



The Hagerstown Homebuilder

chapters.eaa.org/EAA36 Hagerstown, MD

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2023



**Aircraft of the month:
"Dean Popio's" Bombardier Global 6500**

EAA CHAPTER 36

April 2023

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2023-24 OFFICERS AND SUPPORT STAFF

2023-24 OFFICERS AND SUPPORT STAFF	
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	Dave Anderson

→→→ **Our next general membership meeting will be held April 4th** →→→

The President's Corner



Another winter comes to an end. While it was a relatively mild winter, it's nice to have daylight lingering further into the evening hours. We ended the season in typical chapter fashion—closing down the Parlor House during our annual Awards Banquet. It was good seeing everyone who made it out. We were missing some familiar faces, and you were missed. For those who attended, I hope you had an enjoyable evening. We had some fun, new awards this year; and they seemed to be a big hit.

A special “Thanks!” to Joe Boyle and Gary Keller for representing EAA Chapter 36 at the College and Career Fair at Greencastle's Community Learning Center. Reports estimate that over 300 youth from 8th through 12th grade attended the event. Thank you, guys, for bringing awareness about our chapter to the greater community. And I truly appreciate Joe Baginski's offer and willingness to display items for our chapter before we realized we would have representation at the event.

Our community service and fundraising efforts ramp up this month with our first Young Eagles event and chapter pancake breakfast of 2023. This month's event will take place on Saturday, April 15th, at the Hagerstown Aviation Museum. Joe and Cindy could possibly use an extra set of hands or two with the concessions; and Curtis and Kate as well with regard to staffing volunteers to work the Young Eagles side of the event. Please reach out them if you're able spare some time to assist with the pancake breakfast and/or Young Eagles.

We'll also kick off our member flyouts this month—flying to Airways Inn for breakfast or lunch at Frederick Municipal Airport on Saturday, April 22nd. I may not be able to attend the first one due to a family event, so this is a perfect time to transition to having another member coordinate the departure times, and participants list, for each flyout. More on seeking additional help later.

Back to the banquet for a moment. I would like to say “Thank you!” to those who voted for me to receive the chapter's Hale Andrews Award. Like any good American election, I was selected based on a plurality of the votes received. Receiving the votes and ordering my own award was a bit odd and anticlimactic. I do have the votes available in case anyone would like to audit the results ☺.

I know our chapter wouldn't be where it is today without the tireless efforts of our many members who devote countless hours to the chapter's activities. I hate to ask, but I need additional help to tackle several chapter activities if we want to keep them going—flyouts, guest speakers at monthly chapter gatherings, and the Poker Run among other activities. When the chapter put its blind faith in me to lead the organization, I had ambitions to grow our membership and activities. And I'm proud of the additional activities we've done over the past few years—YE RC Build and Fly, member flyouts, Poker Run, guest speakers/feature presentations at our monthly chapter gatherings, increasing our scholarship opportunities, completing two pedal plane projects, and more. And it's the efforts of many who have made this all possible.

At the same time I am beginning feel tapped out as the many things on my plate seem to be less sustainable on a personal level—particularly when coupled with an increasing family schedule and leaving work late more days than not to make sure I am on top of my responsibilities there as well. Our chapter is capable of sustaining its current list of offerings—even expanding what we do as we aim to carry out EAA's vision of, “*a vibrant and growing aviation community,*” and mission to, “*increase participation in aviation by promoting the 'Spirit of Aviation.'*”

But I need additional help to share the workload. I am looking for members to take over coordination/POC duties for several activities to include our chapter flyouts, organizing the Poker Run, lining up a schedule of guest speakers/feature presentations for the year, among other things. The feedback I've received is that these activities are worth keeping around, but I need to rely on other members to take the lead on making them happen. Some of the work is done for this year so it's not like needing to build a program from the ground up. I truly appreciate those willing to take on a more active role with our chapter's activities.

Until next time

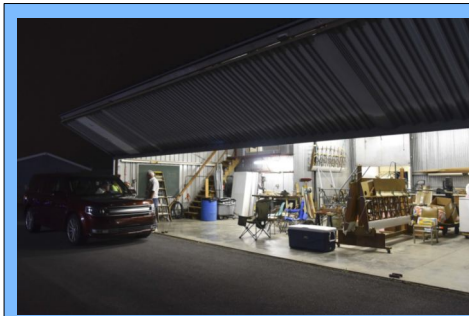
Safe skies!



Chapter 36

News and Events

Current Fuel Prices		
as of March 21, 2022		
Airport	SS	FS
Hagerstown	\$6.75	\$7.50
Frederick	\$6.75	\$7.50
Martinsburg	\$6.29	\$6.69
Winchester	\$5.89	\$6.29
Cumberland		\$6.55
Carroll County	\$6.90	\$7.45
www.airnav.com		



Weekly Build Nights at the Chapter 36 Hangar, Monday nights at 7 p.m.



Our condolences to friends and family of Ken Bercaw. Ken was well known for his energy and entertaining personality, and that he bought the chapter project Aeronca Champion after the rescue from the Potomac River flood in 1984.



April



Chapter Meeting

Monthly chapter meeting on Tuesday, April 4th, 7:00 p.m. at the Hagerstown Aviation Museum hangar.



Young Eagles Event

Our next Young Eagles and Chapter Breakfast event will be on Saturday, April 15th at the Hagerstown Aviation Museum. The pancake breakfast starts at 8:00 a.m. and Young Eagle flights are from 9:00 a.m. to 1:00 p.m.



Fourth Saturday Flyout

Flyout to Airways Inn at Frederick Municipal Airport (KFDK) on Saturday, April 22nd. Time of departure to be determined.

Chapter Awards Banquet

Award Winners:

Hale Andrews Award – Ray Franze
Chapter 36 Award – Gary Keller
President's Award – Tobias Mottley
Chapter Service Awards – Dean Popio, Gary Keller, and Ray Franze

"Golden Marshallers Wands" Award – Gil Motz
"Grant for a Grant" Award – Curtis Berry / Dean Popio
"Slow as \$h!t" Award – N8223U / Chapter 36 Flying Club
"Tortoise and the Hare" Award – Joe Boyle and the Stolp SA-900 V-Star build team
"Golden Spatula" Award – Jim Marsden
"Golden Spoon" Award – Jenny Keller
"Door Prize" – Cindy Boyle

Thanks to Gary Keller, Pete Walters, and Ray Franze for the photos





EAA Announces Inaugural Learn to Fly Week – May 15 to 20

Aspiring aviators will have the opportunity to discover multiple pathways to becoming a pilot as EAA presents its inaugural Learn to Fly Week on May 15-20.

Beginning May 15th, expert flight instructors and representatives from various aviation organizations will present free, interactive webinars. These webinars will cover topics from starting flight training, saving time and money in flight training, preparing for the FAA written exam, to passing the checkride, and so much more. While the live showing of these presentations will be open to the public, the recordings will be archived for EAA members to view at their convenience.

Learn to Fly Week will conclude on Saturday, May 20, with Flying Start events hosted at chapters across the country. EAA's Flying Start program allows EAA chapters to welcome, encourage, and educate new aviation enthusiasts about the fun, freedom, and accessibility of personal aviation in their local area. Following a short presentation about learning to fly, attendees will be offered a free introductory Eagle Flight to experience the spirit of aviation firsthand.

“Becoming a pilot is a dream for many, but few know where to start their journey. Learn to Fly Week was created to help encourage aspiring pilots to take action and begin the pilot training process,” said David Leiting, EAA Eagles Program Manager. “Our goal is to show attendees how accessible achieving their dream actually is.” Leiting also added that inspiration from this event stemmed from packed forums at the Learn to Fly Center at EAA AirVenture Oshkosh 2022, as well as the success of other EAA virtual events like Homebuilders Week and Virtual Ultralight Days.

Combining the educational forums from the Learn to Fly Center and the connections and inspiration found at Flying Start events, EAA Learn to Fly Week is the latest effort in the ongoing effort to help aspiring pilots achieve their dream of flight.

Sporty's Pilot Shop is the presenting sponsor of Learn to Fly Week. Sporty's will be participating in multiple webinars and offering product discounts during the week.

Full webinar schedule and more details on Learn to Fly Week can be found at EAA.org/LTFWeek.



Aviation News:

Spring Flying Season Is Here!

<https://www.eaa.org/eaanews-and-publications/eaanews-and-aviation-news/young-eagles-youth-education/2023-03-10-spring-flying-season>

Leesburg Executive Airport faces uncertain future after FAA decision

<https://wtop.com/loudoun-county/2023/03/the-executive-airport-in-leesburg-is-facing-an-uncertain-future/>

Things My Instructor Never Taught Me

https://inspire.eaa.org/2023/03/22/things-my-instructor-never-taught-me/?utm_source=ehotline_230324

'Is it just you guys at Winter Haven?'

Piper Cherokee, J-3 Cub on floats collide, 4 dead
<https://www.aopa.org/news-and-media/all-news/2023/march/08/fatal-florida-midair-leaves-many-mourning>

Behind the Scenes at an Air Show

<https://generalaviationnews.com/2023/03/26/behind-the-scenes-at-an-air-show/>

Accident Case Study: Risk Stacking

<https://www.aopa.org/news-and-media/all-news/2023/march/16/accident-case-study-risk-stacking>

NTSB Details Possible Factors After Fatal Biz Jet Incident

<https://www.flyingmag.com/ntsb-details-possible-factors-after-fatal-biz-jet-incident/>

Repair Parts Running Out For GNS 430/530

<https://www.avweb.com/aviation-news/repair-parts-running-out-for-gns-430-530/>

Continuing the 30th Anniversary Celebration

<https://www.eaa.org/eaanews-and-publications/eaanews-and-aviation-news/young-eagles-youth-education/2023-03-10-young-eagles-30th-update>

Junkers retro reboot makes US debut

<https://www.aopa.org/news-and-media/all-news/2023/march/27/junkers-retro-reboot-makes-us-debut>

New Video Series Focuses on IFR Flying

<https://generalaviationnews.com/2023/03/27/new-video-series-focuses-on-ifr-flying/>

FAA Publishes Task-Based Phase I Guidelines

<https://www.eaa.org/eaanews-and-publications/eaanews-and-aviation-news/news/phase-1-flight-training-program>

Keep Practicing After Your Check Ride

<https://www.flyingmag.com/keep-practicing-after-your-check-ride/>

A-10 Demo Team Introduces New Pilot And Paint Scheme For 2023 Airshow Season

<https://theaviationist.com/2023/03/14/a-10-demo-team-introduces-new-pilot-and-paint-scheme-for-2023-airshow-season/>

Final Year of Racing at Reno/Stead

<https://www.aopa.org/news-and-media/all-news/2023/march/09/final-year-of-racing-at-renostead>

Boeing Bird of Prey Shrouded in Secrecy Still

<https://www.flyingmag.com/boeing-bird-of-prey-shrouded-in-secrecy-still/>

The Most Difficult Call: Intervening To Stop The Inevitable Accident

<https://www.avweb.com/uncategorized/the-most-difficult-call-intervening-to-stop-the-inevitable-accident/>

Helicopter Pilots Provide Lifeline to Trapped Residents

Volunteers deliver supplies to mountain communities buried in snow

<https://www.aopa.org/news-and-media/all-news/2023/march/16/helicopter-pilots-provide-lifeline-to-trapped-residents>

Yellow Ribbon Honor Flight Honors Veterans as Part of AirVenture 2023 Activities

<https://www.eaa.org/airventure/eaairventure-news-and-multimedia/eaairventure-news/eaairventure-oshkosh/2023-yellow-ribbon-honor-flight>

Upcoming EAA Webinars

Full list: <https://www.eaa.org/ea/news-and-publications/ea-webinars>

Date	Time	Title	Presenter(s)
4/4/23	7 p.m. CDT	Task-Based Phase I Flight Testing Qualifies for FAA WINGS credit.	Tom Charpentier <i>Tom Charpentier from the EAA Government Advocacy staff discusses the new option for task-based phase I flight testing. Task-based phase I is an alternative to the standard 25 or 40 hour flight testing requirement for amateur-built aircraft. Tom will discuss the newly published Advisory Circular 90-89C guidance, enabling task-based phase I flight testing.</i>
4/5/23	7 p.m. CDT	Ethics of Misdiagnosis Qualifies for FAA WINGS and AMT credit.	Mike Busch <i>When an aircraft owner puts his aircraft in the shop and asks his mechanic to fix a specific problem, should the owner have to pay for work done or parts installed that don't resolve the issue? That's the question the owner of a vintage Piper PA-12 Super Cruiser posed to maintenance expert Mike Busch. The question triggered a fascinating exchange between Mike and the owner about the ethics of misdiagnosis, and that's the subject of this webinar. Mike discusses what owners can do to avoid being victimized by this all-too-common situation.</i>
4/11/23	7 p.m. CDT	The History of Steve Wittman Museum Webinar Series	Chris Henry <i>Steve Wittman was the winningest air race pilot of all time and designer of numerous iconic aircraft designs. He called Oshkosh his home, and is one of the reasons why EAA does as well. Join us as we talk about all things air racing and Steve Wittman.</i>
4/12/23	7 p.m. CDT	The Nine Principles of Light Airplane Flying Qualifies for FAA WINGS credit.	Rich Stowell <i>Why don't we talk about first principles in aviation? What are those principles? And what impact could knowing them have on aviation safety and education? Tune in as Rich Stowell proposes nine principles for light airplane flying and drills down into two of them in a way that will broaden your understanding of maneuvering flight.</i>
4/18/23	7 p.m. CDT	Planning for International Young Eagles Day Young Eagles Webinars Series	David Leiting <i>Join David Leiting, EAA's Eagles Program Manager, as he reviews Young Eagles rally planning best practices, how to utilize Young Eagles Online Registration, and how to integrate the new digital signature app. This webinar will help prepare volunteers for International Young Eagles Day on June 10, 2023.</i>

Ray Aviation Scholarship Update: Madison Richardson

Just like the past few months I didn't fly much due to weather, but I did get lucky enough to fly twice this month. Our first flight of the month was on March 17th and we flew from KHGR to the Saint Thomas VOR before doing some PPL maneuvers and heading back home. It was geared to be like a check ride, back to back stuff. Then I flew on March 21st and we did my long cross country dual since I'm not comfortable flying it solo just yet. Let's hope for more flying in April!!



25 Years Ago Today – March 31, 1998

Thanks to Jay Kanagy

The Operating Committee of Chapter 36 met in the Hangar Lounge on Tuesday, March 31, 1998.

Does the Chapter want to continue with the annual banquet? See what the membership desires.

Bob Enterline has the April Program.

Gary Hartley has offered to do a program on the first flight of homebuilts. He has two twenty minute videos. Sun'n Fun is April 17 and 18. Ken has material to distribute at the meeting.

Suggested May get together and cook out at Kevin's. Consensus was to plan for it in May, Ken will get volunteers to help with the bombing and spot landings.

Winchester is scheduled for May 23 and 24.

Will organize a cleanup of the Hangar and recruit help to do it. Walter and Ken will clean the tool room. Dave and Bob will do a new inventory of the tool room.

For the June event, Ken will present a duty roster. Some people have expressed a dislike for doing the same job year after year.

June will talk to WHAG TV about upcoming events and will do publicity for the events as before. June will have Steve make a flyer listing all three events.

The Banquet was a success. Still had 58 reservations after several called in sick. June will write a thank you letter to Pleasant Walk Methodist Church for loaning us the TV and VCR.

The finances are holding for now.

What to with the Mini-Max when finished? One suggestion was to form an ultra light club. So far have \$1800 invested in it. Possibly can make own wooden prop. Talk to the guys on Wednesday night to see what they want to do with it.

Tools and materials are missing. Suggested asking anyone who uses the Hangar to put \$20.00 in a box.

Rick Saunders moved to change the locks to the Hangar and charging \$20.00 per key, seconded by Bob Berger and the motion carried. It was unanimously suggested to change the tool room lock more often. A key person or persons to take charge. Dave and Bob Berger offered to be the key people.

Submitted by June Green

A note from Jay Kanagy:

All monthly minutes and/or chapter information from 1997 until early 2020 has been archived, along with all newsletters from August 2006 up to the present. Any member wishing to view any past history item can contact Greg, our newsletter editor, or myself, and we would be happy to oblige. Hard copy newsletters, and minutes are being stored in the file cabinet at our hangar. Special recognition must go to Sandy and Mark Hissey for past minutes and information, also to Betty Wright for minutes, and Jack Raun for past newsletters. All members cooperation in this matter, has been, and is greatly appreciated. Thank You!

Members' Pages

"Dean Popio's" Bombardier Global 6500



While certainly not my personal property, as Manufacturing Engineer assigned to Sierra Nevada Corporation's RAPCON-X project, I'm responsible for doing my part to make sure the modifications to the aircraft are completed correctly, on schedule and as economically as possible. In that respect, it's my baby!

RAPCON-X is the future of medium-to-high altitude airborne intelligence gathering as agencies shift away from propeller and turboprop-driven aircraft towards faster, higher payload jet platforms.



Joe Boyle



Gary, Joe Baginski and I selling kids 8th thru 12th grade on Aviation Careers this morning in Greencastle, PA. Gary and I were talking to students about what Chapter 36 does as a group and about the scholarships that EAA Chapter 36 sponsors and awards. Joe Baginski was talking to them about flight training.



Tony Vallillo – Part 2, Section 3

Silver Argosy

Low and Slow across America!

We had one more corner to turn, at the southern end of what are called, further north, the Rocky Mountains. This is Guadeloupe Peak, which lies a bit east of El Paso. When we passed by, it was catching the late afternoon sun and looked quite spectacular. This would mark the end of the mountainous terrain portion of our



trip. Once we put Guadeloupe behind us it was pretty much flat and, until we crossed the Mississippi river, all downhill! The winds kept up their steady push and we found that we could press on beyond Carlsbad. I had briefly entertained the notion of putting up there and actually going to see the caverns, but there really wasn't time for sightseeing on the ground (we were getting plenty of it in the air to compensate!). Hobbs New Mexico was the next outpost of civilization ahead, and it was there that we

headed, landing just around sunset. This had been the most productive day yet, in terms of mileage, and we were quite satisfied with ourselves as we sat down to yet another Mexican dinner.



Thus far in the journey we had employed mostly pilotage navigation – that is, looking for landmarks and roads and the like, and following them. In those situations where there were no convenient roads or other features to define a course, we used the GPS rather than rely on dead reckoning. Use of dead reckoning would have required the preparation of some sort of flight plan, using the old E-6B, which would give us a wind corrected heading to fly. We were already far enough into the GPS era that that sort of effort was unappealing! GPS did all of that for us, whenever we needed it and on the fly. The other typical navigation method of that era, VOR, was unavailable to us (except that the GPS could take us to any VOR) since 112T was completely devoid of VOR equipment.



We did have the LORAN, which I used more or less as a backup. It had no moving map, but could do a direct course between any waypoints and it had a navigation database in it which, although not up

to date, was at least up-to-decade! If dealing with VOR's NDB's or airports it could take us directly to them. It could also take us to lat/lon fixes, but I was not going to get involved with that sort of thing on this trip. The LORAN worked fine throughout the trip, but I already had it in mind to pull it out when we got home, since I would need the panel space it occupied for the transponder which I was now determined to install.

The weather held beautiful the next morning, and FSS told us that it would stay that way all day, all the way to Shreveport. SHV was our next planned stop, and would indeed be our final destination today no matter what

the winds did, for I have relatives there and we were in for a home cooked meal and the opportunity to wash some clothes. No matter what the tailwinds might choose to do, SHV was as far as we were going.

I must have had too much coffee that morning at Hobbs, because we had not been airborne an hour when I began to feel “the need”, and not the one for speed (in the Skooter one always feels the need for speed, anyway!). Although we had planned on going a bit farther, I decided to put in at Sweetwater Texas, which was conveniently located a few miles directly ahead. The name on the chart – Avenger Field – hinted that it might have had some military connection at one time, and indeed that proved to be the case, but in a special way – one that appealed particularly to Melanie. Avenger Field was the location where most of the women were trained to fly during WWII; the ones who turned in such an outstanding performance as the WASP’s. These women went on to fly just about every airplane that the Arsenal of Democracy turned out during the war years, and some of them gave their lives in the process of testing and ferrying airplanes. What they got for their pioneering efforts was a handshake and an apron, as they were steered back to the nation’s kitchens after the war. Although a few managed to actually earn a living in aviation, almost 30 years would pass before Emily Howell became the first female airline pilot in the U.S. in the early 1970’s.



This part of the country is what is called, in Texas, the “Oil Patch”, and wells dot the landscape as far as the eye can see. Nowadays, a bit further to the south, wind farms dot the landscape too, the result of Mr. Pickens’ efforts to free us from the dependence on oil. Beyond macerating a number of birds, I’m not sure just what these wind farms are contributing to energy production, but if it depends upon the prevailing winds, as indeed it must, then the omens are good, because this area always seems to be windy. Fortunately for us, the winds were out of the west so we continued to benefit from some free speed, and on this leg we saw groundspeeds as high as 140 knots.

After takeoff from Sweetwater, we detoured a bit south to avoid the Class C at Abilene. After that it was GPS direct all the way to Tyler in east Texas. Our course put us south of the Class B at DFW, but we could see the steady stream of inbound high overhead as we droned east, most of them decked out in polished aluminum, just like 112T! Pretty much since Hobbs we no longer needed pilotage or the charts – GPS direct would do the trick, with just a bit of Kentucky windage to bend around the various airspaces we could not enter. No longer did we need to keep to the Interstates – civilization abounded in every direction. But the landscape became a bit less fascinating with the mountains far behind us. It would be nothing but farmland and woods until we got to Connecticut.



After a quick stop at Tyler for fuel and a bite to eat, we were off again headed for Shreveport. It was here, for the first time, that we actually entered a Class C, since we really had no choice. Shreveport Downtown airport was our destination, and it lay within the Class C, with no other airports available. Now in actual fact, it is occasionally possible to enter a Class C without a transponder provided that ATC can approve it, and fortunately for us they did (I had not tried this before in the trip since there was no real necessity for it). They cleared us to the airport and turned us over to tower for landing clearance. When we arrived at the FBO ramp, my relatives were there to meet us, expressing surprise bordering on shock that we had travelled so far in such a tiny machine! Truthfully, that exact same thought had crossed my mind on several occasions since we left Oregon.

The next day, having sated ourselves on home cooking and done some laundry, we set off, intending to make it all the way to Chapel Hill North Carolina, Melanie's stepping-off point. But today, for the first time, the weather gave us the back of its hand. Not at first, to be sure, since the day dawned beautifully and we flew



through fine weather and enjoyed our by-now-typical tailwinds to our first stop, Bryan Field at Starkville Mississippi, just west of Columbus. We chatted with crop dusters while we topped off the Skooter, and then were off again heading northeast. We needed to sidestep the huge Class B at Atlanta, and this led us to aim toward a small airport at Jasper Georgia – Pickens County Airport, a bit north of ATL. We flew on under skies that were becoming progressively cloudy, but they were high clouds and represented no particular threat. We arrived at Jasper for our obligatory top off and snack, but a quick check of the weather stopped us in our tracks – over on the other side of the Blue Ridge Mountains, where we were headed, the weather was IFR, with low ceilings and poor

visibilities. I was in no mood to tackle marginal weather in what, for me, was a brand new and somewhat unfamiliar airplane, so we waited all afternoon for some sign that things might be clearing up over yonder. Alas, it was not to be, so Melanie and I decided to call it quits and spend the night in Jasper. We found a quaint hotel in town, and for the first time since Stockton dined on something other than Mexican food!

Come the morn, the weather appeared to be no better over yonder; and for that matter not all that great over here! The skies were overcast, although like yesterday the clouds were high enough to permit VFR flight below them. To fly straight to Chapel Hill, however, was out of the question since there was the higher terrain of the southern end of the Blue Ridge off to the northeast of Jasper. We would have to fly east and do an end run around the mountains in order to stay below the overcast. FSS indicated that the forecasts did call for improvement to VFR with a mid level overcast on the east side of the mountains by early afternoon, and so we waited. And waited.

Finally we got confirmation of improvement from both FSS and a recently arriving airplane so we launched and picked our way around the southern end of the Blue Ridge. The overcast above held us down to around 3500 feet, but that was plenty and things did indeed improve as we started heading northeast along the eastern flank of the mountains. Even so, it was still a big change from the clear-and-a-million that we had enjoyed ever since we took off from Stockton.

As we droned northeast along the foothills, there were towns and airports every few miles. We did have to rubber-band the route a bit to get around the big Class B at Charlotte. It was dealer's choice – either east or west, but consideration of the winds (we had, since leaving Jasper, lost our tailwinds and were dealing mostly with a crosswind of no large magnitude) and distance led me to believe that west was best, and so we stayed to the west of the CLT area until we could strike a direct course for the Williams airport at Chapel Hill North Carolina. At 3 hours exactly this was the longest single leg of the entire trip, in terms of time. I was beginning to see just how lucky we had been with the winds over the previous few days. We pried ourselves from the tiny cockpit and staggered over to greet Melanie's father, who had come out to pick us up. With the bird tied down for the night, we departed for another home cooked meal.



I bade Melanie farewell the following morning, and launched off into the not-so-blue skies solo. The weather reports had indicated VFR conditions under scattered mid level clouds all the way north to Winchester Virginia, my next overnight stop. The forecasts also indicated that, while I would have no difficulty getting to Winchester, the following day or two would be miserable, with a front coming through featuring IMC and a lot

of rain, so Winchester would be as far as I could go. I did briefly consider skipping Winchester and going up the coast all the way to Connecticut in one day, but decided against that. So off to the north I flew, below clouds that were, at first scattered, then by the time I got abeam Richmond broken, and shortly thereafter overcast and getting lower by the minute.

I was clear that the forecasts had been at least a bit skewed (This just in..!!!), and I descended lower and lower to stay beneath the clouds. Getting closer to Front Royal it was clear that I was not going to be able to get through to Winchester under the clouds unless I was willing to do some serious scud running, a prospect that I have never considered cheerfully since it has a tendency to lower the life expectancy considerably. But I was close enough to listen to the Winchester ATIS and they were calling clear skies. Aha! Reversing course, I retraced my path back to where the clouds above were broken and climbed up through the generous breaks until I got on top. Then I set the Garmin to Direct OKV and off I went. I had enough fuel to go a considerable distance and still turn around to get down again if I had to, but I didn't have to. After 30 miles or so the clouds below vanished and Winchester came into view ahead. It took awhile to descend from those giddy heights, but in due course I landed and taxied over to the FBO. My first order of business, after fueling was to arrange for a hangar for 112T for the next two nights, since I had no desire to leave her out in the rain lest I have to polish her the minute I got home. Space was available, as it happened, and we backed the bird in and locked her up.

There then ensued an entire day of rain and miserable weather, made enjoyable only by the companionship of my brother and sister in law. On the third day the skies were still overcast, but high overcast and the weather was VFR with strong winds out of the west, which would translate into tailwinds once again. After an hour spent in an almost comic attempt to get into the hanger to get the airplane out (the line boy did not have the key this morning, and had to get into the hangar next door and climb over the partition into the hangar where the Skooter was!) I was up and away on the last leg home. The course was not direct, since both the Philly and New York Class B's stood astride a direct route, but only a little shading to the west put me clear.

It was on this leg that I appreciated the value of a finger on the chart; something that, at that point in my career, I still did, wary as I was of the reliability of GPS. While I was edging past the Philly Class C, the GPS went stupid for what turned out to be only 4 or 5 minutes but seemed longer as it was happening. Fortunately, the sectional was already on my lap and my finger was on the chart, so I was able to transition to a mixture of dead reckoning and pilotage for the short time until the Garmin woke up again.



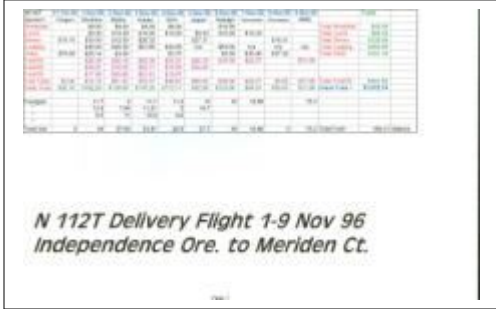
When the mighty Hudson River hove into view I knew that I was home, since these skies had been my stomping grounds in small planes for several decades. As I approached Meriden, I was a bit concerned about the winds, which were reported out of the west at 20 or so knots. The Skooter has an official demonstrated crosswind component of 13 knots, and I was loath to exceed that by very much this early in my career with her. There was always Danbury, 20 or so miles back to the west, where there was an east-west runway if it turned out that the bird could not handle things at MMK. But as it turned out, the trees off to the west side of the north-

south runway at MMK served to blank out the wind in the last few feet, and by the time I started the flare the crosswind pretty much disappeared.

Welcome home to the airplane! Her hangar was ready and waiting and I got her tucked in shortly after I topped her off. The total flying time for this Silver Argosy was around 40 hours, over a span of eight days of flying. The fuel bill was just over \$400 for 188 gallons, an average



price of a bit over \$2.00 per gallon. Oh for the good old days! Counting meals and lodging the total cost of the adventure was around \$1000; but really, like the commercial says, priceless!



Date	Time	Altitude	Fuel	Remarks
11/01/96	10:00	10000	100	Depart Independence Ore.
11/02/96	10:00	10000	100	En route
11/03/96	10:00	10000	100	En route
11/04/96	10:00	10000	100	En route
11/05/96	10:00	10000	100	En route
11/06/96	10:00	10000	100	En route
11/07/96	10:00	10000	100	En route
11/08/96	10:00	10000	100	En route
11/09/96	10:00	10000	100	Arrive Meriden Ct.

N 112T Delivery Flight 1-9 Nov 96
Independence Ore. to Meriden Ct.

At this point, 112T and I have shared 439 hours together in the skies, over a period of 18 years. I have added a transponder, strobe lights, portable GPS, and a battery charger to her, and have had the bottom and some of the control surfaces painted since I could not really do a good job of keeping them polished. I have flown her to all three of the Atlantic islands (Nantucket, Block and Martha's Vineyard), up and down the Hudson Corridor many times, throughout

Connecticut, Massachusetts, Pennsylvania, southern New York, New Jersey, Maryland and Long Island. Nothing, perhaps, compared to the Silver Argosy, but the lady still gets around! Aside from some maintenance work this year to replace some components that were in need of it, she has been as "low maintenance" as has She-Who-Must-Be-Obeyed, whose name she shares (112T bears the name **Flagship**

Virginia). I have, as it happens, had wonderful luck with both a woman and an airplane in this life, and any man who can make that claim has no cause for complaint whatsoever.



Happy Landings!

Tony Vallillo