



The Hagerstown Homebuilder

www.36.eaachapter.org

Hagerstown, MD

Vol. 29 No 2

February

2020

EAA Chapter 36 Aircraft of the Month



Quicksilver 2, Jerry Sexton

EAA CHAPTER 36

February 2020

CONTENTS

Cover Page
Chapter Officers
Minutes
Chapter News
Aviation News

Published by
EAA Chapter 36
Hagerstown, MD
301-797-1875
www.36.eaachapter.org

Chapter Meetings held the 1st.
Tuesday of each month, 7:30
PM, in the Pilots Lounge, at
the Hagerstown Regional
Airport.

The contents of The Hagerstown Homebuilder are solely the viewpoints of the authors. No claim is made and no liability is assumed, expressed or implied as to the technical accuracy or safety of the material, opinions and/or views presented.

The viewpoints expressed are not necessarily those of EAA Chapter 36 or the Experimental Aircraft Association

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: Curtis Berry 16137 River Bend Ct., Williamsport, MD 21795	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 FEBRUARY 4, 2020** →→→

The Presidents Corner



We have yet to complete the first full month of 2020, and we're already seeing significant achievements!

The Herald-Mail recently published another article regarding our Young Eagles program.

the article can be found at:

https://www.heraldmillmedia.com/brightside/young-eagle-program-helps-kids-take-flight/article_92972702-a987-51b7-b57e-ddbd70306c5c.html. I would like to thank the Herald-Mail for their continued coverage of our community involvement. This is the third article about us they have published over the last seven months. I plead with you to also share the article with others. If you're on Facebook, share the article (posted on our page) to help increase our visibility as we seek to attract new members, new Young Eagles, and widespread interest in our organization.

I recently received word from EAA headquarters that our chapter achieved SILVER status through EAA's Chapter Recognition Program. Per the message, we are in the 93rd percentile. We achieved this status by sustaining our membership (growing it counts too!), participating in Young Eagles, having an EAA-approved flight advisor or technical counselor, participating in EAA's annual chapter member survey (more on that in a minute), reads EAA ChapterGram regularly (wait, how does Big Brother know?!?!), requests EAA promotional materials or ChapterBlast email, hosts at least two public events each year, and owns or leases a facility. If we can sustain these efforts, facilitating VMC/IMC Club meetings will propel us into GOLD status!

Thank you! to everyone who took the time to complete EAA's annual chapter member survey. Early returns indicate that we had 16 members complete the survey. Sixteen may sound like an insignificant number, but it's a 300% increase from the previous year's participation.

Cross your fingers, our application for second Ray Aviation Scholarship was submitted this evening.

I hope to hear any news, but preferably good news, in time to make an announcement at our upcoming annual banquet.

Speaking of the annual banquet, don't forget to mark your calendars. Our annual banquet will take place for the second consecutive year at The Parlor House in Waynesboro, PA. Plan to arrive at approximately 6:00 pm on Saturday, March 14th, with dinner to follow roughly 30 minutes later. We'll have a final cost established no later than the upcoming February meeting. The food was fantastic as was the company and camaraderie—so plan to attend for a great evening!

Safe skies!



At 9 years old, Gianna "Gigi" Anderson already has plans to become a pilot — and she's had more experience behind

the controls of a plane than most people of any age.

Gigi, from Hagerstown, is a "frequent flyer" with the Young Eagles, which aims to introduce kids aged 8 to 17 to the wide world of aviation. The program is sponsored by Chapter 36 of the Experimental Aircraft Association, or EAA, at the Hagerstown Regional Airport. It typically runs one event a month from April through October where young people can fly for free with volunteer pilots. Over the past couple of summers, fourth-grade home-school student Gigi has come to numerous events, flying six or seven times, including her first time in an airplane.

"When I first went into a plane, I was like, 'I really, really like this,'" she said.

After that, she was hooked. "I was kind of nervous because I didn't know what it was going to be like and then when I was done, I felt so good that I wanted to do it again," she said.

Gigi also comes to "build nights" with the EAA on Mondays, where a fully functional plane is built from a kit and sold to help fund the Young Eagles.

Read more. Go to the website, noted in the Left-hand column.

EAA Chapter 36 Meeting Minutes 09 January 2020

ATTENDANCE: 19 members

Officers: President Ray Franze, Vice President Gary Keller, Sec/Treas Dean Popio

BoD members; Curtis Berry, Joe Boyle, Jim Marsden

Members: Kate Berry, Jim Hauber, Sandy Hissey, Mark Hissey, Ken Jones, Gil Motz, Micah Oberholtzer, Ned Remavege, Jay Swift, Olga Thornwall, Elizabeth Thornwall, Greg Thornwall, Pete Walters

OPENING ACTIVITY

Ten members paid dues for 2020 (four family memberships)

Meeting called to order at 7:31 pm by President Ray Franze.

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

STOLP V STAR ACTIVITY

In between the Dec meeting and this, Joe Boyle had sent out an email stating that Build Nights at the Chapter hangar and covering/teaching sessions at Don Myers' home shop were on hiatus for the holidays. As of the January Chapter meeting both of these activities have resumed.

The V Star's tail feathers have been completed (fabric covered & finished to silver). Ailerons will be completed the week of Jan 13-17. The first of the wings will be brought to Don Myers on Wednesday. A second wing will go to Don once the first has reached the halfway point. Volunteers and/or observers are still welcome to participate. Anyone wishing to do so should coordinate with Joe Boyle.

Joe Boyle recently made contact with an individual in New Jersey who has a salvage Stolp V Star. Joe is close to closing a deal at the agreed-upon cost of \$500 for the fuel tank, instrument panel, flying wires, fittings & bracketry, etc. Joe plans to try to reach a separate agreement of his own for the fuselage & dispose of this item himself after salvaging any useful sections.

SCHOLARSHIP UPDATES

Elizabeth Thornwall passed her check ride on 23 Dec and is now enjoying the benefits of her new status! She has made a few flights as Pilot In Command with her brother as a passenger, which essentially qualifies as a Young Eagle flight! Going forward Elizabeth plans to work towards getting type rated in the Vans RV-12. EAA National sent Elizabeth a polo shirt and a commemorative pin. Mark & Sandy Hissey presented Elizabeth with a flyGIRL flight bag from Sporty's Pilot Shop.

OTHER BUSINESS

The search is on for Chapter 36's next Build Night project aircraft / kit!

Attendance at this rescheduled meeting was higher than typical. Suggestion was made if perhaps the regular chapter meeting should be moved to Thursdays if it allows more people to participate.

Chapter renewal for 2020 has been completed & acknowledged by EAA National.

Sandy Hissey mentioned a success story: a Young Eagle who is off to an enthusiastic start in aviation that all started thanks to their experience with Chapter 36.

Chapter members formally thanked Curtis & Kate Berry for once again hosting the Christmas gathering at their home.

Micah Oberholtzer has acquired some donated large printed banner / signs. These could be locally reprinted & used to advertise the Fly-Ins or other events. These would replace the current venerable wooden signs. The signs will be stored pending more discussion on this.

WHAT'S NEW WITH OUR MEMBERS

Those of you who remember Joe Boyle's Daphne SD1-A & have missed seeing it out and about will be pleased to hear Joe has completed all repairs and mod work.

Ned Remavege has completed his acquisition of a Magni Orion gyrocopter and is currently learning the ins & outs of his new prize possession.

Pete Walters relayed news regarding the Waynesboro School District's plans to add an aviation course to the curriculum.

Pete Walters announced that he's working towards his Private Pilot certification and Micah Oberholtzer has his ATP check ride coming up next month. Wish them both every success!

Gary Keller has cleared up all the preliminary issues & is working towards getting scheduled for shoulder surgery. We wish Gary smooth sailing for the procedure and a speedy recovery.

Carryover talking points from previous meetings. 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. Young Eagles credits could be used towards the purchase of the kit(s).

CLOSING ACTIVITY

The meeting was adjourned approx 8:40. Following Wise Words of Wisdom from Gary Keller, members all enjoyed a celebratory piece of cake in honor of Elizabeth's achievement.

Submitted by Dean Popio

Chapter 36

News and Events

HAPPY BIRTHDAY

Feb. 15 – Tim Manahan

Feb. 18 – Don Myers

Feb. 25 – Mark Hissey



Gianna Anderson, 9, of Hagerstown, MD, is a member of the Young Eagles program at the Hagerstown Regional Airport. She has participated for the last 2 summers and expects to be a pilot

some day.

Current Fuel Prices

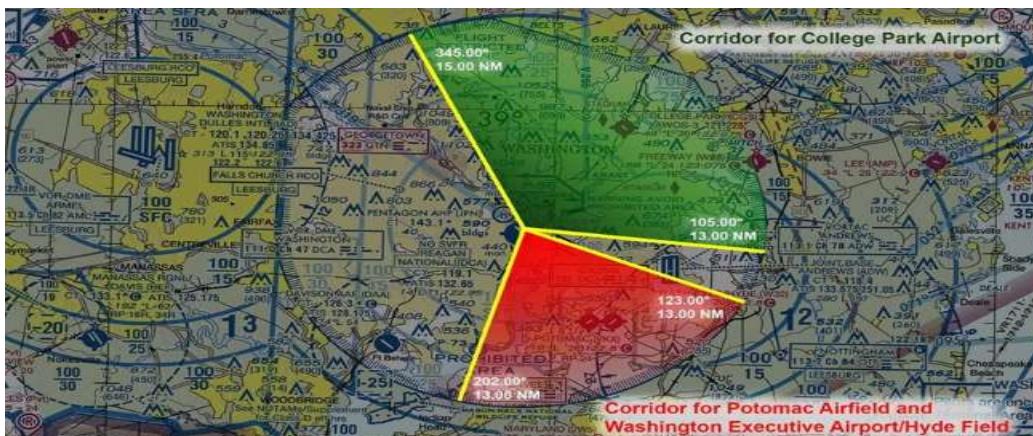
as of
Jan. 30, 2020

	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

Changes coming to D.C.-area VFR operations

Pilots who conduct VFR flights in the Washington, D.C., area should familiarize themselves with new notices to airmen that take effect at 0001Z on January 15, including revisions to operating procedures to three airports within the Washington, D.C., Special Flight Rules Area's Flight Restricted Zone, and in the Leesburg Maneuvering Area at Leesburg Executive Airport in Virginia.



A notam effective January 15 will require aircraft arriving and departing College Park Airport to enter and exit the Washington, D.C. FRZ between the DCA VOR/DME 345-degree radial at 15 nm and the 105-degree radial at 13 nm (Green shaded area). Aircraft arriving and departing Potomac Airfield or Washington Executive Airport (Hyde Field) must enter or exit the DC FRZ between the DCA VOR/DME 123-degree radial at 13 nm and the 202-degree radial at 13 nm (red shaded area). A separate notam authorizes the remotely operated tower at Leesburg Executive Airport to assign transponder code 1234 to aircraft flying in the Leesburg airport traffic pattern when the tower is in operation. Squawk transponder code 1226 when departing the Leesburg Maneuvering Area and entering the Special Flight Rules Area (SFRA). AOPA graphic.

How to Look Less Worse When Tailwheel Flying

By Paul Berge, AvWeb

We hold these truths to be self-evident: that all pilots should take their primary training in tailwheel airplanes, preferably without radios, and all should learn how



to wheel land a taildragger, meaning touching on the main gear wheels before the tailwheel. See Photo above. By contrast, less flashy full-stall landings occur when all three wheels (mains and tailwheel) touch roughly together.

Additionally, all primary instructors should be geezers (male or female), half-deaf from 40 years flying such machines. Full confession: I learned to fly in a Cessna 150 and delayed the transition to tailwheel until eight years later. By then, I'd ingrained poor landing habits deep into my marrow, relying upon the CG being forward of the main landing gear to keep the airplane running straight on the ground. Decades later, I'm nearly deaf and mostly fly and teach in tailwheel or what's properly known as conventional landing gear.

There in the regs, 61.31(i), it says in part, that you need a one-time tailwheel endorsement from an "authorized" tailwheel CFI before acting as PIC of a tailwheel airplane. Not so in 1982 when I had zero tailwheel PIC time and bought my 1946 Aeronca Champ. Back then, I just needed \$5000 for the purchase, but nothing for training. After paying, I took off between the runway lights, cleared the hangars and turned on course for home. It was easy, but, then, takeoffs usually are. It's getting the tangle of tubing, cloth and wheels to meet the runway at exactly the right pitch and track that takes some skill. Not much, just enough.

The seller, a non-CFI, advised me to "always full-stall land," meaning close the throttle and pull back on the stick until my investment dropped to the pavement like Sydney Greenstreet falling off a bar stool. He was wrong. The Champ and most small tailwheel airplanes wheel land just fine; check the POH or local pilot's lounge experts for details.

Many tailwheel airplanes have control yokes, but

we'll use the control stick for pitch and roll discussion here. For days, I proudly flew my 37-year-old two-seater around the pattern, slamming full-stall onto the runway, until Ed, a real CFI who had taught in Navy SNJs (advanced taildraggers) during World War II, stopped me on the taxiway. Expecting praise of my newfound skills, I was surprised when he said, "I can't stand it anymore. I gotta teach ya how to land this thing." And he did. Mostly. He also told me not to call them "taildraggers" unless they had tail skids instead of tail wheels.

Wheel landing techniques vary among types, but the basics run like this: Establish your final approach and pick your landing spot plus which wheel (mains only) will touch that spot first. Look outside at the wheel. Imagine that wheel is your foot, and you want your heel to ever so carefully touch the runway without breaking all your bones.

Picture your wheel landing approach on short final being slightly flatter than the full-stall approach. You may need to carry power. Not always. With a left crosswind plan to touch the left main wheel first, opposite for right crosswind. Point the airplane's nose down the runway and keep it straight with rudder. How much? Whatever it takes, and it will vary throughout the landing. Point the control stick into the wind, bringing the upwind wing down. How much? Whatever it takes to keep from drifting, but not so much that you turn or scrape the ADS-B antenna off the wingtip. Keeping this cross-controlled slip going, begin increasing the pitch as you might for a full-stall landing. Then, hesitate.

This is where the wheel landing is all art and no academics.

Timing is key. Anticipate the upwind wheel (one beneath the lowered wing, where the control stick is pointing) skimming the runway, just enough so it begins to spin. As it does, gently—but firmly—reduce pitch to transfer weight from wing to wheel. Move the stick forward to keep the single wheel on the ground, while momentarily holding the downwind wheel and tailwheel off. Without a crosswind you can land on both mains simultaneously.

As speed decreases (and it does so quickly, especially on tall grass) allow the opposite main wheel to drop. Gently. Now, you have two choices: Hold the stick forward and let the speed deteriorate until the tail drops onto the ground or, gently, pull back on the stick—without ballooning—to bring the tail down.

Continued next page

Once all three wheels are on the ground, keep the stick back, with increasing crosswind aileron correction as you slow, and you can log the landing after coming to a full stop. Can't count the landing for currency unless it's to a full stop, but if no one's looking, we won't tell.

Damned if you do or don't mistakes: 1) Rushing the wheel landing by trying to stick the main wheel on too soon. Do this, and you'll drive the wheel on and bounce. 2) Delaying the wheel landing by moving the stick forward well after the wheels have touched. Do this, and the airplane skips like a flat stone thrown across a pond's surface. Finding that tiny window in which you press forward on the stick to hold the mains on the ground takes practice. Or luck. We'll accept either, provided you recognize it and accept good fortune with humility and grace, because next time you might not be so lucky.

In the existential struggle over wheel landings vs. full-stall landings, much ink has been spilled with families torn apart. It's madness. Can't we all just get along? I mean, some say wheel landings are better for strong crosswinds, while others say that wheel landings simply delay the inevitable. Planting one wheel down first, then prancing down the runway is adorable, but eventually, ya gotta get the other two wheels on the ground.

I'll leave it to you to decide but consider these truths: We fly because it's cool. We fly tailwheel airplanes to look even cooler. Utility is rarely in play, so if you're going for cool, think wheel landing whenever the crowd is watching. Just don't wave to your admirers too soon, or you'll become another ground-looped statistic, like the thousands who made the FAA sigh, "We can't stand this, anymore. Get some instruction!"

Rusty Pilot Resources

will get you back in the air. Think you've lost too much and forgotten everything? Afraid

it'll be like starting over? No worries, Rusty Pilots will get you back in the left seat fast! Go to:

[https://www.aopa.org/training-and-safety/lapsed-pilots/rusty-pilots?](https://www.aopa.org/training-and-safety/lapsed-pilots/rusty-pilots?utm_source=eBrief&utm_medium=Content)

[utm_source=eBrief&utm_medium=Content](https://www.aopa.org/training-and-safety/lapsed-pilots/rusty-pilots?utm_source=eBrief&utm_medium=Content)



The FAA has big plans to decommission VORs, and the project is already underway. How will it impact your navigation in the near term and into the future? John Krug has the answer

@[https://pilotworkshop.us17.list-](https://pilotworkshop.us17.list-manage.com/track/Click?u=5146209990d253add0ccf45ba&id=1f4cbe3a30&e=1934a01fe4)

[manage.com/track/Click?](https://pilotworkshop.us17.list-manage.com/track/Click?u=5146209990d253add0ccf45ba&id=1f4cbe3a30&e=1934a01fe4)

[u=5146209990d253add0ccf45ba&id=1f4cbe3a30&e=1934a01fe4](https://pilotworkshop.us17.list-manage.com/track/Click?u=5146209990d253add0ccf45ba&id=1f4cbe3a30&e=1934a01fe4)



Is there a magic bullet for making consistently smooth landings? Read more @

https://pilotworkshop.com/tips/smooth-landings/?utm_source=totw&utm_medium=email&utm_term=11-27-2019&utm_campaign=tip

How are you supposed to commit all those emergency procedures to memory? There's an easy way to simplify things. Go to:

[https://pilotworkshop.us17.list-](https://pilotworkshop.us17.list-manage.com/track/Click?u=5146209990d253add0ccf45ba&id=80e343d965&e=1934a01fe4)

[manage.com/track/Click?u=5146209990d253add0ccf45ba&id=80e343d965&e=1934a01fe4](https://pilotworkshop.us17.list-manage.com/track/Click?u=5146209990d253add0ccf45ba&id=80e343d965&e=1934a01fe4)

How do you know when to abort a takeoff roll before it's too late? Get the answer @

[https://pilotworkshop.com/tips/react/?](https://pilotworkshop.com/tips/react/?utm_source=totw&utm_medium=email&utm_term=1-8-2020&utm_campaign=tip)

[utm_source=totw&utm_medium=email&utm_term=1-8-2020&utm_campaign=tip](https://pilotworkshop.com/tips/react/?utm_source=totw&utm_medium=email&utm_term=1-8-2020&utm_campaign=tip)

Homebuilt Registrations Grew In 2019

With nearly 1200 experimental

amateur-built aircraft newly registered in 2019, the fleet has seen its largest growth in a decade.

The 2019 figure is up

from 888 the prior year, while last year 916 aircraft were removed or "de-registered," for a net gain of 270 registrations. Read more @

<https://www.avweb.com/aviation-news/homebuilt-registrations-grew-in-2019/?>

