

Presenter: Kurt R. Waldhuetter & Bill Joos



Audio speakers and a broadband internet connection are required to participate in the webinars. Visit the [webinars page](#) for more information about EAA's webinars.



EAA gratefully acknowledges the support of [Aircraft Spruce and Specialty Co.](#) for their generous sponsorship of our webinar programs.

We welcome your [comments and suggestions](#).
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What Do Control Towers Control?

Posted on EAA e-Hotline July 13, 2011 by Mac McClellan

Minneapolis Center controllers handed Stancie and me off to the temporary control tower at Tarkio, Missouri, with a clearance to fly a visual approach. We, and many dozens of other pilots, were arriving at Tarkio for the annual EAA Chapter 1405 Wing Nuts Flying Circus.

The Wing Nuts show is a little different, no, make that a lot different, than a normal EAA chapter fly-in. At Tarkio the stealth bomber B-2 flew over the runway so we could all see that exotic boomerang shape. Two FA-18s flew very long and impressive performances. And how many other local air shows have Sean Tucker performing?

The reason the Wing Nuts show is so well attended by pilots and performers is because Tarkio is the home airport of Missouri Congressman Sam Graves. Congressman Graves is on the Small Business Committee and the House Transportation Committee, both groups are crucial to all of aviation. And Congressman Graves is an avid aviator flying all sorts of airplanes including the T-6, Stearman, and other antiques and classics. Congressman Graves supports aviation, and we in aviation support him, and that makes the Wing Nuts show the biggest "little" air show in the country.

Because of the huge popularity of the fly-in at the single runway Tarkio airport a temporary control tower is wheeled in. Putting a tower at a normally non-controlled airport, and then flooding the airport with traffic, started me thinking about what controllers in a control tower really control.

The short answer is that the tower controls the runway. The primary function of the tower – local control in formal ATC speak – is to separate aircraft using the active runways. Controlling the airspace around the runway is a different situation.

The FAA has a very specific set of rules of how aircraft on an active runway must be separated to prevent collisions, and it is the job of the tower to enforce those rules. The most fundamental rule is that only one aircraft can be using the runway at the same time, so it's the tower controller's job to make sure the runway is going to be clear before approving pilots to land, take off, or cross the active runway.

Keeping airplanes apart on the runway is obvious, and makes sense. But to maximize use of a runway without compromising safety, tower controllers can issue clearance to one pilot to land if another is still on the runway but is rolling

for takeoff.

Or a landing clearance can be issued if the aircraft ahead is down safely and rolling out to clear the runway before the other lands. And in some circumstances on long runways pilots of airplanes of lower performance and less runway requirement can be cleared to land if the landing airplane ahead is far enough down the runway. What a tower controller does to separate airplanes in the air around the airport is less clear. Even though we call the airspace around an airport with an operating control tower "controlled airspace," the fact is that if conditions are VFR it is up to each pilot to see and avoid other traffic. That also goes for pilots still flying on an IFR clearance as we were when arriving at Tarkio.

Tower controllers do their best to point out known traffic to other pilots in the area. They have full authority to issue directions such as "follow the Cherokee on left downwind." They can also clear pilots to enter the traffic pattern at a specific location, and that is a clearance we are obligated to fly.

Tower controllers can help establish safe separation for airplanes in the air by issuing clearances such as, "I'll call your turn to base," when they can see an airplane a pilot flying downwind doesn't. The controllers can also tell pilots to fly a 360 if they see spacing on final is not sufficient, or they can request pilots to fly a minimum safe airspeed.

Though tower controllers are doing their best to help pilots separate themselves in the airspace around the runway, they are not "controlling," or "separating" traffic in the same way that happens when we fly under positive control such as while in the clouds or above 18,000 feet.

When we fly under positive control we are separated from other controlled airplanes by maintaining an assigned altitude, and assigned course or heading. Pilots cannot deviate from those ATC clearances without declaring an emergency. Controllers use radar identification and procedures – the assigned course and altitude – to keep airplanes under positive control safely apart. And the system works. There hasn't been a collision between two aircraft under positive control in decades.

At many airports tower controllers now have a radar display that supplements their visual observations and they can give pilots traffic advisories.

Continued next page

Those radar advisories are a huge help, but are still not positive separation in the formal sense. The advisories are intended to help us see the other airplane so that we can then establish our own visual separation.

But at Tarkio on Saturday it was back to the basics of a "tower-controlled" airport where the controller did his best to see airplanes entering the pattern and instruct pilots to fall in behind airplanes he could see, but in the end the only positive clearances he could issue were to actually use the runway.

Even though I was still flying on an IFR clearance my duties to separate myself from the many other airplanes arriving was no different. The tower cleared us to enter a right downwind for Runway 36, even though the wind was building from due south.

As we flew our clearance to enter the pattern the pilot of a T-6 – correctly so – refused the clearance to land on Runway 36 because the

south wind was now approaching 10 knots. That's a lot of tailwind for any airplane, and too much for any careful pilot of a heavy taildragger, so the T-6 pilot was absolutely correct to insist on using Runway 18.

The tower announced a runway change, so I rolled into a tight right turn to be on left downwind and found myself ready for a turn to base about the same time the tower controller saw me and cleared me to land No. 2 behind a Cessna on final.

The airspace around Tarkio seemed to anything but controlled as pilots were announcing their arrival from all directions and at a variety of altitudes and airspeeds. But guys in the temporary tower sorted airplanes out as they neared the runway and I didn't see, or hear of, any close calls. The tower control system works, but we pilots need to remember that until we get close to the runway, maintaining safe separation is still our job. ➔

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>