

THE OBSERVER



Gettysburg Barnstormers—EAA Chapter 1041

Chapter 1041

NOTAMS:

- **March 5th 7:00 PM**
Regular Chapter
Meeting G'Burg
Regional Airport
- **March 10th 09:00**
AM Initial IMC/
VMC meeting
G'Burg Regional
Airport
- **March 11th SPRING**
FORWARD
- **March 12th Board**
of Directors
Meeting 7:00 PM
G'Burg Regional
Airport
- **March 25th Soup-R**
-Sundae Noon
G'Burg Regional
Airport
- **April 2nd 7:00 PM**
Regular Chapter
Meeting G'Burg
Regional Airport
- **April 10th—15th**
Sun-N-Fun Fly-In
Lakeland FL
- **April 21st Chapter**
Fly-Out

Henry's Hangar

By Henry Hartman

Hello Barnstormers! It's March, and time to turn the clocks again so we'll have more evening flying opportunities. March is also the last of our annual "Soup-er-Sundae" events and we hope to see you there. These gatherings are always a wonderful time to talk flying, watch some interesting videos, and, of course, EAT ! Look for more information in this edition of The Observer.

This July, we will have four fine young people representing us at the Advanced Air Academy at Oshkosh. Attending this year will be Rebecca Anderson, Adrian Petasis, Nathan Hawkins, & Gavin Abendschein. Our breakfast fund-raisers make it possible to fund these campers and we appreciate your help at the breakfasts.

On March 10th, our own Keith Feaga will introduce us to the newest EAA program, the IMC/VMC Club. This concept should be of great interest to all of us, as it involves safety and decision-making in less than ideal conditions. We hope to see many new faces, as EAA will be advertising this initiative through e-mail to EAA members in a large radius from our home base. Please try to attend and support Keith and our Chapter as we welcome flyers and enthusiasts to Gettysburg.

Your Board of Directors will get together for their semi-annual meeting on

Monday, March 12th. All members are welcome and encouraged to attend the Board meetings, if you have suggestions, questions, or comments about Chapter activities we would ask you to let any Officer or Director know of them. This is YOUR Chapter, we want to make sure you have your interests and likes addressed and covered.

As was mentioned in a past Hangar column, 2018 is an election year for Chapter Officers and Directors. There is a Nominating Committee who will be asking for candidates for the various positions. Why not be pro-active and volunteer to be on the ballot? The Committee would really appreciate hearing from you!

I hope to see you at all of our upcoming events!

Henry



2018 dues are now being
collected. Please pay
Andy ASAP

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Editor's Notes

If you have read an interesting aviation related book let me know and I will include it in a future edition of The Observer

Have an aviation related link? I'll include that in a future edition also.

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March meeting is Monday March 5th

Speakers Steve Bateman and Michael Hangartner

AOPA's Steve Bateman and Michael Hangartner will join us for the March meeting and will present an interactive seminar highlighting the benefits of joining or starting a flying club. Both are active pilots and are also members of a new flying club in Westminster, MD (KDMW), so they have a great deal of knowledge on the topic. They will also be pleased to answer any questions on wider topics involving the AOPA and its activities.

www.eaa.org

www.aopa.org

www.1041.eaachapter.org

www.intrepidmuseum.org

www.york-aviation.com

www.airfactsjournal.com

www.jerryandersonart.com

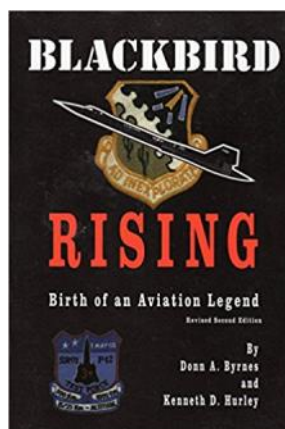
<https://www.airportcourtesycars.com>

Book Review



Blackbird Rising: Birth of an Aviation Legend

by Donn A. & Hurley, Kenneth D. Byrnes



IF you are interested in airplane history, the development of new ideas, test pilots, and politics, authors Donn A. Byrnes and Kenneth D. Hurley describe the whole story of the SR-71, also known as the Blackbird.

Name Tags for members

**ALL Members are
available!!**

**Attend the March
meeting to get yours**

Recommended by Al Shimer

Available on Amazon: <http://amzn.to/2onx33U>

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February speakers Jim Steele and John Sebole from the Harrisburg FSDO and FASST team presented CRM

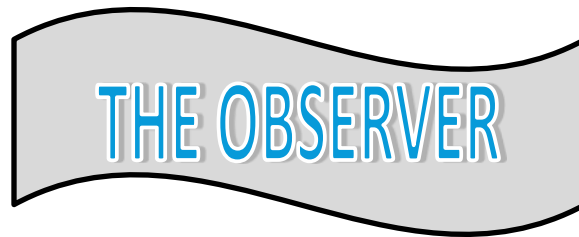


Jim Steele FASST team member and corporate pilot presents **Cockpit Resource Management** as it applies to our piloting situations



WINGS credit was available so a number of guests attended our February meeting

Bob Howe photos



Gettysburg Barnstormers—EAA Chapter 1041



Special Feature

Happy Birthday W05

Our thanks to the Gettysburg Times for permission to reprint this article

Article written by Barnstormer Michael Cooper-White

Gettysburg Airport at 90: Local Pilots Cling to High Hopes

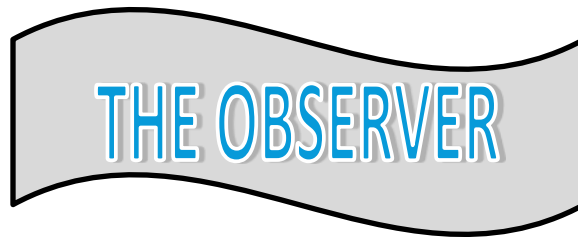
In February of 1928, Charles Francis Doersom purchased 20 acres in Cumberland Township with the intention of founding a commercial airport. On Valentine's Day that year, the *Gettysburg Times* ran the following article about the planned airfield being established just a quarter century after the Wright brothers' first flight in Kitty Hawk, North Carolina:

"The new airdrome will open for business as soon as the weather permits. Two former US Army fliers, Captain Wallace of Wilkes-Barre and Lieutenant Markell of Reading, will pilot the two new Swallow Airplanes which will be located permanently at the field. Mr. Doersom said he has secured the services of Richard Renault of York to give parachute jumps every Sunday. For the present, the new airport will engage solely in short flights, repair and rebuilding of airplanes and instruction of student fliers."

A decade later, Doersom Airport expanded with the purchase of an additional 200 acres. The original 1000-foot long sod runway running southwest/northeast was expanded, and a perpendicular crossing runway also constructed, to allow aircraft the preferred method of taking off and landing as directly into the wind as possible. Two decades later, in 1959, the original SW/NE runway (or "24/6" as it is known in aviation lingo) was paved. The later addition of runway lights, together with its complete repaving in two phases during the summers of 2016 and 2017, now offer local and visiting pilots a first-rate airstrip that can accommodate light general aviation aircraft and even some small jets capable of landings and take-offs from its 3100-foot length.

Doersoms Dominate for Decades, Then Things Change

Charles Francis "Charlie" Doersom was born July 1, 1901 in Adams County. Known widely in the community as "an experienced and brilliant mechanic," according to Art Cunningham's "History of Aviation



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Happy Birthday W05

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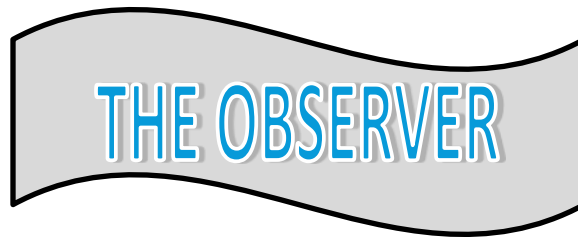
in Adams County,” Doersom’s “interest in aeroplanes and aviation started early and lasted all his life.” Cunningham’s history points out that Doersom attempted to launch his aviation enterprise just before the stock market crashed, after which aviation’s development languished. “Yet Charlie survived, and he kept his airport and raised his family.”

Long-time local entrepreneur and recreational flyer, John Donmoyer, remembers the day in 1963 when the elder Doersom collapsed in his office at the field. Donmoyer also recalls fondly some famous flyers who landed at Gettysburg, including television star Arthur Godfrey, and pro golfer Arnold Palmer. The latter arrived in his sleek twin engine craft for a round on the links with retired President Dwight Eisenhower.

Following the elder Doersom’s death, an experienced pilot and mechanic, Don Sullivan, leased the airport from the family for a period of years. In that era, youthful flyer Charlie Tipton rented a plane and flew from the field after having first trained at the nearby original “Gettysburg Airport,” a grass strip located along the Mummasburg Road. Tipton recalls flying a rented two-place Cessna 150 from “Doersom” to the new Washington Dulles Airport. Cleared to land at Dulles, Tipton and his teenage brother passenger were startled when a Boeing 707 jet suddenly roared overhead after getting too close behind the tiny plane on final approach. Tipton went on to an illustrious career, piloting F-4 fighter jets from U.S. Navy aircraft carriers in the Viet Nam era, and serving for over two decades as an engineer and manager in the aerospace industry. In his retirement years, Tipton flew his single-engine “taildragger” Aeronca Champ over 650 hours, landing in all 48 contiguous states.

Another long-time aviator and former commercial airline pilot, Phil Roth, also recalls flying from Doersom field in the era when it was operated by the Sullivans. Elizabeth Sullivan had been among the elite Women’s Airforce Service Pilot or WASP corps during the Second World War. Following a short stint as a missionary pilot in South America, Phil was sometimes hired for charter flights from Gettysburg into

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Special Feature

Happy Birthday W05

Our thanks to the Gettysburg Times for permission to reprint this article

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busy airports like New York's La Guardia and Washington's National. On one occasion Roth accompanied Ms. Sullivan on a flight to a national WASP reunion in Cincinnati. He also recalls flying with Colonel John Eisenhower, a newly licensed private pilot savvy enough to know that he needed a professional copilot for some of the more challenging flights.

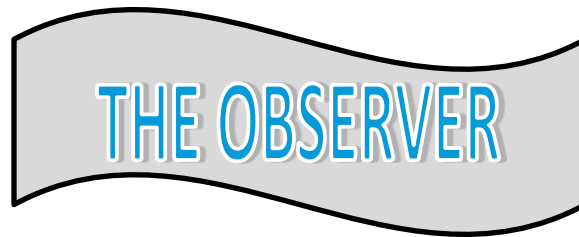
Doersom's son Donald, who obviously inherited the flying gene, taught countless aspiring aviators to fly over decades, and still hung around the airport on occasion until his death three years ago. At least one Doersom, Don's nephew Keith, continues to fly and is a respected flight instructor and chief pilot for the Pennsylvania Department of Transportation's aviation fleet.

As inevitably comes to pass, the Doersom era ended in the waning years of the 20th century when the airport was sold to a Harrisburg entrepreneur who had no background in aviation. Plans to establish a flight school and otherwise expand services at "Whiskey-Zero-Five" (W05 is the airport's official designator assigned by the Federal Aviation Administration) came to naught as its new owner encountered challenges during an era when general aviation found itself in a nosedive. Escalating costs and lack of opportunities for budding pilots found many flight schools struggling. To generate additional revenue, the private owner would close the field some weekends and hold drag races on the runway—hardly the way to attract visiting pilots who wanted to fly in for a battlefield tour or to visit friends or relatives! He also sold considerable acreage to developers, thereby limiting future airport growth.

Gettysburg Barnstormers and CAP Efforts Support Revitalization

When the airport was put up for sale by the private owner a dozen years ago, the Federal Aviation Authority urged that it be brought under the umbrella of the Susquehanna Area Regional Airport Authority (SARAA). Headquartered at its flagship Harrisburg International Airport main terminal building, SARAA also operates the smaller Capital City airport as well as Chambersburg's Franklin County strip. SARAA is governed by a board with appointees from several cities and counties. Thus far, neither Adams nor

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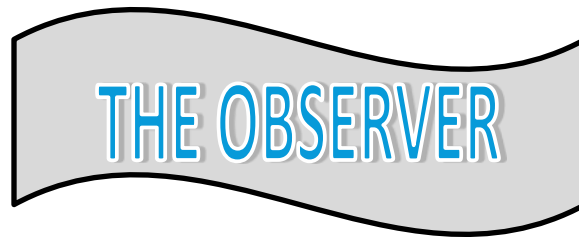
Franklin County have seats on the SARAA board, a situation some might regard as being “aviation without representation.” A group of local area pilots has encouraged the Adams County Commissioners and Cumberland Township Supervisors (since the airport is located in Cumberland) to petition SARAA for membership.

In recent years, several efforts have been made to bring a flight school or aviation repair station to the premises. But each in turn has fizzled, leaving the airport mostly unattended and absent the basic services required of a going airport concern—a welcoming lounge for pilots and passengers, aircraft fuel, and local transport to ferry visitors arriving by air to tourist sites, restaurants and lodging.

Despite these setbacks, locally generated initiatives hold promise of a brighter future in Adams County aviation activity. In 2016 the Civil Air Patrol (an all-volunteer auxiliary of the U.S. Air Force that fosters aerospace education, cadet training programs, and emergency search-and-rescue services) organized a new squadron based at the Gettysburg Airport. The squadron currently has over a dozen adult members and nearly twice that many cadets, two of whom have indicated their intention to apply to U.S. military academies. CAP 2nd Lt Sarah Kotlinski, who oversees many aspects of the squadron’s activities, says of the group’s offering in the local community: “Civil Air Patrol teaches integrity and service and it demands excellence and respect. As each new generation charts the course for our culture, Civil Air Patrol is ‘always vigilant’ in protecting the values that propel American character.”

A robust local chapter of the Experimental Aircraft Association (EAA) also continues upholding the vision of a thriving aviation facility in a community that welcomes 2-3 million visitors each year. EAA Chapter 1041, which includes 80 or so pilots and aviation enthusiasts, has designated itself as the “Gettysburg Barnstormers.” The group holds its monthly meetings in the airport’s main hangar, and offers two annual fly-in or drive-in breakfasts at the facility. These weekend events draw an average of 500-600 patrons every June and September. Proceeds from the popular breakfasts go primarily to support aspiring

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young aviators, enabling 3 or 4 youth each year to attend the EAA Air Academy at Oshkosh, Wisconsin during the world's largest general aviation event held every summer.

Barnstormers continue educational efforts aimed at helping local community leaders recognize that a thriving airport is a key to economic development. Among other factors, they point to a study by the Pennsylvania Department of Transportation, which reveals that over 50% of businesses considering location in a community deem essential a readily accessible airport. And they note that while over 10% of tourists in Pennsylvania arrive at other destinations by air, the lack of amenities at W05 deprives our most important industry of thousands of visitors and millions of dollars annually. Prospects for flight training are now also more promising as airline expansions and mandatory retirements (age 65 for the airlines) have created a current and growing pilot shortage.

Barnstormers president, Henry Hartman, shares the organization's commitment and concerns: "We are convinced there's great potential to develop a first-class aviation facility in the nation's greatest small town! We're eager to work with SARAA and local business and governmental leaders in efforts to make Gettysburg's a premier airport." While they await the day when our local community has "aviation with representation," the Barnstormers send regular visitors to the monthly SARAA board meetings to ensure its members "think Gettysburg" as well as the larger airports. Speaking for himself and his fellow aviation enthusiasts, Hartman concludes, "As pilots, we'll keep looking up and aiming high as we face the future!"

Note: *The author is indebted to his fellow pilots who shared their recollections, especially to Phil Roth for the extensive historical research he conducted.*

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Attention

Coming in March A new Monthly Chapter 1041

Activity

Keith Feaga will introduce the IMC\VMC Club

New
Event



Begins 10 March, 0900-1030, at the Gettysburg Airport. Plan on attending the inaugural meeting and prepare to enjoy learning through real-life IMC flying experience discussion. All aviators welcome, instrument ticket or not, we're talking flying.

The EAA IMC Club started with the idea of one man, Radek Wyrzkowski. A commercial pilot working on his ratings, Radek found himself one day with a newly minted IFR ticket on his very first venture into IFR territory. After takeoff and in clouds he suddenly realized he had no paper or pencil to copy any variation to the flight clearance he had filed. Suddenly he had the firm realization that an IFR rating doesn't mean you are capable of IFR work. There's a lot of learning still necessary.

Founded in 2010, the IMC Club mentor program was incorporated into EAA's member benefit programs, and many EAA chapters have combined their activities with IMC Clubs. The program involves working through real-life IMC scenarios together in a social club setting. This format is designed to improve pilot proficiency and decision-making ability with problems experienced in a real-case analysis. The concept is not to find absolute answers but to develop rational thinking in consultation with your peers.

The scenarios are professionally produced and offered to the EAA chapter in the form of a PowerPoint presentation. You simply meet, go through a "what-if" scenario, and then begin your discussion.

Through your EAA IMC Club, you will get insights into how to handle real flying situations, engage with pilots of all experience levels, *share your knowledge and experience, support the education and safety of pilots everywhere, and participate in fellow-pilot assessments of your knowledge and skills. There are no right answers. The idea is that you learn from each other.*

The inaugural EAA Chapter 1041 IMC Club meeting is scheduled for Saturday, 10 March, 0900-1030 at W05's main hangar. For more information, contact EAA Chapter 1041.

Additional Information on EAA Website Here: <http://bit.ly/2DzNEaq>



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CAP Report

February brought a renewed focus on PT and emergency services to the Gettysburg Composite Squadron in addition to our continued emphasis on aerospace topics. Early in the month, cadets enjoyed an intense workout with Maj Christopher Folster and followed it up with a hands on learning session review what gear needs to be in their 24-hour packs if they want to work on a search and rescue ground team.



Two cadets, C/A1C Miguel Neller and C/SMSgt Griff Kotlinski completed a grueling Winter Search and Rescue training weekend at Hawk Mountain Ranger Training School on February 17-18. It was sunny and dry when they arrived but when the winter storm moved it in did so with a vengeance, creating whiteout conditions and putting down four inches of snow in an hour. Cadets learned how to extend their search and rescue skills in winter conditions and hiked either 2 (basic class) or 4 (advanced class) miles in full gear. Both cadets enjoyed it immensely!



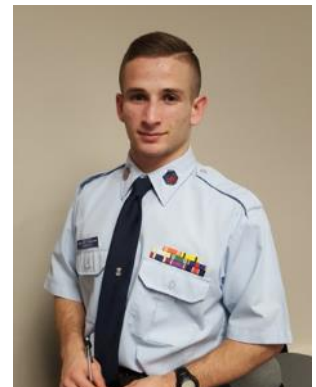
We still continued our usual focus on aerospace education. In the third meeting of the month our cadet aerospace education officer discussed the three axes of rotation and how the ailerons, elevators, and rudder influence movement along each of these axes,

then had the cadets build FPG-9 gliders and work through a series of exercises designed to test these concepts. Maj Rob Clark, Squadron Commander and senior aerospace education officer, then followed up with a lesson on the same topics and a chance for cadets to fly in X-Plane.

Two Barnstormers received recognition for their work. Jeff Robeson was promoted to 2nd Lieutenant, and Sarah Kotlinski received The Benjamin O Davis Jr award for completing Level Two of her training. Finally, we would like to congratulate C/SMSgt Brennan Romanoff on his admission to both the Naval Academy's and West Point's summer seminars. Romanoff is a junior at New Oxford High School. Well done Sgt Romanoff!



2d Lt Sarah Walter Kotlinski, CAP
Deputy Commander for Seniors
Character Development Instructor
Recruiting and Retention Officer
Communications Officer, Testing Officer
Gettysburg Composite Squadron
(C) 717.253.3794
U.S. Air Force Auxiliary



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-R-



February 25th 2018



Bob Howe photos

"Hanger Flying" precedes the day's events



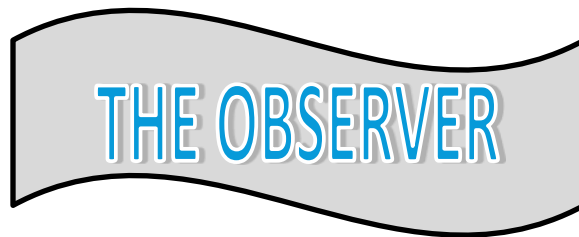
"Line-Up and eat"



Attendees enjoyed a movie and a meal

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Gettysburg Barnstormers

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EAA Chapter 1041

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Fly-Out Destination

Fly-Out destination for March will be decided at the March Meeting

The February fly-out was cancelled due to snow

THE EAA 1041 SKY RAIDERS

The EAA 1041 Sky-Raiders have a scheduled fly-out on the 3rd Saturday of each month.

Each pilot will make their own go/no go decision. Please call Herb Bartell (717-476-2800) no later than Friday afternoon if you plan to join the flight. Herb will make restaurant reservations at the destination airport; therefore, an accurate count of participants is appreciated.

Check out our website. It has been updated!!

www.1041.eaachapter.org

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