



The Hagerstown Homebuilder

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November

2011

EAA Chapter 36 Aircraft of the Month



Don Myers' KitFox

EAA CHAPTER 36

**November
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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Fall Has Arrived !!!

From the President November 2011



As fall season has arrived and winter is drawing nearer, for some that means it's time to park the plane for the winter and wait it out for next spring. For others, now is the best time to fly, on a clear not so windy day of course.

Fall brings with it the leaves changing color on the trees and the cutting of corn fields

into mazes. Both are interesting to see from the air. Be sure to take a camera along for some great photo opportunities. Also, taking a photo of a corn maze also helps as an aerial map so you can get through them in record time. But that would spoil part of the fun of finding your way through them.

Colder weather brings smoother air and clearer skies, but it also brings on deadly traps! The first frosts up North this week should remind us that frosted wings mean less lift and more drag. Rain or snow squaws can pop up on an overcast day leading to icing on the wings. Improper winter starting or missing engine heater baffles could unknowingly lead to engine damage and possible engine failure in flight.

As I've reminded in a few of my previous letters on winter flying, are you prepared with a winter survival kit? No time like the present to get it together or check out the existing one. Does the kit have fresh batteries in the flash light, dry matches, a thermal blanket, etc.? It's time to check out these items and more.

What about the plane? Do all the lights work? With days getting shorter it's important to have all those candles working, landing light, strobes and navigation lights, interior light and instruments, etc. If you are flying in real cold weather, do you have an

engine blanket to keep it warm while you get that \$100 hamburger and a cup of cocoa or coffee? These are just a few items to think about before winter arrives and to be prepared for it.

In looking back on the achievements that we made this year, I think we've made a few good strides to the success of the chapter. We've held four fly-in breakfasts over the summer, though they started out slow in attendance, they gained momentum and we had a good turnout for the last two. We made our fare better than in the previous year. Our fall fly-in was a joint one hosted by the Hagerstown Aviation Museum along with several other local businesses. Though our part was minimal compared to the past year's fly-ins, we made out ok but not quite as good as in previous years.

The Young Eagles were unable to fly on Saturday due to high winds but we were still registering youngsters for Sunday. With the winds blowing just at maximum for flying, we got 85+ into the air with six planes. Three Young Eagle pilots were from outside our chapter that came to help out.

Thanks to all who helped with this year's fly-in's.

On the down side, the Kit fox rebuilt project has stalled out and it's been decided to sell it off as is. Open bids were accepted from the members with only a few interests coming forth on its purchase. Our next choice will be to post it for sale to the public. With the bank account slowly bleeding down the hangar's retention is also in jeopardy.

This year we've lost a few members as well. Some have just become ill, inactive or just lost interest with the chapter. I pray for an upturn in this. Others have unfortunately have gone west and we will always remember them.

Fly safe and be safe.

Mark Hissey
President, EAA Chapter 36.



Chapter Minutes

October 4, 2011

- Meeting called to Order at 7:35. (attendance - 12 members)
- Sept 2011 minutes read and approved.
- Sept 2011 Treasurers Report read and approved.
- Mark Hissey reported that Tyler Ford is ready to submit his registration for his participation in next year's Aviation Cadet Camp at Oshkosh, requiring a \$200 deposit with the registration. The membership approved the \$200 deposit from the funds previously donated by the Walmart Foundation. the Treasurer was directed to send the deposit along with the registration papers.
- Mark reported that the September Fly-in at Hancock was held as scheduled on September 10. Gross receipts were \$357 with a net profit of \$183. The four fly-ins in 2011 produced a net profit of about \$777. Mark thanked the folks who worked at the fly-ins, particularly Ben Trillanes.
- Mark reminded the membership that the Wings and Wheels event sponsored by The Hagerstown Aviation Museum is scheduled for the weekend of October 15/16. He reported that Chapter 36 participation will be limited to helping to set up crowd control stanchions on Friday evening (as well as our own facilities), flying Young Eagles and cooking and selling hot dogs and hamburgers. We have no responsibility for auto and aircraft control, or loudspeakers, as in past events. He made an appeal to the membership for volunteers to assist with the work. Mark indicated he would send an Email to the membership concerning the starting time for work on Friday evening.
- Mark and Ken Jones led a discussion about the Kitfox. Ken reported that most of the work that could be done without additional investment has been done. He recommended that we offer the Kitfox for sale as is, rather than attempt to take it to completion. The additional investment would be primarily a new windshield, an engine rebuild, paint plus other miscellaneous expenses. He stated that the Board of Directors had previously agreed with the recommendation. The membership agreed. After some discussion the members agreed on a bottom line price for the aircraft, the rebuildable engine and the new Powerfin ground adjustable prop. The members agreed to first offer the project for sale to the membership at the bottom line price. Ken agreed to send an Email to the membership with the offer for sale, and, after two weeks if the membership showed no interest, to proceed with a national advertisement of sale.
- Jay Kanagy reported on up-coming aviation events, which can be found on our website.
- Meeting was adjourned at 9:35.

Submitted by: Ken Jones

Chapter 36

News and Events

Happy Birthday

Nov. 12 – Robert Schemmerling
Nov. 14 – EAA Chapter 36
Nov. 18 – June Green

Happy Anniversary

Nov. 16 – Charles Doherty



The Green Landings Picnic

was held on October the 9th. Members of Chapter 36 and friends gathered for a picnic under excellent weather conditions.

There was a lot of good food, good

friends, and good fellowship. Photos are available on 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.

"Beware of Scammers..."

Just to let you know that some low life out there tried to scam me. I had some Cessna 120/140 aircraft parts posted on the classified page of our website. I received an email from a certain person, stating he was interested in buying it and I should send him the info, price etc. He then began sending me emails as to how this transaction should take place. I began to smell a rat at this point but played along a bit. He then sent me a check for about \$2000.00 more than what I was asking for the parts. He said I should cash the check right away and take out what I needed and send him the rest via Western Union and he would arrange with a shipper for pickup. That's when I took the check to the PA State Police to confirm my suspicion that the check was worthless. The good thing is I didn't get roped in and I still have the parts.

Thanks to Dean Truax for sharing his experience with us.

News

WEBINARS

Avoiding the Base-to-Final Turn Accident

With the FAA and EAA's recent emphasis on reducing fatal accidents in the experimental category, this webinar will examine a common type of accident that is very preventable. Gordon Penner will provide simple and clear explanations of the elements leading up to a base-to-final stall/spin accident, how to recognize and stop these elements, and the true nature of stalls and spins that most pilots haven't been taught.

- Thursday, October 20: [Stall/Spin Awareness: How to Avoid the Base-to-Final Turn Accident](#) with Gordon Penner (Earn Wings credit with this session)
- Thursday, October 27: [The Super 18 by Dakota Cub](#) with Amy Gesch
- Wednesday, November 2: [Gifts, Donations, and Contributions to Your Chapter: Handling the Tax and Recordkeeping Requirements](#) with Patti Arthur
- Thursday, November 3: [Dealing With the Media](#) with Dick Knapinski

All webinars begin at 7 p.m. CDT unless otherwise noted. To find out more about upcoming EAA Webinars and to register, visit the [webinars](#) page.

SPORT PILOT INSTRUCTION PETITION AVAILABLE FOR PUBLIC COMMENT

The FAA has officially published the petition for rulemaking from the EAA, AOPA, NAFI, and GAMA that would allow sport pilot instruction hours to count toward higher certificates and ratings, and the public comment period is now open. In an interview September 6 with Roy Beisswenger on Powered Sport Flying Radio, EAA's Government & Advocacy Specialist David Oord said he believes the long delay was due to a technical oversight, and he explained why the change is important.

[Read more](#) →



HINTS FOR HOMEBUILDERS: BALANCING YOUR PROPELLER

Here's a hint that everyone can use: Brian Carpenter of Rainbow Aviation Services shows us an easy and effective way to balance a

propeller. Brian is an A&P aircraft mechanic with an Inspection Authorization rating (IA), a DAR for light sport and amateur built, is a Sport Pilot Instructor Examiner, an FAA Certified Flight Instructor, and an EAA Technical Counselor and Flight Advisor.

[Watch the video](#) →

GOOD NEWS: FAA OKs 100VLL FOR GA



The FAA recently announced its approval of a new very low-lead fuel specification for use in all aircraft currently operating on 100LL. The approval, issued in a special airworthiness information bulletin (SAIB), is the

culmination of an effort initiated last year by the members of the General Aviation Avgas Coalition, the petroleum industry, and several engine and airframe manufacturers.

The new fuel specification, called 100VLL, has a maximum lead content nearly 20 percent lower than the existing 100LL specification. The SAIB states, "The FAA determined that grade 100VLL meets all of the performance requirements of grades 80, 91, 100 and 100LL and will perform identically in existing aircraft and engines."

100VLL retains all of the essential safety requirements important to aircraft owners and operators. Of critical significance to those flying airplanes with high-compression engines, the SAIB also states that "grade 100VLL has the same minimum octane rating and will provide the same level of anti-knock performance as 100LL and 100 avgas grades."

[Read more](#) →

FAA Safety Team | Safer Skies Through Education

Air Traffic Control Tower - Letter to Airmen

Notice Number: NOTC3310

Available through a link below, is a Letter to Airmen from the Troutdale, Oregon Control Tower. You may be wondering why we are sending you a Letter to Airmen from Troutdale (TTD) Tower and you don't even operate near TTD. That's because the problem is not just at Troutdale!

Have you recently been issued "hold short" instructions by a Control Tower and you acknowledged with just your "N" number or even worse, the infamous "roger"? What happens next is the controller tries to get you to say the proper response. This is not because the controller is "having a bad day" and is hassling you. This has been leading to some interesting radio dialog and ties up valuable radio time.

All the Air Traffic Control Towers have been mandated to emphasize the use of proper radio phraseology concerning "hold short" instructions as stated in the AIM. Also please note to always use your "N" number or call sign when acknowledging ATC clearances/instructions.

EXAMPLE #1

Controller Phraseology: *"November One Two Three Four Five, Hold Short of Runway Three Zero Left at Kilo"*

Pilot Response: *"November One Two Three Four Five, Hold Short of Runway Three Zero Left at Kilo"*,

or

Pilot Response: *"Cherokee Three Four Five, Hold Short of Runway three Zero Left at Kilo"*

EXAMPLE #2

Controller Phraseology: *"Piper 54321, hold short Runway Two Eight"*

Unacceptable Responses: *"Piper 321, holding short"*

"Holding short"

"321"

"November 321, roger"

Acceptable Responses: *"Piper 321, hold short Runway Two Eight"*

"November 321, hold short of Two Eight"

Complacency and/or the lack of radio discipline has led to numerous runway incursions and other types of miscommunication. We have been getting feedback from Control Towers that many pilots are not using the proper response to acknowledge ATCT clearances/instructions. Please maintain safety and professionalism by adhering to proper and precise radio communications.

For more information and examples see the [TTD Letter to Airmen](#) and the [Aeronautical Information Manual \(AIM\)](#).

Approach and Landing Safety Tip

Notice Number: NOTC3264

The general aviation accident rate is much higher than it needs to be and most accidents are preventable. Some procedures used by the airlines, who have an enviable accident rate, can be adapted for use in general aviation. The procedures are useable for either VFR or IFR operations.

More thorough preflight planning, use of an approach briefing checklist, and making sure that each approach is stabilized will increase the chance of making those spectacular landings we all strive for.

An excellent discussion of approaches and landings can be found at Gene Benson's web site at http://www.genebenson.com/app_ldg/app_ldg.htm and a very nice online course is available at http://www.genebenson.com/psych_app_ldg/Psychology%20of%20Approach%20and%20Landing%20Course/player.html. This course also qualifies for WINGS credit.

We invite you to review your knowledge of the principles that lead to great landings!



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>