



The Hagerstown Homebuilder

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December

2011

From EAA Chapter 36 Officers and Members



Merry Christmas to One and All

EAA CHAPTER 36

**December
2011**

2011-12 OFFICERS AND SUPPORT STAFF

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**Chapter Meetings held the
1st. Tuesday of each month,
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Lounge, at the Hagerstown
Regional Airport.**

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Another Year Goes By

From the President December 2011



Whelp its December again and another year has almost gone by. It's also time when thoughts turn towards the holidays. With Thanksgiving and Black Friday behind us, it's hard to believe we're moving on to Christmas in only a few days.

This year was to be my last as

Chapter President. Ben, our V.P., and I were to switch rolls in January 2012. However with Bens new job he has decided to step down as Vice President and not take on the duties as President. That's left me in an acquired position so I will be staying on as president for the remainder of the 2 year term. This does leave the position of Vice President vacant. Nominees will be accepted over the month of December with a vote at January's meeting. As Ben steps down, I would like to thank him for his part as our V.P. this past year and wish him the best in his new job.

This year was also my first as Young Eagles Coordinator in an effort to promote the program. As we did last year, again, we've managed to fly about 100 children with several walking away with the desire to become future pilots. It should be noted that Don Myers has broken the 2,600th Y.E. flown and I've broken the 300th Y.E. flown since my starting in 1998. Again, thanks to all the pilots and volunteers who helped out.

To all our members I like to wish you and your family, Happy Holidays. Please be safe on your journeys and as always, fly safe, be safe

Mark Hissey
President, EAA Chapter 36.



Chapter Minutes

November 1, 2011

- Meeting called to Order at 7:35. (attendance - 14 members, one guest
- Introduced guest, Merlin Hottle from Somerset, PA. Owns two aircraft - tows banners at the Atlantic shore in summer.
- October 2011 minutes read and approved.
- October 2011 Treasurers Report read and approved.
- President Mark Hissey thanked the people who assisted with the October Fly-in Wings and Wheels Event. We had a net profit of \$1,049, 110 kids signed up for Young Eagles flights, we provided 88 flights on Sunday (No flying on Saturday due to high winds. We had 6 planes and pilots. We were unable to provide flights to all the kids on Sunday, so Mark offered flights the next weekend to those who missed out on Sunday - 10 showed up for a total of 98 kids who received flights.
- The Secretary was directed to send a thank-you note to Martins Famous Pastry Shoppe for providing all of the bread used at the Event.
- Ken Jones reported that three members originally indicated an interest in buying the Kitfox. Two have since withdrawn their interest, but one is still interested if we can resolve the Registration issue we have with the FAA. Ken agreed to contact the FAA. He was also directed to begin advertising the Kitfox sale in Barnstormers.com and Trade-a-plane if the lone member should happen to withdraw his interest.
- Mark noted that the year is about to expire, and we should be thinking about new officers for next year. Ken Jones agreed to remain as Secretary and Treasurer if the membership wished him to continue.
- Jay Kanagy reported he was unaware of any upcoming events in November.
- Ken Jones reminded the members of the upcoming banquet in March, so we should be thinking about a speaker for the event.
- Meeting was adjourned at 9:40.

Submitted by: Ken Jones

Chapter 36

News and Events

Happy Birthday

Dec. 8 – Don Wilson
Dec. 20 – David Dodd
Dec. 26 – Ed Schupp
Dec. 26 – Michael Vere

Happy Anniversary

Dec. 4 – Ken Jones



Wings and Wheels,

sponsored by The Hagerstown Aviation Museum, with the help of Chapter 36, was held on October 15 & 16, 2011 on the Hagerstown Airport. The weather was a little windy on Saturday, but picture perfect on

Sunday, which helped to make this event a huge success. Photos are available on the next page and our [website](#). →



Ed Schupp

has completed his RV, and he says that after an hour and ten minutes he had to

coax Craig Fuller to land. Many thanks to Jack Raun for his help and encouragement. Great Job, Ed. →

Following is a reprint from Sport Aviation Magazine

Plexiglas Fabricating Information

*(Reprinted from Austin, Texas
Chapter 187 Newsletter)*

Cutting

Ordinary hand, circular or jig saws are used to cut Plexiglas. Circular blades should be 8 to 10 in. in diameter, operating at 3400 rpm. Blades should be 3/32 to 1/4 in. thick with 6 to 8 teeth per inch, alternately set and filed radially.

Drilling

Best results are achieved by repointing the twist drills commonly used for metals. The point would have the cutting edge ground to zero rake angle to give a scraping action. The included angle of the point should be 55 to 60 deg. Moderate speeds and light pressure should be used.

Cementing

Cements for Plexiglas are solvents that soften the plastic surface. When pressed together, the softened surfaces intermingle and as the solvent evaporates, a hard joint results.

Forming

Plexiglas sheet becomes soft and pliable when heated to 275 to 320 deg. F. It can then be formed to almost any shape, which is retained when the material cools.

Forms

Since the forms are not subjected to great pressure, they can be made of plaster, wood, plywood, impregnated wood or metal. As a result, custom-formed shapes can be obtained economically in relatively small quantities.

Shapes

For simple shapes, a heated Plexiglas sheet is placed on a form and held at the edges until cool. More deeply formed parts can be made by stretching the hot plastic over a form and clamping the sheet at the edges. Many three dimensional shapes are made by the use of air pressure differentials (a vacuum or blow forming). ✪

SPORT AVIATION 29

Hagerstown Wings and Wheels



News



HINTS FOR HOMEBUILDERS: DRILLING ACRYLICS

Dick and Bob Koehler show how to drill holes in acrylic used for canopies using specialized bits for the application. Dick and Bob are both Technical

Counselors, A&P Mechanics with Inspection Authorization (IA), and SportAir Workshop instructors. [Watch the video](#) →

Anatomy of an annual

1. Open the aircraft
2. Inspect aircraft and logbooks
3. Create discrepancy list
4. Repair discrepancies
5. Perform preventive maintenance
6. Close the aircraft
7. Make logbook entries
8. Present the invoice to the owner



ALL ABOUT ANNUALS

Mike Busch, author of the Savvy Aviator column in *EAA Sport Aviation*, discusses annual inspections during a recent EAA webinar. Subjects covered include regulations, procedures, choosing the right shop or IA, managing the process, resolving disputes, getting the best results for the least cost, and more. [Watch now](#) →

From Mac McClellan

ARE COMPOSITE STRUCTURES TOO TOUGH?

Using composite materials to build an airplane has many advantages. Composites - particularly advanced materials such as carbon



fiber - can weigh significantly less than aluminum. Composites can be shaped to meet any designer's whim, and the finished surface can be extremely smooth and free of lap joints and rivet heads. But, can composite materials be too tough for their own good?

The answer is maybe.

[Continue reading](#) →



FAA STRONGLY ENCOURAGING LIGHT-SPORT INDUSTRY ACCOUNTABILITY

The American Society for Testing and

Materials (ASTM) committee F37 on light-sport aircraft held its biannual meeting in Tampa, Florida, earlier this month. Earl Lawrence, manager of the FAA Small Airplane Directorate and former chairman of F37, gave a presentation to the committee articulating some concerns the agency has regarding light-sport aircraft. [Read more](#) →

IMPORTANT

The FAA is about to restrict access to NOS charts. No individual access - fees for companies.

This will severely limit access to these important charts and affect safety for everybody. Details and petition here:

<http://PilotWorkshop.com/t/faa-chart-restriction.php>

Please take a minute for this important issue.

Guest Editorial . . .

WHERE IS OUR ASSOCIATION HEADED

By R. G. Huggins

Secretary-Treasurer, EAA Chapter 10

Tulsa, Okla.

1—Where are we now?

2—Where are we going? (Momentum Factor)

3—Where do we want to go? (Objectives and Goals)

4—What is necessary to get there? (Plans and Programs)

5—What controls are required? (Review and Revisions)

(1) We all know where EAA stands today. To try and answer this first question and put it in words one would think we were a little boastful. But it is a source of pride to the founders and members to be able to say that EAA is the largest organization of its kind in the world.

(Before any attempt to answer the second question "Where are we going?", let's first try to answer the remaining three questions of the original five. These three questions will be considered briefly. However, this should not be taken to mean that they are unimportant. It is in these three questions that long range plans for the Association are actually established and operated).

(3) The third question, "Where do we want to go?" This question is directed to you, the individual member, then multiplied 20,000 times. This represents the Association's combined membership objectives and goals. In management the term **criteria** is considered as the yardstick that sets the units of measurements for objectives and goals.

(According to Webster "**criterion**" means—A standard by which a correct judgment can be made).

(4) The fourth question, "What is necessary to get there?" It goes without saying, that to get anywhere will require the cooperation and support of each individual member. We must plan to expand and grow. However, there is a distinction between plans and programs. This distinction is that a plan becomes a program when it is defined in terms of time. Some of the programs, such as our Air Education Museum take time — so don't become discouraged, just give it a little more of your personal effort and watch how soon it will become a reality.

(5) The last question, "What controls are required?"

It is here that review and revisions are made. Long range plans clearly spell out what is anticipated so that the president and directors will know when the plans need revision, if the actual events are not following predictions. Thus long range planning becomes a progressive action that keeps management ahead of the needs of the Association and working toward realistic objectives and goals.

(2) Back to the second question, "Where are we going?" EAA has grown so rapidly that even the fondest dreams of its founders could not have visualized its present size and scope. So, who of us dare predict its future, or predict where our Association is headed. EAA is a democratic operated organization and its members should know where the Association will go even if top management does not make any further specific long range plans. This is called the "Momentum Factor." It is easy to see that a study of this momentum factor could in itself present a picture of the Association perhaps as far as five years into the future. Many of the programs that have been approved and are now being worked will be three to five years or even longer before completion. In any long range plans the most important single item is to insure continuity, uninterrupted succession and smoothness in operation and growth. One may ask, "Where does the responsibility for long range planning lie in the Association?" Without a doubt, it lies with top management because it is policy making decisions. There would not be a Ford Motor Co. if it had not been for Old Henry, with that dogged determination to see it through. And we all know there would not be an EAA as we know it today had there not been a Paul with that burning desire and dogged determination to see it through. We also know, as Paul has told us many, many times, that even he could not have succeeded were it not for EAA's own little Lady Audrey. *



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>