



The Hagerstown Homebuilder

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EAA Chapter 36 Officers and Directors Wish Each and Everyone



A Very Happy and Prosperous New Year

EAA CHAPTER 36

January 2020

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Chapter Meetings held the 1st.
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 PM, in the Pilots Lounge, at
 the Hagerstown Regional
 Airport.

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 Association

2019-20 OFFICERS AND SUPPORT STAFF

2019-20 OFFICERS AND SUPPORT STAFF	
President: Ray Franze 262 Morningside Drive Falling Waters, WV 25419	Vice-President: Gary Keller 261 Ledge Drive Chambersburg, PA 17202
Secretary: Dean Popio 4647 Old Scotland Rd., Chambersburg, PA 17202	Treasurer: Dean Popio 4647 Old Scotland Rd., Chambersburg, PA 17202
Young Eagles Coordinator: Mark E. Hissey 17642 Springtown Rd., Fannettsburg, PA 17221	Tech Counselor - Flight Advisor: Gary Hartle 9894 Grindstone Hill Rd., Greencastle, PA 17225
Technical Counselor: Jack Raun 211 Taxiway Dr., Hedgesville, WV 25427	Technical Counselor: Dean Truax 5884 Timber Ridge Rd., Big Cove, PA 17212
Board of Directors All current Officers, plus the immediately preceding Officers and the following members at large. Joe Boyle Curtis Berry Jim Marsden	
Webmaster Curtis Berry 16137 River Bend Ct., Williamsport, MD 21795	Newsletter Editor Jay Kanagy 18018 Edith Ave., Maugansville, MD 21767

→→→ **OUR NEXT GENERAL MEMBERSHIP MEETING WILL BE HELD JANUARY 7, 2020** →→→

The Presidents Corner



Merry Christmas, Happy Holidays and all the pleasant festival tidings. Hopefully each and everyone one of you, as well as your family and friends, enjoy safe travels. A special Thank You! goes out to Curtis and Kate for once again hosting a Christmas party for the chapter. Once again, the decorations, the food, the camaraderie—all of it really—was outstanding. For those who missed the event, we missed your company, although it left more dinner and dessert for those who attended! And the added games were a huge hit.

We are a few days away from a new year. This is a moment when many of us, naturally, reflect on the accomplishments and shortcomings of the previous 365 days as well as mapping a flight plan to help navigate the year ahead. As a chapter we flew over 200 Young Eagles, our Stolp V-Star has reached the stage of being covered with fabric and our scholarship recipient recently passed her private pilot checkride. I won't even attempt to quantify the number of mouths we fed during our Young Eagles events as well as Wings & Wheels. Again, Thank You! to the coordinators and countless volunteers who dedicate their time and efforts to serving the chapter and community.

I don't know exactly what the year ahead promises. The unknown can be both scary and exciting. Certain fixtures like the Young Eagles program will continue to share aviation with the younger generations. Thanks to the fabric covering and a rare find of wanted parts, the Stolp V-Star will be completed (to an extent) and sold. What the new project will be is yet to be determined. Hopefully we are blessed by EAA with a second Ray Aviation Scholarship to continue increasing the pilot population. EAA has a new initiative assembling and flying scale model aircraft—maybe (hopefully?) we get involved. There are ideas and opportunities out there already, but you may have some of your own for the chapter. Additional help and teamwork will help us have a banner year in 2020.

Safe skies!

Ray Aviation Scholar Update



She's a pilot! Okay, okay; I realize Elizabeth already flew an airplane by herself—not just locally, but cross-country flights as well. But on Monday, December 23, 2019, our Ray Aviation Scholarship recipient, Elizabeth Thornwall, successfully passed her checkride with a FAA Designated Examiner. Her temporary airman's certificate gives her immediate access to the skies to come and go as she pleases without the guide of a flight instructor sitting next to her.

Elizabeth plans to continue flying Cessna 172s while getting proficient in the family's -152 while also trying out other exciting aircraft like a Vans RV-8. From small fields like Clearview Airpark to exciting Class B airports like BWI and Dulles, Elizabeth is free to travel with her Lightspeed headset without needing an instructor's endorsement.

We knew you could do it. We are very proud of your efforts and accomplishments. And we look forward to hearing you on frequency when we're out and about flying around.

Congratulations Elizabeth!



EAA Chapter 36 Meeting Minutes 03 **December 2019**

ATTENDANCE: 17 members

Officers: President Ray Franze (pd 2020 dues), Vice President Gary Keller, Sec/Treas Dean Popio

BoD members; Curtis Berry (pd 2020 dues), Joe Boyle, Jim Marsden

Members: Kate Berry, Keith Ford, Jim Hauber, Sandy Hissey, Mark Hissey, Ken Jones, Ned Remavege (pd 2020 dues), Olga Thornwall, Elizabeth Thornwall, Annette Trillanes, Ben Trillanes

OPENING ACTIVITY

Meeting called to order at 7:30 pm by Vice President Gary Keller.

Minutes of the last meeting and current Treasurer's Report were read and approved.

STOLP V STAR ACTIVITY

The tail feathers will be fabric covered by the end of the 1st week of December. These items will then be painted. When the completed tail surfaces are picked up, the first of the wings will go into Don Myers' shop in Needmore, PA. Volunteers and/or observers are still welcome to participate / attend while this work is being done. Anyone wishing to do so should coordinate with Joe Boyle to meet at the McDonald's on Maugans Ave on the appropriate weekday(s).

Joe Boyle has made contact with an individual in New Jersey who has a salvage Stolp V Star. The acft was acquired sometime after a hard landing. While the fuselage is likely a total loss, the hope is that this acft, if acquired by Chapter 36, would provide some if not most of the more specialized items needed to take the Chapter's V Star closer to completion (fuel tank, instrument panel, flying wires & bracketry). A motion was proposed & seconded to authorize Joe to negotiate with the current owner (up to \$500) towards acquiring the salvage airframe. If we are successful in acquiring the acft Chapter 36 would have to pick it up & transport it back to HGR.

SCHOLARSHIP UPDATES

Elizabeth Thornwall has scheduled her check ride for 23 Dec. Between now and then she plans to make about a half-dozen prep flights. The chapter has disbursed the remainder of her scholarship funds to Bravo Flight training of Frederick, MD.

OTHER BUSINESS

The incoming (Curtis Berry) and outgoing (Mark Hissey) Young Eagles Coordinators will meet in the

near future to discuss the particulars of this very important function and to finalize the transition.

Please make a point of congratulating Curtis & offer support and also of expressing appreciation to Mark for having so capably performed this role.

The Parlor House in Waynesboro will again be the site of the Chapter Dinner in March of 2020. Gary Keller has taken an action item to contact the restaurant manager, determine if they have the appropriate opening in their schedule & begin planning for the event.

Those of you who remember Joe Boyle's Daphne SD1-A & have missed seeing it out and about will be pleased to hear that the acft is on the mend. Joe recently completed a gear leg upgrade.

Carryover talking points from the Nov meeting. These topics need further discussion: Chapter 36 "participation drive"; to benefit the chapter by soliciting assistance, even if only for one event a year, from some of the members we seldom see.

EAA National's "Young Eagles Build and Fly" RC kit program; as both a fundraiser and chapter project.

CLOSING ACTIVITY

The Berry's will once again open their home to members of the chapter for an annual Christmas gathering on December 21st at 6pm. Those wishing to attend please RSVP to Curtis and/or Kate by or before 14 Dec. Bring a \$10 giveaway gift. Bringing a food item is optional; anyone wishing to do so, or who have any food allergies or other concerns please relay this info as well.

The meeting was adjourned at 8:30 following Wise Words of Wisdom from Gary Keller.

Submitted by Dean Popio

So You Blew Off ADS-B? Now What?

Beginning next week, pilots will need ADS-B if they want to fly in certain U.S. airspace. In case you didn't get it done, Avweb's Paul Bertorelli covers the options in this video.

For many pilots, not having ADS-B won't impact their flying much, if at all.

Watch the video @

<https://www.avweb.com/multimedia/so-you-blew-off-ads-b-now-what/>

Chapter 36

News and Events

HAPPY BIRTHDAY

Jan. 01 – Betty Wright
 Jan. 06 – Gary Keller
 Jan. 20 – Dean Popio
 Jan. 20 – Ken Jones



Kate and Curtis Berry again hosted our Chapter's Christmas Party.

It was a great time, as always, shared by all and we again thank Kate and Curtis for sharing their home

during the Christmas season.

Current Fuel Prices

as of
 Dec. 28, 2019

	SS	FS
Hagerstown	\$5.20	\$5.95
Frederick	\$5.65	\$6.40
Martinsburg		\$5.95
Winchester	\$4.94	\$5.19
Cumberland	\$5.15	
Westminster	\$4.78	\$5.80

www.airnav.com

FAA Releases New Video For ADS-B ADAPT Program

With the ADS-B Out mandate a week away, there are still scores of aircraft not yet equipped—meaning they can't legally fly in "rule" airspace after Jan. 1 without a waiver. Turns out, the waiver, part of the FAA's ADS-B Deviation Authorization Preflight Tool (ADAPT) program, isn't hard to get. But it is online only, so the FAA has created a step-by-step video to walk pilots through the process. (See video @ <https://www.avweb.com/aviation-news/faa-releases-new-video-for-ads-b-adapt-program/?>)

In short, to use ADAPT, you have to apply for the waiver no more than 24 hours before a flight and no later than one hour before departure; the flight has to leave within two hours of the estimated time.

Fill out the form with your departure, destination and route of flight, and the system will tell you whether you're likely to get approval for the waiver. If that response is positive, you fill out a few more fields (including your email address) and then formally submit the request. The email response you get from the FAA constitutes official approval to fly into rule airspace without ADS-B. Not all routes and airports will receive an automated approval, including those beginning or ending at "capacity-constrained airports."

How many times can you use ADAPT? According to [AOPA's guidance](#) on the matter, it's not likely to be unlimited. The FAA created ADAPT as an interim measure to allow non-conforming aircraft a way to get to a location where they can be equipped and for those aircraft with installed but inoperative ADS-B Out systems to get repair service.

Landing energy management – the key to smooth touchdowns

by Parvez Dara – Air Facts Journal

A strange thing happened after a four-hour IFR flight in the soup the other day. The strange part was not the visual approach or the six-mile visibility and the 6000 feet of runway ahead, but rather the



energy momentum. I'll add a bit of physics here. I was contemplating a nice landing with three souls on board and bags. In that contemplative mood, I turned a one-mile final for traffic considerations as per the tower at 800 feet. No biggie, one might say, and it shouldn't have been. By the time Garmin's faithful voice stated "500," I was already looking at four white lights on the PAPI. And by the time I heard "minimums, minimums" (I program that on every flight where an approach is available), I was rushing in at 85 knots or 9% over the V_{So}1.3.

Arriving at the runway with too much energy will lead to a long flare.

Now in all likelihood most of us have done that one time or another. Maybe? And I have too, plenty of times, but determinately? Almost, never! Yet here I was plowing the slight crosswind hankering to take me off the runway. Nope, that was not going to happen. Even with a forward slip, I leveled off around 79 knots and then held and held and held till the lift dissipated and I touched down 750-800 feet past the threshold and ran the wheels for another 1400-1500 feet and then on to the third taxiway (and not a high speed one either). "Hmm," I thought, "hope no one was watching."

One might say, so what?

Let us look at energy as a stored form of force. As in potential energy that one gains by appropriating first the chemical energy (burning of fuel) and translating it to the mechanical energy (turning the prop and creating thrust) into stored potential energy as altitude.

You go up in the air with a whole bunch of fuel burn and then coast down with a bunch less. But in that bunch less is a major wizardry of airmanship. How we manage that energy is what determines the difference between the sound generated by the repeating Doppler-effect-engine-

power-hog-jock and an aviator.

The slow dissipation of energy by carefully manipulating the throttle to achieve a steady state loss of that potential energy transformed into kinetic energy, is the key to good airmanship. When the landing configuration is best at 1.3 V_{So} for normal landings and 1.2 V_{So} for short field landings, there is a specific need to adhere to that tenet. Or else you run the gauntlet of what might be. And most times it won't be pretty.

Many a pilot has ventured past the runway end carrying more energy than needed. A case in point is the recent [Falcon crash](#) at Greenville Airport that killed both the pilot and copilot in their haste to land while the runway kept shortening in front of them. The NTSB has yet to finalize on that fatal accident, therefore, this statement is a hearsay opinion based on the video of that flight while in the landing phase.

Remembering that speed is a form of kinetic energy and it dissipates at a certain rate when thrust is eliminated: the stored energy is a thief of time and space. Knowing only through practice, conditions a pilot in its judicious use.

Let's look at the correlations between speed and energy...

Assuming a 3000-pound aircraft arriving at a runway at the given speeds creates the resultant force. (**Kinetic Energy + ½ mass * Velocity squared**):

- 65 knots of airspeed = 562,128 ft-lb of kinetic energy. 0% Baseline
- 80 knots of airspeed = 851,508 ft-lb of kinetic energy. +52%
- 50 knots of airspeed = 332,620 ft-lb of kinetic energy. -41%

Many runway overrun accidents are the result of too much speed or altitude – energy.

Given those dynamics, it behooves us to maintain the appropriate energy on final approach to the runway.

Additional benefits of proper speed/energy management also include:

The sudden deceleration, say, hitting a parked truck or a deer on the runway or a structure requires tremendous energy dissipation.

- Stopping a 60kt aircraft at 18 feet distance leads to a 9G force on the body (the limits of the FAA certified seat belts).

continued on nex page

- Stopping that same force/energy in 9 feet distance leads to an 18G force on the body (limits of sustainability).
- And a sudden stop at 1-foot distance leads to 159 G force (unsustainable for the human body).

So, going back to my landing, I came in with near 10% higher speed/energy than required and I paid the price in runway used. Mind you, with that much stored/kinetic energy, I would certainly have taken out the runway end identifier lights on a 2000-foot runway.

A word of advice: translate appropriate power and pitch for climb/cruise, appropriate power reduction and constant pitch for descent and zero power and changing pitch for level over runway and thence a smooth landing flare. Always concentrate on the VSo1.3 on normal landings and VSo1.2 on short field landings.

Fly by the numbers appropriate for the aircraft you fly and always fly safe.



The FAA releases a list of medications safe, unsafe for pilots.

As a component of the General Aviation Joint Steering Committee's call for safety enhancements, the Federal Aviation Administration has issued a safety briefing and list of acceptable and unacceptable over-the-counter medications that pilots can use as a guideline for flying. Read more @ https://www.aopa.org/news-and-media/all-news/2019/november/18/faa-lists-otc-go-no-go-medications?utm_source=ebrief&utm_medium=email



Test your knowledge with general aviation quiz.

Think you're an expert on all things aviation? The latest "air-brained" quiz from UK magazine Pilot asks tough questions about weather conditions, flight techniques, famous aviators and more. Go to: <http://r.smartbrief.com/resp/IXjuCzeXsKDjheemCieSokCicNUiNm?format=multipart>



Experts reflect on future of aviation

A variety of aviation experts weighed in on future developments in air travel on the latest installment of The Washington Post Live's Taking Flight series. Among the topics covered were the industry's increased commitment to sustainability, regulation and safety questions regarding electric and unmanned aircraft and the need to invest in infrastructure to support growth.

Read the complete post @ https://www.washingtonpost.com/washington-post-live/2019/10/24/transcript-taking-flight/?wpisrc=nl_sb_smartbrief

The EAA has announced

that it has begun expansion of the Memorial Wall at Oshkosh, Wisconsin's Pioneer Airport. Since 1989, EAA has held an annual dedication ceremony at the monument and bronze plaques have been placed to commemorate the deceased. Read more @ <https://www.avweb.com/aviation-news/eaa/eaa-expanding-memorial-wall/>



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<https://www.aopa.org/advocacy/pilots/medical/fit-to-fly-pilots?>



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